

# SESSIONAL PAPERS.

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VOLUME 12.

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FOURTH SESSION OF THE FIFTH PARLIAMENT

OF THE

DOMINION OF CANADA.

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SESSION 1886.

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VOL. XIX.

- 30b.** Return to an Order of the House of Commons, dated 5th March, 1886, for copies of all reports made by Inspector Sweetnam concerning alleged irregularities in connection with the management of Pickering post office, in the county of Ontario, and in particular of his report upon the investigation held by him at the village of Pickering in December, 1883; and copies of all correspondence between Inspector Sweetnam and the Post Office Department relating in any way to charges made against the management of said post office, and a copy of instructions to the inspector given upon such report. Presented to the House of Commons, 19th April, 1886.—*Mr. Edgar*.....*Not printed.*
- 31.** Return to an Order of the House of Commons, dated 1st March, 1886, for a Return of the receipt and expenditure, in detail, chargeable to the Consolidated Fund, from the 1st day of July, 1884, to the 1st day of March, 1885, and from the 1st day of July, 1885, to the 1st day of March, 1886. Presented to the House of Commons, 5th March, 1886.—*Sir Richard Cartwright.*  
*Printed for Distribution only.*
- 32.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 9th March, 1885, for copies of all papers, letters, correspondence and Minutes of Council relative to making Port Mulgrave, in the county of Guysboro', a sub-port of Port Hawkesbury, in the county of Inverness. Presented to the House of Commons, 5th March, 1886.—*Mr. Kirk.*  
*Not printed.*
- 33.** Return to an Order of the House of Commons, dated 23rd April, 1883, for a Return of the number of children's carriages imported into Canada each and every year from the 1st July, 1878, to the 1st July, 1882, with the amount of duty collected in each year. Presented to the House of Commons, 5th March, 1886.—*Mr. McCraney*.....*Not printed.*
- 34.** Return to an Order of the House of Commons, dated 27th April, 1885, for copies of all papers, orders, letters, vouchers, correspondence or any other memoranda whatever in the possession or under the control of the Department of the Minister of Customs, or any of the members of the Government, or of any of the officials of the Government, relating to, or in any way connected with, the alleged violations of the Customs laws by swearing to false invoices, or in any other mode, by one John Leander McKenzie, of Canning, King's county, Nova Scotia, and of the firm of Sheffield & McKenzie, of the same place, with a copy of the decision of the Customs Department in such cases. Presented to the House of Commons, 5th March, 1886.—*Mr. Moffat*.....*Not printed.*
- 34a.** Supplementary Return to an Order of the House of Commons, dated 27th April, 1885, for copies of all papers, orders, letters, vouchers, correspondence or any other memoranda whatever in the possession or under the control of the Department of the Minister of Customs, or any of the members of the Government, or of any of the officials of the Government relating to, or in any way connected with, the alleged violations of the Customs laws by swearing to false invoices, or in any other mode, by one John Leander McKenzie, of Canning, King's county, Nova Scotia, and of the firm of Sheffield & McKenzie of the same place, with a copy of the decision of the Customs Department in such cases. Presented to the House of Commons, 27th April, 1886.—*Mr. Moffat*.....*Not printed.*
- 35.** Return (*in part*) under Resolution of the House of Commons, passed on the 20th February, 1882, on all subjects affecting the Canadian Pacific Railway, respecting details as to: 1. The selection of the route. 2. The progress of the work. 3. The selection or reservation of land. 4. The payment of moneys. 5. The laying out of branches. 6. The progress thereon. 7. The rates of tolls for passengers and freight. 8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year. 9. Like particulars up to the latest practicable date before the presentation of the Return. 10. Copies of all Orders in Council and of all correspondence between the Government and the railway company, or any member or officer of either, relating to the affairs of the company. Presented to the House of Commons, 8th March, 1886, by Hon. A. W. McLelan—  
*Printed for Sessional Papers only.*
- 35a.** Supplementary Return under Resolution of the House of Commons, passed on the 20th February, 1882, on all subjects affecting the Canadian Pacific Railway, respecting details as to: 1. The selection of the route. 2. The progress of the work. 3. The selection or reser-

- tion of land. 4. The payment of moneys. 5. The laying out of branches. 6. The progress thereon. 7. The rates of tolls for passengers and freight. 8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year. 9. Like particulars up to the latest practicable date before the presentation of the Return. 10. Copies of all Orders in Council and of all correspondence between the Government and the railway company, or any member or officer of either, relating to the affairs of the company. Presented to the House of Commons, 11th March, 1886, by Hon. J. H. Pope—  
*Printed for Sessional Papers only.*
- 35b.** Return of correspondence between the Canadian Pacific Railway Company and the Department of the Interior, as required by Resolution of the House of Commons of the 20th February, 1882. Presented to the House of Commons, 11th March, 1886, by Hon. Thos. White—  
*Printed for Sessional Papers only.*
- 35c.** Articles of agreement entered into between Andrew Onderdonk and Her Majesty Queen Victoria, represented by the Minister of Railways and Canals of Canada, to erect and complete a combined passenger and freight building at North Bend; one at Chinaman's Ranche, and one at Pennie's, on the Canadian Pacific Railway, in British Columbia. Also between Wilson and McCrady and Her Majesty Queen Victoria, represented by the Minister of Railways and Canals of Canada, to erect a ten-stall engine house on the station ground of the Canadian Pacific Railway at North Bend, British Columbia. Also between Messrs. Head, Wrightson & Company and Her Majesty Queen Victoria, represented by the Minister of Railways and Canals of Canada, to supply iron piles, caps and points for the Canadian Pacific Railway Wharf at Port Moody, British Columbia. Presented to the House of Commons, 19th March, 1886, by Hon. J. H. Pope.....*Printed for Sessional Papers only.*
- 35d.** Return to an Address of the House of Commons to His Excellency the Governor General, dated 5th March, 1886, for copies of all correspondence between the Government, or any member of the Government, with the Canadian Pacific Railway Company and the North Shore Railway Company, and between the two companies concerning the prolongation of the line of the Canadian Pacific Railway to the harbor of Quebec; of all contracts between the said two railway companies in reference to the same; of all Orders in Council passed in reference to the same; together with a statement of all moneys paid by the Government, and of the names of the persons to whom such payments were made, also in reference to the same, and in conformity with the Acts 47 Victoria, chapter 8, and 48-49 Victoria, chapter 58. Presented to the House of Commons, 15th April, 1886.—*Mr. Laurier.....Printed for Sessional Papers only.*
- 35e.** Return to an Order of the House of Commons, dated 29th March, 1886, for copies of any agreements or contracts entered into between the Canadian Pacific Railway Company and the Northern Railway Company of Canada, and the Hamilton and North-Western Railway Company as lessees of the Northern and Pacific Junction line from Gravenhurst to Callander, providing for through rates and fares and proper traffic arrangements for freight and passengers over the line of the Canadian Pacific Railway, as stipulated in the agreement of 12th April, 1884, under which the Government granted the subsidy of \$12,000 per mile for the construction of the railway from Gravenhurst to Callander. Presented to the House of Commons, 15th April, 1886.—*Mr. Edgar.....Printed for Sessional Papers only.*
- 35f.** Copies of letters from James A. Dickey, Office of Government Inspecting Engineer, summit of the Selkirks, enclosing extracts from diary, as to weather reports, snow-slides, etc. Presented to the House of Commons, 3rd May, 1886, by Hon. J. H. Pope—  
*Printed for both Distribution and Sessional Papers.*
- 36.** Return under Act 48-49 Victoria, chapter 3, intitled: "An Act to provide for the taking of the Census in the Province of Manitoba, the North-West Territories and the District of Keewatin." Presented to the House of Commons, 9th March, 1886, by Hon. J. Carling—  
*Printed for Sessional Papers only.*
- 36a.** Report of expenditure incurred on account of the Census of 1881, required by the "Census and Statistics Act, 1879." Also a report of all things done and expenditure made under the Act 48-49 Victoria, chapter 3, intitled: "An Act to provide for the taking of a Census in the Province of Manitoba, the North-West Territories and the District of Keewatin." Presented to the House of Commons, 15th March, 1886, by Hon. J. Carling.....*Not printed.*

# RETURN

(IN PART)

(35)

To the STANDING ORDER of the HOUSE OF COMMONS, dated 20th February, 1882; For full information on all subjects affecting the Canadian Pacific Railway up to the latest date, and particularly all details as to:

1. The selection of the route.
2. The progress of the work.
3. The selection or reservation of the lands.
4. The payment of moneys.
5. The laying out of branches.
6. The progress therein.
7. The rates of tolls for passengers and freights.
8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year.
9. Like particulars up to the latest date before the presentation of the Return.
10. Copies of all Orders in Council and of all correspondence between the Government and the Railway Company, or any member or officer of either, relating to the affairs of the Company.

By Command.

J. A. CHAPLEAU,

*Secretary of State.*

Department of the Secretary of State,  
Ottawa, 6th March, 1886.

OTTAWA, 5th March, 1886.

SIR,—I have the honor to send you herewith, in accordance with the Resolution of the House of Commons of the 20th February, 1882, copies of all Orders in Council and correspondence respecting the Canadian Pacific Railway Company, connected with this Department, since the similar return of last Session; also statements of accounts with said company.

I have the honor to be, Sir, your obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

Under Secretary of State, Ottawa.

FINANCE DEPARTMENT, OTTAWA, 27th February, 1885.

DEAR SIR LEONARD TILLEY,—Will you be pleased to get a ruling of Council on the following point:

The Loan Act, Canadian Pacific Railway, of last Session, was assented to on the 5th March; the first payment was made 12th March, and the half-yearly interest was collected on the 12th September.

Mr. Drinkwater, the secretary of the company, called upon me this morning and pointed out that the loan was repayable 1891 on the 1st May. The sixth clause of the Act enacts that an agreement shall be made by the Government and the company for the due performance of the conditions contained in said Act, and under the eighth clause of this agreement, the interest is to be paid half-yearly on the 1st days of May and November in each year. Mr. Drinkwater therefore wishes payment of interest to be postponed to 1st May instead of 17th March, and to 1st November instead of 17th September, and so on.

I wish, therefore, for instructions whether any alterations should be made in the date of payment on interest, and if it is determined that such a change should be made, I think that it would be as well that the first half-year's interest should be collected and paid up to 1st November last, and what has already been received to 17th September be taken as an account.

I have promised Mr. Drinkwater an early answer to this request and I should be glad to be informed on the point as soon as possible.

I have, &c.,

J. M. COURTNEY, *Deputy Minister of Finance.*

Hon. Sir LEONARD TILLEY, C. B., K. C. M. G., Minister of Finance.

DEPARTMENT OF JUSTICE, Ottawa, 3rd March, 1885.

SIR,—With reference to your letter of the 27th ultimo to the Minister of Finance respecting the dates at which the interest on the loan to the Canadian Pacific Railway Company is payable, and by the Minister referred to the Department of Justice, I have the honor to enclose my opinion thereon, and to return the papers which you lent me.

I am, &c.,

GEO. W. BURBIDGE, *Deputy Minister of Justice.*

J. M. COURTNEY, Esq., Deputy Minister of Finance.

*Interest on Loan to Canadian Pacific Railway when Payable.*

DEPARTMENT OF JUSTICE, OTTAWA, 3rd March, 1885.

By 47 Vic. chap. 1, sec. 4, the Governor in Council is authorized to loan to the Canadian Pacific Railway Company the sum of \$22,500,000, payable on or before 1st May, 1891, with interest at the rate of 5 per centum per annum, payable half-yearly.

By the 6th section of the said Act it is provided that the Governor in Council shall cause a deed of agreement to be executed providing for such remedies, terms and conditions as the Governor in Council deems expedient for (among other things) the repayment of the said loan with interest.

The Act was assented to on the 5th of March, 1884, and the deed of agreement was executed on the 7th of that month.

By the 8th clause of the agreement it is provided that the interest shall be payable half-yearly on the 1st days of May and November in each year, the principal to be paid on or before the 1st day of May, 1891.

The first payment to the Company on account of this loan was made on the 12th of March, 1884, and instead of collecting or charging interest on the 1st of May and 1st of November following, the half-yearly interest was collected on the 12th of September.

Under these circumstances the Minister of Finance desires to be advised as to the dates at which the interest is payable.

I am of opinion that the interest is payable on the 1st days of May and November in each year, as provided by the agreement made in conformity with the Act.

GEO. W. BURBIDGE, *Deputy Minister of Justice.*

*CERTIFIED EXTRACT of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 20th July, 1885.*

That the Right Honorable George Grenfell Glyn, Baron Wolverton, the Right Honorable Edward Charles Baring, Baron Revelstoke, and the Honorable Sir Charles Tupper, K.C.M.G., High Commissioner for Canada, be approved as the Trustees by whom the deed of mortgage referred to in the Act passed at the last Session of Parliament respecting the Canadian Pacific Railway Company is to be executed.

JOHN J. McGEE, *Clerk Privy Council.*

*CERTIFIED EXTRACT of a Report of a Committee of the Honorable the Privy Council approved by His Excellency the Governor General in Council on the 29th July, 1885.*

That the accompanying form of deed and mortgage bond as submitted by the Canadian Pacific Railway Company be approved in accordance with the provision of the Act passed at the last Session of Parliament respecting the said Company.

JOHN J. McGEE, *Clerk Privy Council.*

The Hon. the Minister of Finance.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 22nd July, 1885.

Sir,—I have the honor to state that this company is now desirous of carrying into effect the provisions of the Act of last Session respecting the Canadian Pacific Railway.

Certain steps have already been taken by this company in that direction, upon which I beg to report to you as follows:—

An issue of \$35,000,000 of first mortgage bonds, in conformity with the authority provided in the first section of the said Act, has been authorized by the shareholders, at a meeting thereof, held on the 20th July instant, at four o'clock in the afternoon, of which resolutions I enclose you a certified copy.

A mortgage deed has been prepared for execution under the provisions of the 2nd section of the Act, and of the 28th section of the charter, securing the bonds and containing the conditions, provisions and remedies settled upon between the Government and this company and confirmed and approved by an Order in Council on the 20th instant.

The company desired to name Lord Wolverton, Lord Revelstoke and Sir Charles Tupper trustees of the bonds, and they have communicated these names to the Government, receiving its approval also on the 20th July instant. Immediately upon the completion of these preliminaries the company having been engaged in negotiation with Messrs. Baring Brothers and Company of London, for the sale of \$15,000,000 of the bonds authorized to be issued, agreed with them, subject to the approval of the Government, that the bonds should be issued to the public at the rate of ninety five cents to the dollar. The issue has been made at that price and we are advised that the whole amount has been sold. I am therefore instructed to ask the approval by the Government of this transaction, and for authority to deposit the proceeds with the Government in lieu of the bonds.

Being desirous of obtaining the temporary loan of \$5,000,000 provided for by the said Act and also of availing itself of a portion of the \$7,000,000 of bonds set apart for the purposes of the company, after the reserve of \$8,000,000 of bonds, as security for the \$5,000,000 loan, the company after a conversation with Sir John A.

Macdonald, yourself and the Auditor General, on Tuesday, the 21st instant, propose the following mode of arranging for the delivery to the Government of the bonds to be issued, or in case of sale, the proceeds of such sale, in conformity with the requirements of the Statute.

The Company will instruct the trustees under the mortgage deed, and Messrs. Baring Brothers & Co., that the whole of the bond issue or the proceeds of any of them which may be sold are to be held subject to the order of the Government.

And the Government will, no doubt, convey the same instructions to their agents in London, as well as to Sir Charles Tupper, who is one of the trustees, and by this means it seems clear that the Government will have effectual control of the entire issue.

Thereupon the Government will, of course, retain their equivalent of \$20,000,000, say £4,109,500 sterling, as security for \$20,000,000 of the existing debt as provided by the said Act.

They will also retain the equivalent in sterling of \$8,000,000 of the said bonds as security for the repayment of \$5,000,000 loan and they will retain the remaining \$7,000,000 temporarily to be disposed of from time to time in favor of the company as provided by the Act.

It is probable that an application will be immediately made for a portion of these \$7,000,000 of bonds, but it is not necessary to trouble you with this subject at present.

The meeting of the directors will be held on Friday, for the purpose of completing the mortgage deed and causing it to be executed. And as soon after as practicable, the officers of the company will call upon you or your department in your absence, and complete the arrangements hereinbefore suggested, or such other arrangements as will be satisfactory to the Government.

I have, &c.,

C. DRINKWATER, *Secretary.*

Hon. Sir Leonard Tilley, K.C.M.G. &, &c., &c., Ottawa.

Minutes of the adjourned annual and special general meeting of the shareholders of the Canadian Pacific Railway Company, held pursuant to resolution passed at the meeting held on Tuesday, the 14th day of July, 1885, on this Monday, the 20th day of July, 1885, at the office of the company, at Montreal, at the hour of 4 o'clock, p.m.

Present in Person, and by Proxy:—

Name.	Shares.	Name.	Shares.
VanHorne, W. C.....	2,103	Billbrough, Brooks P.....	40
Angus, Richard B.....	11,950	Beale, Walter.....	20
Osler, Edmund B.....	550	Bibby, Edward.....	700
Stephen, George.....	24,272	Bushe, Charles K.....	116
Smith, Donald A., Hon.....	21,750	Brady, Charles W. R.....	10
Ashburnham, Right Hon. Bart., Earl of	1,000	Brown, William.....	100
Armstrong, Andrew C.....	10	Bancroft, James.....	20
Austin-Leigh, Edward C.....	100	Bischoff, Thomas William.....	40
Angus, Miss Jessie.....	110	Bennett, John.....	100
Angus, Miss Margaret.....	110	Bottomly, John.....	50
Angus, Miss Kate.....	110	Bald, James.....	100
Anderson, Samuel Lee.....	60	Bernard, Hewitt.....	61
Abrams, Charles.....	70	Baring, Alexander.....	10
Beare, William W.....	60	Boissevain, Adolph, & Co.....	9,780
Byng, Edmund Henry.....	5	Baynes, George Edward.....	100
Bartholomew, John Smith.....	20	Beatty, Henry.....	1,000
Butler, Miss Mary J. S. A.....	100	Beguelin, Henry E.....	300
Binks, Jabez.....	50	Bigg, John C.....	50

## Present in Person, and by Proxy—Continued.

Name.	Shares.	Name.	Shares.
Baumann, Fred. William.....	30	Hooper, James.....	20
Bloss, James O.....	100	Hoghton, Thomas de.....	140
Blackstone, Lorenzo.....	1,350	Hawkins, George.....	40
Burnett & Co.....	975	Harding, H. J.....	10
Bliss, John W.....	75	Hawden, George B.....	180
Bliss, Lewis H.....	50	Henderson, Edwin.....	300
Bull, William.....	500	Henderson, George W.....	1,190
Coates, Andrew.....	200	Heseltine, Powell & Co.....	3,167
Cameron, John.....	100	Huydecoper, H. M.....	700
Christie, Hugh L.....	100	Holden, J. H.....	790
Cameron, Sir R. W.....	400	Hunter, W. B.....	400
Cowan, Henry.....	65	Howe, J. W.....	100
Curtis, Wm. C.....	200	Johnson, C. H., jun.....	500
Clanwilliam, Earl of.....	3,710	Johnson, L. A. G.....	10
Clanwilliam, Countess of.....	190	Jones, B. W.....	800
Christie, David A. T.....	70	Kane, J. K.....	50
Capper, John J.....	20	Knight, Jos.....	160
Campbell, Henry Walter.....	200	Ker, W. P.....	50
Champion, Charles.....	100	Kittle, Chas. A.....	1,500
Cunninghame, Richard.....	60	Leith, A. J.....	1,000
Collins, Sir R. H.....	140	Lea, J. W.....	295
Crerar, John.....	300	Lawson, H. L. W.....	100
Cornell, William W.....	100	Levy, Jos.....	200
Cross, Alfred T.....	200	Leman, F. G. H.....	20
Denny, Thomas, & Co.....	50	Luke, James.....	50
Drummond, Frances Mary.....	25	Lethbridge, Wm.....	100
Delerne, Aime Louis.....	20	Levison, David.....	52
Denbigh, Earl of.....	50	Loat, Wm.....	90
Dixon, Reginald B.....	100	Lansdown, Frances P.....	20
Donald, Gordon & Co.....	300	Langdon, Mrs H. L.....	10
Eyre, George E. B.....	450	Leven and Melville, Earl of.....	3,000
Erskine, James E.....	300	Le Marchant, Helen A.....	10
Field, John.....	40	Leadbitter, Edward.....	1,100
Fournet, Mrs. A. M.....	10	Losee, Charles E.....	6,100
Forbes, Hamilton.....	80	MacDougall, John.....	30
Farrer, Wm. James.....	450	Moffatt, George.....	20
Pickus, William.....	150	Mitchell, A. B.....	40
Freeman, Francis T.....	100	Mitchell, F. Wm. V.....	350
Foley, Rev. P.....	30	Mackenzie, Capt. F. G.....	250
Fenwick, William I.....	25	Manly, John Samuel.....	21
Gay, Mrs. Sarah.....	200	Molineaux, G.....	30
Gleichen, Count V. F. F. E. G. A. C. F.....	40	Montagu, O. G. P.....	460
Govett, Sons & Co.....	505	Mullens, John A.....	750
Green, Samuel.....	100	Manly, John B.....	180
Gann, Amos John.....	200	Meade, J. G.....	30
Goldsmith, Philip.....	100	Marsden, M. M.....	100
Griffith, John.....	50	Maude, J. A.....	10
Graham, Mrs. Jane.....	30	Maunsell, W. P.....	100
Gammon, Mrs. Elizabeth S.....	40	Mills, Bart., Sir C. H.....	100
Grahame, Thomas.....	10	Maschwitz, Wm.....	320
Goodwin, Mrs. Lucy.....	100	Matras, Ernest.....	20
Grove, Charles.....	60	Marklove, M. W. C.....	60
Gordon, Charles Henry.....	20	Miller, Sir M. W.....	5,000
Grenzel, G.....	1,470	Muntz, P. H.....	200
Halsted, McLane.....	1,310	Macdougall Bros.....	675
Hansen, Louis.....	100	Mackenzie, Kenneth.....	300
Hosack, John.....	300	Morton, Rose & Co.....	71,591
Hildyard, J. G. B. T.....	65	Moody, Harry.....	100
Horne, Alfred E.....	20	Moody, Thomas.....	150
Hall-Houghten, Henry.....	100	Morton, Bliss & Co.....	21,864
Harding, Charles.....	100	McAndrew, W.....	2,910
Hill, George W.....	50	McNeill, Malcolm.....	360
Hawkes, Henry.....	80	Newcomen, Robert.....	70
Herbert, A. Wm. Hy.....	70	Nolen, H. C.....	4,700
Hope, James.....	300	Northcote, Alice S.....	40
Hoppus, Jos. S.....	10	Nathan, Max.....	630

Present in Person, and by Proxy—*Concluded.*

Names.	Shares.	Names.	Shares.
Newell, John.....	600	Scruton, Sarah J.....	10
Nichollette, John T.....	540	Sherry, John P.....	40
Newdigate, Alfred.....	30	Stilwell, Henry.....	50
Noel, W. F. N.....	10	Smith, Edgar.....	40
Northcote, H. S.....	1,000	Sparks, James.....	20
Norton, H. B.....	100	Stapleton, J. W.....	100
Osborne, W. N.....	10	Sidney, George.....	20
Oppenheimer, A.....	4,500	Schaw, A. S.....	5,450
Oyens, H., & Zonen.....	2,510	Sheldon, L. M.....	200
Præd, H. B.....	40	Skinner, Thomas.....	50
Pearsall, T. W.....	1,500	Siegmán, S.....	850
Poche, F., & Co.....	60	Smithers, C. H., & Co.....	1,025
Phillips, R. J.....	30	Stapfer & Streuli.....	200
Pike, James R.....	20	Sterling, John W.....	300
Playford, Miss Jane.....	10	Sturt, Henry.....	10
Pearce, Frank.....	40	Stern, George W.....	1,160
Prescott, Bart., Sir G R.....	5 0	Tennant, Charles.....	5,000
Pearsall, T. W., & Co.....	9,800	Tulloch, R. H. B.....	60
Perry, R. D.....	300	Turner, Henry.....	500
Pierson, Irving M.....	496	Thursfield, Thomas G.....	30
Pop, Joseph.....	10	Thorn, Fred.....	90
Pupke, J. F.....	200	Tod, J., Kennedy & Co.....	16,270
Renwick, James.....	20	Urquhart, Robert.....	10
Reynolds, Thomas.....	600	Utter, F. M.....	3,940
Ridout, George.....	100	Vasey, Charles.....	500
Reynes Bros. & Co.....	100	Van Name, E. H.....	300
Richards, Ed. John.....	100	Van Eghen, J. H.....	500
Reynolds, S. H.....	40	Vickers, J. J.....	20
Robertson, P. W.....	50	Vickers, J. A. D.....	2
Ridley, John H. E.....	300	Wallach, Joseph.....	2,380
Robin, P. R.....	200	Warrender, Bart., Sir George.....	6,000
Rigby, Robert.....	100	Wishart, James.....	40
Ransford, Henry.....	130	Wyn, Wm. Henry.....	50
Ridout, A. G.....	200	Watson & Lang.....	5,230
Roberts, C. H.....	200	White, Fred.....	55
Rose, Bart., Sir John.....	50	Wimot, Miss Amy.....	10
Rose, C. A.....	4,300	White, Henry E.....	140
Rose, C. Day.....	250	Williams, Mrs. Jane.....	10
Reighley, Madame H., <i>née</i> DeMaily.....	45	Waller, Fred.....	310
Scott, George S., & Co.....	300	Webb, C. L.....	120
Scott, Henry C.....	50	Welby, Sir R. E.....	200
Scott, Wm. L.....	600	Wallis, Henry.....	620
Solomon, Wm. T.....	50	Williams, L. Ann.....	100
Smithers, Louisa M.....	1,000	Administration Office.....	59,720
Sergeant, Cor. F.....	50	Blake Bros. & Co.....	1,260
Smith, Robert.....	190	Harris, George R.....	500
Stannard, William.....	20		
Simpson, P. A.....	200		
Shadbolt, H. F.....	20		
		Total Shares.....	370,360

The Hon. J. J. C. Abbott, counsel, also attended, and Mr. Charles Drinkwater, secretary of the company, acted as secretary of the meeting.

In the absence of the President, Mr. George Stephen, in England, the Vice-President, Mr. W. C. Van Horne, took the chair.

The resolution of adjournment passed at the meeting held on the 14th instant was read.

The vice president stated as there was no further business before the annual general meeting, he would now move that this meeting be made special in accordance with the notice convening the same.

And it was resolved: That the meeting be now declared special for the purpose of considering and accepting a certain Act passed during the Session of Parliament closed this day, relating to the cancellation of the unsold shares of the company; the

issue of mortgage bands; the liquidation of the debt of the Company to the Government, and to other matters in the interest of the company; of authorising the issue of first mortgage bonds under the provisions of the said Act; also of authorising the board of directors to carry out the provisions of the said Act, and to exercise the powers thereby conferred; and specially to do all that may be requisite validly to make the said issue of mortgage bonds; and to consider and determine upon the terms, remedies and other provisions to be contained in the deed to be executed securing such bonds.

Thereupon the meeting having become special in accordance with the last preceding resolution, the vice-president submitted a copy of the Act referred to intitled: "An Act further to amend the Acts respecting the Canadian Pacific Railway, and to provide for the completion and successful operation thereof," and the same having been read and considered;

It was resolved: That the said Act, and the terms and conditions therein contained be, and they are hereby accepted by this company.

That this company do issue first mortgage bonds to the extent of £7,191,500 sterling, bearing 5 per cent. per annum interest for the term of thirty years from the 1st day of July, 1885, such bonds to constitute and be a first lien and charge on the entire property of the company real and personal, now owned or hereafter to be acquired, or owned by it (save and except the lands granted, or to be granted, by the Government to this company under the contract between Her Majesty and this company, and the Acts relating thereto), including its main line of railway with its tolls and revenues, the extensions thereof, its branch lines of railway (except the Algoma branch), the whole of its equipment, rolling stock and plant, and all its steamers and vessels; saving always, however, the rights of the holders of the existing mortgages on the extensions of the line of the railway from Callander to Brockville and Montreal, as security for the unpaid balances of the purchase money of the said extensions.

That the payment of the said bonds and of the interest thereon be secured by a deed of mortgage executed by this company to trustees whereby in effect the property, assets and revenues of this company mentioned in the foregoing resolution, with the exceptions therein also mentioned, shall be mortgaged in manner and form as authorized by the said Act, and by the charter of this company, and that the board of directors of this company be authorized to make the said issue in due and legal form, and to dispose and deal with the same according to the authority vested in this company by its charter and by the said Act.

That the Right Honorable George Grenfell Glyn, Baron Wolverston; the Right Honorable Edward Charles Baring, Baron Revelstoke; and the Honorable Sir Charles Tupper, K.C.M.G., High Commissioner for Canada in England, be the Trustees in whose favor the said deed of mortgage shall be executed, their appointment having been approved by the Governor in Council on the 20th day of July, instant.

The vice-president thereupon laid before the meeting a draft deed of mortgage including the form of the bond to be issued by this company, and informed the meeting that the said form of mortgage deed had been this day approved by the Governor in Council, with leave to the company to modify the form of the bonds to be issued in such manner as may be expedient to facilitate their negotiation. The draft deed and form of bond were thereupon read and considered;

Whereupon it was resolved: That the said draft deed of mortgage be, and the same is hereby approved, that the form of bond therein contained be, and the same is also hereby approved, subject to such modifications as may be deemed necessary to facilitate the negotiation of the bonds, and that the said draft, deed and form of bond be filed among the archives of this company, marked with the letter "A," and endorsed with the date of its production before this meeting.

That the directors of this company do cause a deed of mortgage conformable to the said draft to be duly executed by the executive officers thereof, in manner and form as provided by the charter of this company, and by the terms of the said deed.

That the shares of the capital stock of this company to the extent of \$35,000,000,

now in the hands of the Government, be cancelled and destroyed, in such manner and under such precautions as the board of directors shall determine.

And on motion it was resolved: That this meeting for the special business referred to, be adjourned till Tuesday, the 21st instant, at the same place, at the hour of eleven o'clock in the forenoon.

Certified a true copy,

C. DRINKWATER, *Secretary.*

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 27th July, 1885.

SIR,—Please deliver to the Bank of Montreal, for account of this Company, five million dollars, the amount of the loan to this Company authorized by the Act of Parliament passed during the recent Session.

Yours, &c.,

W. C. VAN HORNE, *Vice President.*

C. DRINKWATER, *Secretary.*

Hon. the Minister of Finance, Ottawa.

CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 27th July, 1885.

SIR,—I have the honor to enclose copy of a letter addressed to Messrs. Baring Brothers & Co., and to the Trustees under the mortgage securing the issue by this Company of \$35,000,000, first mortgage bonds, authorized by Act of Parliament passed during the recent Session, requiring them to hold all the said bonds or the proceeds thereof if sold to the order of the Government of Canada.

I have, &c.,

C. DRINKWATER, *Secretary.*

Hon. the Minister of Finance, Ottawa.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 24th July, 1885.

*Messrs. Baring Brothers & Co., and the Trustees of the Bond issue of £7,191,500 made by the Canadian Pacific Railway Company.*

GENTLEMEN,—I am instructed by the Board of Directors of this Company to require you to hold, subject to the order of the Government of Canada, the whole of the above mentioned bond issue, or, in the event of its sale, or any part thereof, the unsold portion of such bonds, and the proceeds of those sold.

I have, &c.,

C. DRINKWATER, *Secretary.*

Certified a true copy.  
C. DRINKWATER, *Secretary.*

FINANCE DEPARTMENT, OTTAWA, 29th July, 1885.

*Messrs. Baring Brothers & Co., and the Trustees of the Bond issue of £7,191,500 made by the Canadian Pacific Railway Company, London, E.C :*

GENTLEMEN,—I am directed, by the Honorable the Acting Minister of Finance, to inform you that the Canadian Pacific Railway Company have sent to the Government of Canada a copy of the following letter:—

“THE CANADIAN PACIFIC RAILWAY COMPANY,

“OFFICE OF THE SECRETARY, MONTREAL, 24th July, 1885.

“*Messrs. Baring Brothers & Co., and the Trustees of the Bond issue of £7,191,500 made by the Canadian Pacific Railway Company :*

“GENTLEMEN,—I am instructed by the Board of Directors of this company to require you to hold, subject to the order of the Government of Canada, the whole of

the above mentioned bond issue, or, in the event of its sale, or any part thereof, the unsold portion of such bonds and the proceeds of those sold.

"I have the honor to be, Gentlemen, your obedient servant,

"C. DRINKWATER, *Secretary.*"

I am directed, by the Honorable the Acting Minister of Finance, to state that we beg to confirm the above letter, as it is considered necessary that a confirmation thereof should be sent on behalf of the Dominion Government.

I have the honor to be, Gentlemen, your obedient servant,

FRED. TOLLER, *Acting Deputy Minister of Finance.*

*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 30th July, 1885.*

On a report dated 27th July, 1885, from the Acting Minister of Finance, submitting an application from the Canadian Pacific Railway Company for the sum of five million dollars, authorized by the Act passed at the last Session of the Parliament of Canada, intituled: "An Act further to amend the Acts respecting the Canadian Pacific Railway, and to provide for the completion and successful operation thereof," to be loaned to the Company by the Government.

The Minister represents that the Right Honorable the President of the Privy Council sent the following cable message to the High Commissioner for Canada in London:—

"OTTAWA, 25th July, 1885.

"Pacific bonds or proceeds as sold to be deposited with agents subject to Government order—obtain letter stating so from agents—cable copy letter immediately—is Government to declare satisfaction with price at ninety-five?"

To which the following answer has been received:—

"LONDON, 27th July, 1885.

"Barings write in reply to your letter of to-day: 'We have to say that we have issued a loan for three million pounds sterling of the bonds of the Canadian Pacific Railway Company, authorized by the Act recently passed by the Parliament of Canada at ninety-five per cent., and that we will hold the proceeds thereof subject to the order of the Government of Canada.' I think the price most satisfactory."

The Acting Minister of Finance under these circumstances recommends that he be authorized to place to the credit of the Canadian Pacific Railway Company in the Bank of Montreal, at Montreal, the said sum of five million dollars, in the manner specified in the seventh section of the above cited Act.

The committee advise that the requisite authority be granted accordingly, as the price hereinbefore mentioned is satisfactory to the Government.

JOHN J. MCGEE, *Clerk Privy Council.*

*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 31st July, 1885.*

On a memorandum dated 28th July, 1885, from the Acting Minister of Railways and Canals submitting that under the Act passed during the last Session of Parliament, relating to the Canadian Pacific Railway, authority was given for the grant of a temporary loan to the Canadian Pacific Railway Company of \$5,000,000, and for the following arrangement regarding this and the former loan, viz.:—

The company to issue first mortgage bonds to the extent of \$35,000,000. Of such bonds the Government to retain as security for \$20,000,000 of the original loan the amount of \$20,000,000, and as security for the present contemplated loan \$8,000,000; total \$28,000,000, leaving a balance of bonds of \$7,000,000.

The Minister represents, with regard to this balance, that it was provided by Section No. 7 of said Act, that they should be "from time to time delivered by the

Government to the company, to be applied by the company under the supervision of the Government, to the payment for work done or to be done for the development, improvement and extension of the railway, its construction and equipment, and for the maintenance of the credit and efficiency of the company generally, to the satisfaction of the Government."

The Minister further submits an application from the company dated 25th July, instant, for the carrying out of this arrangement, the proper mortgage deed securing the issue of the said \$35,000,000 of bonds having been duly approved by the Governor in Council under date 29th July, instant.

The Minister also represents that the Chief Engineer of Government Railways has reported to the following effect, viz. :—

That after examining the company's books on the 1st of January last, Mr. Miall reported a floating debt of \$6,895,462, from which would be deducted the temporary loan of \$5,000,000, leaving a balance of \$1,895,462, to which the company may be considered fairly entitled. The company, however, furnish with their present application a statement showing an expenditure in excess of the requirements of their contract amounting to \$9,782,804, and the Chief Engineer being satisfied that the amount is as set down, advises that a further sum be paid the company of \$1,104,533, making a total of \$3,000,000.

The Minister on the report of the Chief Engineer recommends that authority be given for payment accordingly.

The committee submit the same for your Excellency's approval.

JOHN J. MCGEE, *Clerk Privy Council.*

CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 5th August, 1885.

SIR,—It being necessary, in conformity with the Act of the recent Session of Parliament relating to this company, to provide for the cancellation of the shares of the capital stock of the company, amounting to \$35,000,000, now in the hands of the Dominion Government, I beg to inform you that I am authorized to take the steps necessary to effect such cancellation.

I shall be glad to know, therefore, in what manner the Government desire the same to be carried out.

I shall be prepared to visit Ottawa for the purpose at any time, and beg to add that it is of much importance to this company that the stock referred to should be cancelled with as little delay as possible.

I have, &c.,

C. DRINKWATER, *Secretary.*

FRED TOLLER, Esq., Acting Deputy Minister of Finance, Ottawa.

OTTAWA, 21st August, 1885.

SIR,—I beg to inform you that the Canadian Pacific Railway Company is prepared to repay the loan of \$5,000,000 obtained from the Bank of Montreal on the security of a like amount of treasury bills drawn in favor of and paid to the said company in lieu of cash as a temporary loan under the Act of last Session relating to the company. I therefore respectfully request that such arrangements as may be necessary may be made, so that on the return of the said treasury bills the \$8,000,000 of bonds, or the proceeds thereof, held by the Government as security for the said loan under the 7th clause of the said Act of last Session, may be paid to the company.

I have, &c.,

C. DRINKWATER, *Secretary.*

HON. MACKENZIE BOWELL, Acting Minister of Finance, Ottawa.

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 27th of August, 1885.

The Committee of Council have had under consideration an application from the Canadian Pacific Railway Company to repay the \$5,000,000 advanced temporarily by the Act of last Session, 48 Vic., chap. 57, and they advise that the repayment be accepted, and that the deposit of railway bonds in security for such repayment be released, and that the said bonds shall remain in the hands of the Government, to be dealt with according to the Act of last Session.

All which is respectfully submitted,

JOHN J. MCGEE, *Clerk Privy Council.*

Hon. the Minister of Finance.

GOVERNMENT HOUSE, OTTAWA, 27th August, 1885.

Present—His Excellency the Governor General in Council.

Whereas by an Order in Council, dated 30th July, 1885, the Government, under the seventh section of the Act, 48 Vic., chap. 57, made a temporary loan to the Canadian Pacific Railway Company of \$5,000,000 by the issue of exchequer bills deposited with the Bank of Montreal for that purpose.

And whereas railway bonds under the said Act to the amount of \$8,000,000 are held by the Government as security for the said loan.

And whereas a portion of the said bonds have been sold at a price satisfactory to the Government, and by such sale the said temporary loan and the accrued interest thereon has been fully repaid.

The Committee of Council recommend that the whole of the said \$8,000,000 of bonds held as security be released and delivered to the said company.

All of which is respectfully submitted,

JOHN J. MCGEE, *Clerk Privy Council.*

BANK OF MONTREAL, MONTREAL, 7th September, 1885.

SIR,—As requested by your telegram to-day, I forward by the hands of Mr. H. V. Meredith, assistant inspector, the \$35,000,000 Canadian Pacific Railway stock, lodged with us on 9th of November, 1883, subject to your order, and shall be obliged by your signing the accompanying receipt for them.

Yours, &c.,

A. MACNIDER, *Assistant General Manager.*

F. TOLLER, Esq., Acting Deputy Minister of Finance, Ottawa.

FINANCE DEPARTMENT, OTTAWA, 8th September, 1885.

Received from the Minister of Finance thirty-five certificates of ten thousand shares of \$100 each in the common stock of the Canadian Pacific Railway, amounting in all to thirty-five million dollars (\$35,000,000) which have been held by Bank of Montreal subject to the order of the Finance Minister, and which are now cancelled and returned to the company, No. 373 to 407.

For the Canadian Pacific Railway.

C. DRINKWATER, *Secretary.*

Canada,  
Province of Ontario, }  
to wit :

To all to whom these presents may come, be seen or known :—

I, William Egerton Hodgins, of the City of Ottawa, in the County of Carleton, in the Province of Ontario, a notary public by royal authority duly commissioned, do

hereby certify and declare, that on this eighth day of September, A.D., 1885, personally appeared and came before me, Frederick Toller, of the said City of Ottawa, Acting Deputy of the Minister of Finance of Canada, acting for and on behalf of the Government of Canada, and Charles Drinkwater, of the City of Montreal, in the Province of Quebec, the Secretary of the Canadian Pacific Railway Company, acting for and on behalf of the said Canadian Pacific Railway Company, and the said Frederick Toller and the said Charles Drinkwater did then and there, and in my presence, cancel and destroy and make null and void thirty-five (35) certificates for ten thousand shares of the value of one hundred dollars each, of the common stock of the said Canadian Pacific Railway Company, making in all thirty-five million dollars which said certificates of stock aforesaid were respectively dated the seventh day of November, A.D. 1883, and were numbered consecutively from three hundred and seventy-three (373) to four hundred and seven (407), both numbers inclusive.

An Act whereof being requested, I have granted the same under my notarial form and seal of office to serve and avail as occasion shall or may require.

In testimony whereof I have hereunto set my hand and seal of office, this eighth day of September, A.D. 1885.

W. E. HODGINS, *a Notary Public in and for the Province of Ontario.*

FINANCE DEPARTMENT, OTTAWA, 16th September, 1885.

When will the bonds be ready which are to be deposited with the Government?  
Reply.

FRED. TOLLER, *Acting Deputy Minister of Finance.*

C. DRINKWATER, Esq., Secretary, C. P. R. Co., Montreal.

CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 16th September, 1885.

DEAR SIR,—In answer to your message of this date in regard to the date of delivery of the bonds to be deposited with the Government, I telegraphed as follows:—

“Bonds will be ready about middle October, but an order has already been given to Baring Brothers by Sir Charles Tupper, trustee, to hold for the Government the equivalent in sterling bonds of twenty million dollars;” which I now beg to confirm.

“Yours truly,

C. DRINKWATER, *Secretary.*

F. TOLLER, Esq., Acting Deputy Minister of Finance, Ottawa.

CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 19th October, 1885.

SIR,—I have the honor to state that this company has paid to the Bank of Montreal \$3,000,000 in redemption of \$3,000,000 of the treasury bills advanced to the company by the Government as cash, under the Act of last session. The amount so paid represents \$4,800,000 of the bonds retained by the Government as security for the loan of \$5,000,000, and as the said sum of \$3,000,000 was paid by Messrs. Baring Brothers by order of the Government, I have now respectfully to request that a further order for the sum of \$1,800,000 of the said bonds, or the proceeds of that amount, be paid to this company; the said \$4,800,000 of bonds being payable to this company in conformity with the provisions of the Act of last session.

I have, &c.,

C. DRINKWATER, *Secretary.*

HON. MACKENZIE BOWELL, Acting Minister of Finance, Ottawa.

FINANCE DEPARTMENT, OTTAWA, 21st September, 1885.

SIR,—I am directed by the Honorable the Acting Minister of Finance to request that a certificate may issue in favor of the Grand Trunk Railway Company for \$525,000 in accordance with the terms of the Order in Council of the 19th instant, on account of the North Shore Line from Montreal to Quebec, as provided for by chapter 58 of the Acts of last Session.

I have, &c.,

FRED TOLLER, *Acting Deputy Minister of Finance.*

Auditor-General, Ottawa.

*CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Honor the Deputy Governor in Council on the 2nd October, 1885.*

On a memorandum dated 1st October, 1885, from the Honorable Mr. Bowell, for the Minister of Finance, submitting a report herewith attached, from Sir Alexander Campbell with respect to the proposed purchase at 87½ cents on the dollar, of certain bonds amounting to \$1,545,000 and accrued interest thereon of the North Shore Railway Company under the Act (chapter 58) passed at the last Session of Parliament relating to the acquisition by the Government of the North Shore Railway.

The Minister recommends, therefore, that a Governor General's warrant do issue and a Bill of indemnity be submitted to Parliament as advised by the Minister of Justice.

The Committee submit the same for approval.

JOHN J. MCGEE, *Clerk Privy Council.*

Hon. the Minister of Finance.

DEPARTMENT OF JUSTICE, OTTAWA, 30th September, 1885.

SIR,—I have the honor to acknowledge the receipt of yours of this date, relative to the measures taken under the Act of last Session (chapter 58) by the Canadian Pacific Railway to obtain free access to the port of Quebec and informing me that of the \$1,500,000 set apart by the said Act to assist in that object, the sum of \$525,000 had been paid the Grand Trunk Railway (towards the acquisition, I presume, of the North Shore Railway) and that a proposition had been made to acquire the sum of \$1,500,000 of 5 per cent. bonds of the said North Shore Railway Company, with accrued interest at 87½ per cent., and adding that "the question is whether the Government can effect the purchase under the Act, or otherwise, and if so whether the balance of the \$1,500,000 or \$975,000 can be employed and a Governor General's warrant procured for the difference, or whether a warrant should be procured for the whole amount."

In reply I beg to say that in my opinion the payment to the Grand Trunk Railway Company towards the acquisition of the North Shore Railway of the sum named, \$525,000, with the view of transferring the same to the Canadian Pacific Railway Company is directly authorized by the Act referred to, and no special step, such as obtaining a Governor General's warrant, is necessary.

But as regards the purchase of the bonds of the railway company, as proposed, it is no doubt a further step towards the acquisition of the railway, and is I think within the purview of the Act, but it is not a means directly authorized by the Statute and I should advise as to the sum of \$975,000 referred to, that a Governor General's warrant be obtained for it and a Bill of indemnity submitted to Parliament during its next Session in respect of that appropriation of so much of the whole sum mentioned in the Act above referred to.

I have, &c.,

A. CAMPBELL.

Hon. the Minister of Finance, Ottawa.

FINANCE DEPARTMENT, OTTAWA, 6th October, 1885.

SIR,—I have the honor to request that you will be good enough to issue a certificate to pay the Bank of Montreal on delivery of bonds of the North Shore Railway Company £317,400 at 87½, \$1,351,595, and interest thereon \$31,439—total \$1,383,034.

I have, &c.,

FRED. TOLLER, *Acting Deputy Minister of Finance.*

Auditor General, Ottawa.

FINANCE DEPARTMENT, OTTAWA, 6th October, 1885.

SIR,—We have the honor to inform you that a certificate has been issued in favor of the Bank of Montreal for \$1,383,033.37 to be applied as follows:—

The Government has agreed to take up North Shore Railway bonds £317,400 at 87½ . . . . .	\$1,351,595 00
And accrued interest thereon to the 20th September	31,438 37
	\$1,383,033 37

The money to be handed over on the surrender of the bonds to your agent at Montreal and London, England.

Of the bonds about \$1,165,000 are held in London, and the balance \$380,000 about, at Montreal.

We have now to ask that you will telegraph your Montreal Agency to send the bonds they hold by express to Ottawa, and to cable to your London office to hold the bonds in England at the disposal of the Government, and on the receipt of a cable from your London office that they have the bonds to pay over to your Montreal office their value.

We have, &c.,

FRED. TOLLER, *Acting Deputy Minister of Finance.*

J. L. McDOUGALL, *Auditor General.*

F. GUNDRY, Esq., Manager, Bank of Montreal, Ottawa.

FINANCE DEPARTMENT, OTTAWA, 23rd October, 1885.

SIR,—By section 8 of the Act 47 Victoria, chap. 1, relating to the Canadian Pacific Railway, it was enacted that until the payment in full of the indebtedness of the company to the Government with interest, all moneys earned and to be earned by the company as postal subsidy, and for transport service should be retained by the Government and applied as therein specified.

The Act 47 Victoria, chap. 1, was continued in force by the Act of last Session (48-9 Vic., c. 57) except in so far as affected by the provisions of the latter Act, and by this Act also the Government was given a lien upon the interest of the Company on the lines leased to it.

The Post Office Department have raised the question as to whether they are to retain moneys earned by the company for postal subsidy earned on the leased lines, and as the question is an important one, affecting not only the post office but other departments as well, I have the honor to request that you will be good enough to advise me at your earliest convenience whether the provisions of section 8 of the Act 47 Victoria, chap. 1, are in force, and the Government can retain moneys earned and to be earned by the company as therein set forth, and whether also the provisions thereof extend to moneys earned by the company for services performed over lines leased by them.

I have, &c.,

J. M. COURTNEY, *Deputy Minister of Finance.*

Acting Deputy Minister of Justice.

FINANCE DEPARTMENT, OTTAWA, 14th December, 1885.

SIR,—Referring to my letter of the 23rd October, I have now the honor to send you herewith a copy of a letter received by me through the Auditor General from T. G. Ogden, Auditor of the Canadian Pacific Railway, on the subject of a lien of the Government on moneys earned by that company on account of postal subsidy, &c., and I shall be glad to be advised by you on the subject at your earliest convenience as the settlement of interest will take place very shortly.

I have, &c.,

J. M. COURTNEY, *Deputy Minister of Finance.*

G. W. BURBIDGE, Esq., *Deputy Minister Justice, Ottawa.*

AUDIT OFFICE, 12th December, 1885.

SIR,—I enclose herewith a copy of a letter received from Mr. T. G. Ogden, Auditor of the Canadian Pacific Railway.

Yours respectfully,

J. L. McDOUGALL, *Auditor General.*

J. M. COURTNEY, Esq., *Deputy Minister of Finance, Ottawa.*

CANADIAN PACIFIC RAILWAY OFFICE,

OFFICE OF AUDITOR, MONTREAL, 10th December, 1885.

DEAR SIR,—Yours of the 1st received, and in reply I have to say that I referred the matter to Hon. J. J. C. Abbott, and received memorandum from him as follows, which I think you will see is pretty clear on the point.

By the 5th section of the Canadian Pacific Railway Act of 1884 the Government was declared to have a first lien and charge upon the entire property of the company as security for the payment of \$22,500,000, and as additional security for the payment of \$1,380,912 with interest.

By section 8 a lien was created on the revenue of the company from postal subsidy and for transport service, as security for the same payment; and the Government was authorized to enforce the first lien, by taking possession of the railway upon default; and the lien upon the revenue by applying it first to the interest on the debt and afterwards to the principal.

By the Canadian Pacific Railway Act of 1885 the company was authorized to issue \$35,000,000, first mortgage bonds, which bonds were to constitute and be a first lien and charge upon the entire property of the company including its tolls and revenues. And the company was authorized to secure the payment of the bonds by a deed of mortgage, executed under section 28 of the charter, mortgaging its property and assets including its entire revenue.

By the 3rd clause of this Act it is declared that on the issue and delivery of the bonds to the Government the lien and charge created by the Act of 1884 upon the railway revenues, and property affected by the new bonds and by the deed of mortgage securing the same, shall cease to exist and shall be released and discharged in respect of the railway revenues and property so affected.

Under these clauses you will perceive,—

1st. That a lien was created by the Act of 1884 on the revenue derived from the postal and transport service.

2nd. That by the Act of 1885, the company was authorized to create a new lien to the extent of \$35,000,000 of bonds upon all its property and revenues, and actually created such a lien covering the revenue derived from the postal and transport service.

3rd. That by the Act of 1885 all liens created under the Act of 1884 were discharged as respects the property and revenues affected by the lien created under the Act of 1885.

Therefore, the lien upon the postal and transport service created by the Act of 1884 is discharged by the Act of 1885 in consequence of the new bonds being secured upon it under the latter Act.

I think, on examining this closely, you will see that postal subsidy and other accounts of that nature, after the date of the Act, should be remitted in the usual way, as the mortgage under which the bonds are issued certainly covers all the revenue.

Yours truly,

T. G. OGDEN, *Auditor*.

J. L. McDougall, Esq., Auditor General, Ottawa.

DEPARTMENT OF JUSTICE, OTTAWA, 31st December, 1885.

SIR,—By your letters of the 23rd October and the 14th December, the latter enclosing an opinion by Mr. Abbott upon the question, I am asked to state whether under section 8 of the Act 47 Victoria, chapter 1, the Government should retain all moneys earned by the Canadian Pacific Railway postal subsidy and transport service, and apply the same on account of the interest and principal of their indebtedness to the Government as therein provided.

By reference to the Act of last Session 48-49 Victoria, chapter 57, section 3, it will be seen that the lien created by the Act 47 Victoria, chapter 1, upon the Canadian Pacific Railway, its revenues and the property of the company was discharged, except as to the Algoma branch, and the interest of the company in railway lines leased to it. I am of opinion, therefore, that the Government should not retain moneys earned by the Canadian Pacific Railway for postal subsidy and for transport service, as provided by 47 Victoria, chapter 8, except moneys earned by the company for postal subsidy and for transport service in respect of the Algoma branch and the company's leased lines, which moneys should be retained by the Government, and applied on account of interest, to become due from time to time upon the company's indebtedness to the Government, and then to the payment of the principal.

With respect to the leased lines there is nothing in the papers disclosing the conditions of the leases, and it may be that by the terms of such leases, if there are any, the revenues of the leased lines are pledged for the payment of rent, and if that is so, I am inclined to the opinion that moneys earned by the company for postal subsidy and for transport service in respect of any such leased lines cannot be retained, as it is only the interest of the company, and not the interest of the owners of the road that is pledged to the Government.

I have, &c.,

GEO. W. BURBIDGE, *Deputy Minister Justice*.

J. M. COURTNEY, Esq., Deputy Minister of Finance, Ottawa.

FINANCE DEPARTMENT, OTTAWA, 22nd January, 1886.

SIR,—I have the honor to enclose herewith a copy of statement of interest to 20th January, 1886, sent by me to the Canadian Pacific Railway Company, and copy of letter enclosing same, dated the 15th inst., and also copy of reply of the secretary of the company thereto, dated the 20th inst. From this letter you will see that the company take the position that with respect to the interest upon the \$9,880,912, as the lands of the company are especially charged therewith by the Act of 1885, it is not in accordance with the understanding of the company in respect of the payment of interest, to include the interest upon the above mentioned sum in this account, and they therefore do not remit the amount.

In this connection I beg to point out that by the Act of last Session, relating to the Canadian Pacific Railway Company (48-49 Vic., chap. 57), the amount of the entire loan to the company by the Government is stated to be the sum of \$29,880,912.

This amount consists of the two sums forming part of the fund referred to in their agreement of the 7th November, 1883 ( <i>vide</i> 47 Vic., cap. 1, sec. 3) viz...	\$ 2,853,912
And.....	4,527,000
And also loan to company under 47 Vic., chap. 1, sec. 4	22,500,000
	<u>\$29,880,912</u>

By the Act of last Session the Government hold \$20,000,000 of the first mortgage bonds of the company, lately placed on the London market as security for \$20,000,000, of the above named sum of \$29,880,912 receiving interest thereon at the rate of 4 per cent. until default is made, as provided by section 5 of the Act. As security for the balance of the \$29,880,912, or for the sum of \$9,880,912, mentioned in the enclosed letter from the company, the Government are to have "a first lien and mortgage, subject to the outstanding land grant bonds, on the whole of the unsold lands forming the remaining part of the company's land grant earned and to be hereafter earned, such principal and interest to be paid out of the net proceeds of the sale of such lands; and provision is made further on in the section for a sale of lands in case the proceeds of such sales are insufficient to pay the interest. I understand that no lands have been sold, and that therefore there are no proceeds out of which such interest can be paid.

The 6th section further provides that the Government are to "continue to hold and retain the entire amount of land grant bonds now in its custody and possession" (amounting to \$8,996,000) "as provided by the said Act" (*i.e.*, 47 Vic., chap. 1, sec. 5) "applying the monies," &c. By sec. 5 of 47 Vic., cap. 1, the Government are to hold these land grant bonds, "subject to redemption under the terms of the said land grant mortgage, and with all remedies as to interest, voting power, and all other matters in respect thereof, which would be held or possessed, or could be exercised by any purchaser of the said bonds."

I have now the honor to request that you will be good enough to advise me whether in your opinion the words last above quoted are yet in force, and whether the Government still hold these bonds subject to redemption, &c., and with all remedies as to interest, &c., which could be exercised by any purchaser of said bonds.

I have also to call your attention to a letter to you from this Department of the 22nd November, 1884, and your reply thereto, of the 7th January, 1885, on the subject of the right of the Government to collect interest on these land grant bonds, and for convenience of reference I enclose copies of the same and also of a letter to the company founded upon your letter, to which latter letter no reply has been received, and I have to request that you will kindly inform me whether in view of the fact that the road has been completed these bonds may not now be considered as earned and issued, and the Government entitled to call upon the trustees of the land grant mortgage to pay the interest due thereon. If, in your opinion, this can be done, I have to request that you will be good enough to inform me whether this course could not be adopted under section 6 of Act 48-49 Vic., chap. 57, and the interest so collected applied towards payment of the interest due on the \$9,880,912, in lieu of or in addition to ordering a sale of the unsold lands as provided by said section.

I shall be obliged by your kindly returning the correspondence last alluded to.

I have also the honor to request that you will be good enough to inform me whether the position taken by Mr. Drinkwater, in his letter of the 20th instant, that the interest upon the \$9,880,912 is specially charged by the Act of 1885 upon the lands of the company, and that that is the only security therefor, and that it should not, therefore, have been included in the account, is correct.

I shall be glad to hear from you at your earliest convenience, as it is a matter of importance that the accounts should be settled at the earliest possible date.

I have the honor to be, Sir, your obedient servant,

J. M. COURTNEY, *Deputy Minister of Finance.*

GEORGE W. BURBIDGE, Esq., *Deputy Minister of Justice, Ottawa.*

## FINANCE DEPARTMENT, OTTAWA, 15th January, 1886.

SIR,—I have the honor to enclose herewith statement of interest due the Government on the 20th instant, amounting to \$844,271.04 and I shall be obliged by you sending me a remittance for the same.

I have, &c.,

J. M. COURTNEY, *Deputy Minister of Finance.*

C. DRINKWATER, Esq., Secretary C.P.R. Co., Montreal.

## CANADIAN PACIFIC RAILWAY.

## STATEMENT of Interest to 20th January, 1886.

Date.	Particulars.	Amount.	Days.	Interest.
		\$ cts.		\$ cts.
1885.				
July 20...	To Amount of Loan at date, as per previous statement.	20,867,100 00	184	420,772 21
23...	Payments .....	61,600 00	176	} 4,332 00
28...	do .....	163,000 00	176	
Aug. 17...	do .....	265,400 00	156	} 4,853 52
17...	do .....	18,500 00	156	
Sept. 19...	do .....	91,600 00	123	1,234 71
29...	do .....	24,100 00	113	298 44
Oct. 8...	do .....	\$140,900 00		
16...	By Transfer.....	140,900 00		
27...	To Payments.....	24,200 00	85	225 42
Dec. 5...	do .....	58,700 00	46	295 91
15...	do .....	62,900 00	36	248 15
19...	do .....	13,600 00	32	47 69
19...	Amount of Interest, as per statement, to 20th July, '85 .....			318,585 67
1886.				
Jan. 20...	Interest on above amount, from 20th July, 1885, to 20th January, 1886.....		184	6,424 08
20...	Six months' interest on \$7,380,912.00.....			147,618 24
		21,650,700 00		904,936 04
1885.	Less—Amounts received on Guarantee Account—			
July 23...	By Receipts..... \$ 1,742 52	34 56	181	
24...	do .....	9,742 04	192 17	180
Aug. 3...	do .....	7,934 68	147 82	170
11...	do .....	1,124 32	19 96	162
Oct. 7...	do .....	1,363 90	15 69	105
7...	do .....	1,065 88	12 27	105
21...	do .....	12,917 36	128 82	91
Nov. 4...	do .....	7,463 22	62 97	77
6...	do .....	2,527 66	20 77	75
18...	do .....	1,873 88	12 93	63
25...	do .....	10,038 43	61 61	56
Dec. 2...	do .....	2,150 00	11 54	49
		\$59,943 89	721 11	60,665 00
				844,271 04

FINANCE DEPARTMENT, Ottawa, 15th January, 1886.

## STATEMENT of Interest to 20th July, 1885.

Date.	Particulars.	Amount.	Days.	Interest.
		\$ cts.		\$ cts.
1885.				
May 1...	To Amount of Loan at date.....	20,097,600 00	80	220,247 58
18...	Cash .....	57,200 00	63	493 64
20...	do .....	83,500 00	61	697 74
22...	do .....	69,300 00	59	560 09
June 5...	do .....	19,700 00	45	121 44
9...	do .....	108,100 00	41	607 13
12...	do .....	106,900 00	38	556 47
22...	do .....	26,800 00	28	102 79
26...	do .....	36,900 00	24	121 32
July 6...	do .....	48,900 00	14	93 77
10...	do .....	180,500 00	10	247 27
11...	do .....	31,700 00	9	39 08
		20,867,100 00		223,838 32
	Interest to 1st May.....	\$418,056 57		
	80 days' Interest.....	4,581 49		
				422,639 06
Feb. 17...	On Advance Account (4 per cent.)— To Amount of account.....	7,380,912 00	153	123,756 66
				770,284 04
	CR.			
May 17...	By Militia Department.....	2,630 93		
17...	74 days' interest.....	21 33		
8...	Post Office Department.....	7,235 54		
8...	73 days' interest.....	57 89		
July 6...	Mails, Lakes Huron and Superior.....	1,750 00		
6...	14 days' interest .....	2 68		
				11,698 37
				758,585 67
6...	Militia Department.....	400,000 00		
6...	North-West Mounted Police.....	40,000 00		
				440,000 00
				318,585 67

FINANCE DEPARTMENT, Ottawa, 20th July, 1885.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 20th January, 1886.

SIR,—I beg to acknowledge receipt of the account against this Company for interest, enclosed in your letter of the 15th instant. I observe that the interest upon the \$9,880,912, for which the lands of the Company are specially charged by the Act of 1885, is included in the account. This is not in accordance with the understanding of the Company as respects the payment of interest, and I therefore do not remit the amount. There are some other minor points in which the account appears to require revision, and it has been placed in the hands of the Auditor to be revised. A statement will be sent you immediately in accordance with our views.

I have, &amp;c.,

C. DRINKWATER, *Secretary.*

J. M. COURTNEY, Esq., Deputy Minister of Finance, Ottawa.

FINANCE DEPARTMENT, OTTAWA, 22nd November, 1884.

SIR,—I have the honor to enclose herewith copy of agreement, dated 7th March, 1884, between the Canadian Pacific Railway Company and the Government, respecting the loan to the Company of \$22,500,000 and other matters, the same being executed in accordance with the Act passed last Session (47 Vic., Chap. 1) respecting the said Canadian Pacific Railway Company. I wish to call your particular attention to section 9 of the agreement, which provides that "as further security, &c., the Government shall continue to hold and retain the entire amount of land grant bonds now in its custody or possession, subject to redemption under the terms of the mortgage created by the Company upon its land grant to secure the said land grant bonds and with all remedies as to interest, voting power and all other matters in respect thereof which would be held or possessed or could be exercised by any purchaser of the said bonds." At the time of the making of this agreement the sum of \$10,000,000 of land grant bonds was held by the Government, but of this amount \$1,004,000 have been released to the Company as will appear by reference to the Order in Council of the 5th July last (copy enclosed herewith) and there are now held for the Government in the Bank of Montreal \$8,996,000 of such bonds (see letter from General Manager of the bank, dated 21st July last, enclosed herewith with other letters and telegrams attached thereto). I enclose also agreement of the Company with the Government of the 7th November, 1883, relative thereto, by which certain land grant bonds were deposited by the Company as security for carrying out that agreement, which agreement was modified and confirmed, as modified by Act of the Parliament of Canada, 47th Vic., cap. 1, sec. 3. I have the honor to request that you will be good enough to advise me at your earliest convenience whether the Government of Canada are to treat the bond held by them as aforesaid as issued by the Company in advance of their being earned by them and to call upon the trustees of the land grant mortgage to pay the interest thereon, as the same becomes due, or are they to be treated as issued only after they have been earned, and I shall be obliged if you will advise me generally as to the rights of the Government to interest on the bonds in question.

I have, &c.,

J. M. COURTNEY, *Deputy Minister of Finance.*

The Deputy Minister of Justice, Ottawa.

DEPARTMENT OF JUSTICE, CANADA, OTTAWA, 7th January, 1885.

SIR,—With reference to your communication of the 22nd November last, in which, referring me to the agreement between Her Majesty and the Canadian Pacific Railway of 7th November, 1883, and 7th March, 1884, respectively, and other papers and documents, you ask to be advised as to whether the bonds held by the Government as security under the said agreements are to be treated as issued, calling upon the trustees of the land grant mortgage to pay interest thereon as it becomes due, or whether they are only to be so treated after they are earned by the company. I have the honor now to state the substance of the opinion which I then gave you personally.

By the Act respecting the Canadian Pacific Railway (44 Vic., chap. 11), and the contract recited in the schedule thereto, it was in effect agreed that the land grant bonds should be released to the company in the proportion in which the land grant was earned.

In November, 1883, there were in round numbers \$10,000,000 of these bonds deposited with the Government, in addition to \$5,000,000 deposited as security for the operation of the road. Of this \$10,000,000 there were by the contract of 7th November, 1883, \$3,420,000 pledged to secure the payment on the 1st February of \$2,853,912, and \$1,830,000 to secure the payment of \$1,527,000, parcel of \$4,527,000 payable under the said contract on 7th November, 1887, and it was agreed that the revenue derivable from such securities should be adjusted at the rate of four per centum per annum on \$4,527,000 by the payment half-yearly by the company of any deficiency or by the return to the company of any surplus.

By the agreement of 7th March, 1884, the time for paying the \$2,853,912 was extended to 7th November, 1887, making the total sum then payable \$7,380,912, upon which it was agreed that interest should be paid half-yearly at the rate of 4 per cent.

Between 7th November, 1883, and 7th March, 1884, the company, it appears, earned \$1,004,000 of the bonds which were delivered to them, leaving in the hands of the Government \$8,996,000.

With respect to these bonds it is, by the agreement of 7th March, 1884, made under 47 Vic., chap. 1, among other things, by a clause to which you call special attention, provided that as further security for the loan and repayment of \$7,380,912 and interest, the Government shall continue to hold the entire amount of land grant bonds in its possession, subject to redemption under the terms of the land grant mortgage and with all remedies as to interest, voting power and other matters in respect thereof, which would be held or possessed, or could be exercised by any purchaser of the said bonds. The bonds mentioned include the \$5,000,000 held as security for the operation of the railway as well as the \$8,996,000. It is further provided that the \$5,000,000 and any moneys received in redemption of them shall continue to be held on the terms of the contract of 21st October, 1880, and that moneys received in redemption of the \$8,996,000 shall be applied:—

1st. On account of interest on the loan, and on the \$7,380,912.

2nd. On account of the capital of the sum of \$7,380,912.

3rd. On account of the capital of the loan.

It is also agreed that in default, as mentioned in the 13th paragraph of the agreement, the said bonds shall become the property of the Government. Until default then it is clear that the Government hold the bonds for the company, subject to the trusts and charges attaching thereto.

Under these circumstances you ask whether the bonds should be treated as issued, and the trustees of the land grant mortgage called upon to pay interest thereon, or whether they are only to be so treated as earned by the company.

As the company is obliged to pay to the Government interest on the loan and on the sum of \$7,380,912, and as any money received from the trustees in respect of the \$8,996,000 bonds, is to be applied.

Firstly.—In reduction of this interest, it might be to the advantage of the company to have the bonds treated as issued, and I am not prepared to say that the words of the Act “with all remedies as to interest,” &c., &c., &c., “which could be exercised by a purchaser,” are not broad enough to support such a claim if made by the company.

But the purchasers of the land grant bonds and the trustees of the land grant mortgage are, I presume, interested in not having the charge upon the proceeds of lands sold increased beyond what is clearly authorized; and as the security for the issued bonds would be lessened by charging the lands now earned with the total issue, I am of opinion that we should not come to the conclusion that this was the intention of the Act, if there is any other reasonable construction to be put upon it.

As the bonds in the possession of the Government are earned by the company they should, I think, be treated as issued and interest collected on them, but that unearned bonds should not be so treated as long as there is no default on the part of the company.

I would suggest, however, that you ask the Canadian Pacific Railway Company what their view is, and if they concur in the opinion I have expressed, you will, I think, be perfectly safe in not collecting interest on unearned bonds.

I have, &c.,

GEO. W. BURBIDGE, *Deputy Minister of Justice.*

Deputy Minister of Finance.

FINANCE DEPARTMENT, OTTAWA, 14th January, 1885.

SIR,—I have the honor to state that looking at section 9 of the agreement made between your company and the Government of the 7th March last, it struck me that

the Government might be entitled to call upon the trustees of the land grant mortgage to pay interest on the bonds held by them and pledged to the Government under the agreement in question, whether the same had been earned by your company or not. The point will appear in the letter sent by me to the Department of Justice on the point under date of the 22nd November last. I have the honor to enclose a copy of such letter, and of the reply thereto from the Deputy Minister of Justice, under date of the 7th inst., and in accordance with the suggestion contained in the last paragraph thereof, I shall be glad to be informed as to the opinion of your company on the subject, and whether you concur in the opinion expressed by the Deputy Minister of Justice.

I am, &c.,

J. M. COURTNEY, *Deputy Minister of Finance.*

Secretary Canadian Pacific Railway Company, Montreal.

CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 28th January, 1886.

SIR,—I now beg to enclose a statement of our interest account with the Government, made up in accordance with the understanding of this company in regard to the payments to be made under the Act of last Session. At 20th July last, there was due on account of interest, \$318,585.67. This amount has since been allowed to remain in abeyance, pending the settlement of contra accounts for transportation of troops, &c.

These accounts are now in process of adjustment, and on payment of the same the said sum of \$318,585.67 will be transferred to the credit of the Receiver General. A cheque for \$321,513.72, being interest to 20th January, inst., on the proportion of the \$20,000,000 loan paid to the company, is transmitted herewith in accordance with the provisions of the 5th clause of the Act above referred to. As I have already informed you this company holds that interest on the balance of the loan (\$9,880,912) is payable exclusively out of the proceeds of the sale of lands under the 6th clause of the said Act, and does not constitute a charge on the ordinary revenues of the company.

Be good enough to acknowledge receipt.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

J. M. COURTNEY, Esq., Deputy Minister of Finance, Ottawa.

FOR interest on loan under Act of 20th July, 1885, from 20th July, 1885, to 20th January, 1886, as per statement, as follows:—

Date.		Amount.	Days.	Interest.
1885.		\$ cts.		\$ cts.
July 20	To amount of loan at date.....	18,367,100 00	184	370,361 25
do 28.....	To payments.....	61,600 00	176	1,188 12
do 28.....	do .....	163,000 00	176	3,143 88
Aug. 17.....	do .....	265,400 00	156 } 156 }	4,853 52
do 17.....	do .....	18,500 00	156 }	
Sept. 19.....	do .....	91,600 00	123	1,234 71
do 29.....	do .....	24,100 00	113	298 44
Oct. 27.....	do .....	24,200 00	86	225 42
Dec. 5.....	do .....	58,700 00	46	295 91
do 15.....	do .....	62,900 00	36	248 15
do 19.....	do .....	13,600 00	32	47 69
				381,897 09

Less—Amounts credited on account of Postal and other subsidies, as follows :—

July 23 .....	1,742 52	34 56	181
do 24 .....	9,742 04	192 17	180
Aug 3 .....	7,934 68	147 82	170
do 11 .....	1,124 32	19 96	162
Oct. 7 .....	1,363 90	15 69	105
do 21 .....	1,065 88	12 27	105
do 7 .....	12,917 36	128 82	91
Nov. 4 .....	7,463 22	62 97	77
do 6 .....	2,527 66	20 77	75
do 18 .....	1,873 88	12 93	63
do 25 .....	10,038 43	61 61	56
Dec. 2 .....	2,150 00	11 54	49
	59,943 89	721 11	60,665 00
Interest to 28th January .....			321,232 09
			281 63
			321,513 72

DEPARTMENT OF JUSTICE, OTTAWA, CANADA, 8th February, 1886.

SIR,—Replying to your communication of the 22nd ult., I have the honor to express my views on the several questions therein submitted for opinion.

1. The Government in my opinion hold the land grant bonds of the Canadian Pacific Railway which were in its possession on the 20th July, 1885, on the terms and conditions mentioned in the Act 47 Victoria, chapter 11, section 5, with the exception that the moneys arising from such bonds other than the five millions referred to in the second paragraph of the fifth section of the Act, are to be applied to the payment of the principal and interest of the sum of \$9,880,912, mentioned in the Act 48-49 Victoria, chapter 57, section 6.

2. These land grant bonds may, I think, be treated as earned and issued to the Canadian Pacific Railway Company, and the Government is entitled to call upon the trustees of the land grant mortgage to pay the interest thereon.

3. The money received from the trustees of the land grant mortgage may under 48-49 Victoria, chapter 57, sections 6 and 8, be applied in payment of the interests due on the \$9,880,912 therein mentioned in lieu of or in addition to ordering a sale of the unsold lands as provided by the 6th section.

4. For the payment of the interest and principal of the sum of \$9,880,912 the Government have the following security :—

(a.) The \$8,996,000 of land grant bonds in its possession on the 20th July, 1885.

(b.) A first lien on all the company's lands after redemption of the land grant bonds, with power to order sales.

(c.) The Algoma branch and the interest of the company in its leased lines.

(d.) After sale of the lands, and for any balance then unpaid, the company's entire revenue, after providing for its fixed charges.

(e.) The liability of the company.

The provision of 48-49 Victoria, chapter 57, section 6, that "after the sale of the whole of the lands any deficiency in the proceeds thereof to pay the amount charged thereon, shall be a charge on the company's entire revenue, after providing for its fixed charges, and by preference over the shareholders," has probably suggested the view of the secretary of the company that the lands alone are primarily liable for the interest and principal of \$9,880,912, and that the company should not have been called upon for the interest thereon. I am inclined to the opinion, however, that the object of that provision was to create a second mortgage of the revenues of the company as an additional security for this sum, and that it was not intended to, and does not relieve the company, from its liability to pay the interest due to the Government on this part of the loan.

I am, &c.,

G. W. BURBIDGE, Deputy Minister of Justice.

FINANCE DEPARTMENT, OTTAWA, 10th February, 1886.

SIR,—Referring to your letter of the 20th ultimo, on the subject of payment of interest on the sum of \$9,880,912 lent by the Government to the Canadian Pacific Railway Company, I have the honor to send you herewith copy of a letter from the Deputy Minister of Justice on the subject, the same being sent you by direction of the Honorable the Minister of Finance, and I am directed to request that you will be good enough to advise me at your earliest convenience as to your views on the same.

I have, &c.,

J. M. COURTNEY, *Deputy Minister of Finance.*

C. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

THE Canadian Pacific Railway Company in account with the Dominion Government  
TEMPORARY LOAN ACCOUNT.

1885.		\$ cts.	1885.		\$ cts.
August 12...	To Treasury Bills. ....	5,000,000 00	Sept. 2...	By Treasury Bills .....	3,000,000 00
			Nov. 6...	do .....	2,000,000 00
		<hr/> 5,000,000 00			<hr/> 5,000,000 00

FINANCE DEPARTMENT,  
OTTAWA, 2nd March, 1886.

J. M. COURTNEY,  
*Deputy Minister of Finance.*

## CANADIAN Pacific Railway Company in account with the Dominion Government.

## SUBSIDY ACCOUNT.

1885.			\$	cts.
Feb.	7...	To payment for work performed per estimate.....	45,789	00
do	7...	do do .....	109,485	00
do	19...	do do .....	2,085	00
do	19...	do do .....	50,460	00
do	19...	do do .....	13,727	00
March	6...	do do .....	38,256	00
do	10...	do do .....	73,646	00
do	11...	do do .....	96,394	00
do	14...	do do .....	128,073	00
do	20...	do do .....	25,002	00
do	31...	do do .....	7,810	00
April	9...	do do .....	58,653	00
do	11...	do do .....	72,766	00
do	18...	do do .....	84,875	00
do	29...	do do .....	13,537	00
May	18...	do do .....	29,282	00
do	18...	do do .....	9,669	00
do	20...	do do .....	55,687	00
do	22...	do do .....	46,158	00
June	5...	do do .....	13,089	00
do	9...	do do .....	72,028	00
do	12...	do do .....	71,044	00
do	22...	do do .....	17,869	00
do	26...	do do .....	24,537	00
July	6...	do do .....	35,501	00
do	10...	do do .....	120,115	00
do	11...	do do .....	23,058	00
do	28...	do do .....	41,116	00
do	28...	do do .....	108,620	00
Aug.	17...	do do .....	176,712	00
do	17...	do do .....	13,542	00
do	22...	do do .....	267,755	00
Sept.	10...	do do .....	34,459	00
do	12...	do do .....	468,047	00
do	19...	do do .....	123,238	00
do	29...	do do .....	23,404	00
Oct.	8...	do do .....	61,872	00
do	16...	do do .....	140,900	00
do	27...	do do .....	23,472	00
do	29...	do do .....	132,613	00
do	29...	do do .....	518,624	00
Nov.	5...	do do .....	232,962	00
do	7...	do do .....	5,000	00
Dec.	5...	do do .....	107,675	00
do	5...	do do .....	207,442	00
do	15...	do do .....	53,200	00
do	19...	do do .....	11,601	00
Amount as per previous returns.....			4,304,595	00
			20,240,317	87
Total.....			24,544,912	87

FINANCE DEPARTMENT,  
OTTAWA, 26th February, 1886.

J. M. COURTNEY,  
*Deputy Minister of Finance.*

## CANADIAN Pacific Railway Company in account with the Dominion Government.

## LOAN ACCOUNT.

For the following amounts paid to the Canadian Pacific Railway Company, under authority of 47 Vic., Chap. 1:—

1885.		\$	cts.	1885.		\$	cts.
February	7	68,800	00	May	22	69,300	00
do	7	150,500	00	June	5	19,700	00
do	19	142,181	76	do	9	108,100	00
do	19	75,900	00	do	12	106,900	00
do	19	28,100	00	do	26	26,500	00
do	20	147,618	24	do	26	36,900	00
March	6	57,500	00	July	6	48,900	00
do	10	92,357	31	do	10	180,500	00
do	10	18,142	69	do	11	31,700	00
do	11	132,700	00	do	28	61,600	00
do	14	175,900	00	do	28	163,000	00
do	20	37,500	00	August	17	265,400	00
do	31	10,800	00	do	17	18,500	00
April	9	88,200	00	Sept.	19	91,600	00
do	11	109,300	00	do	29	24,100	00
do	18	116,700	00	October	27	24,200	00
do	29	18,800	00	December	5	58,700	00
May	18	44,000	00	do	15	62,900	00
do	18	13,200	00	do	19	13,600	00
do	20	83,500	00	Amount paid as per last return..		18,626,600	00
Carried forward				Total		21,650,700	00

FINANCE DEPARTMENT,  
OTTAWA, 26th February, 1886.

J. M. COURTNEY,  
*Deputy Minister of Finance.*

CANALIAN PACIFIC RAILWAY COMPANY in Account with the Dominion Government.  
 LOAN INTEREST ACCOUNT.

Date.	Dr.	\$	cts.	Days.	Interest.	Date.	Cr.	\$	cts.	Days.	Interest.
1884.					\$	1884.					\$
Sept. 13...	To balance of interest, per previous statement.....				273,750 78	do 13...	Interest on payment of interest before due, balance as per previous return.....	273,750 78			273,750 78
do 12...	Interest to 1st Nov. on balance of loan, as per previous return.....	13,715,462 00		50	93,941 52	Oct. 14...	Deposit by P. O. Dept.....			49	1,837 50
do 13...	Interest to 1st Nov. on do	706,539 00		49	4,742 45	Oct. 18...	Interest on above to 1st Nov. Deposit by P. O. Dept.....			17	1,752 18
do 23...	do	28,096 00		39	150 10		Balance of interest due 1st Nov.			13	9,269 40
do 29...	do	104,352 00		33	471 73						16 51
Oct. 7...	do	606,600 00		24	1,994 30						90,765 80
do 10...	do	17,361 00		21	49 94						
do 11...	do	624,200 00		20	1,710 13						
do 17...	do	305,200 00		14	585 31						
		16,107,800 00			103,645 48						103,645 48
Nov. 1...	Balance of interest due.....				90,765 80	1885.					93,357 31
	Interest on above to 9th March, 1885.....			128	1,591 51	March 9...	Cash.....				92,357 31
					92,357 31						
do 1...	Interest on above balance to 1st May, 1885.....	16,107,800 00		181	399,385 18	1884.	Deposit by P. O. Dept. on account transport.....				6,605 36
do 8...	Interest to 1st May, 1885, on do	528,000 00		174	12,585 21	Nov. 19...	Interest on same to 1st May, '85			163	117 99
do 14...	do	83,200 00		168	1,914 74		Deposit by P. O. Dept.....			142	1,820 64
do 18...	do	403,600 00		164	9,067 18	Dec. 10...	Interest on same to 1st May, '85			133	28 33
Dec. 8...	do	293,300 00		147	5,906 18	Dec. 19...	Deposit by Indian Dept.....			123	819 65
do 9...	do	329,800 00		143	6,460 47		Interest on same to 1st May, '85				2 65
do 15...	do	190,100 00		137	3,567 63	Dec. 29...	Deposit by Militia Dept.....				0 01
do 17...	do	34,930 00		135	645 97		Interest on same to 1st May, '85				
1885.						1885.	Deposit by Public Works Dept.				1,652 80
Jan. 9...	do	171,770 00		112	2,635 38	Jan. 15...	Interest on same to 1st May, '85			106	19 20
do 10...	do	136,500 00		111	2,075 55		Deposit by P. O. Dept.....			102	11,204 46
do 13...	do	293,200 00		108	4,337 75	Jan. 19...	Interest on same to 1st May, '85				125 24
do 24...	do	19,400 00		97	257 78		Deposit by P. O. Dept.....				1,505 96
do 30...	do	35,000 00		91	436 30	Jan. 26...	Interest on same to 1st May, '85				
Feb. 7...	do	219,300 00		83	2,493 41		Deposit by P. O. Dept.....				

CANADIAN PACIFIC RAILWAY COMPANY in Account with the Dominion Government—Concluded.

LOAN INTEREST ACCOUNT—Concluded.

Date.	Dr.	—	Days.	Interest.	Date.	Cr.	—	Days.	Interest.
		\$		\$			\$		\$
		cts.		cts.			cts.		cts.
Feb. 19...	Interest to 1st May, 1885, on	393,800 00	71	3,830 11	.....	Interest on same to 1st May, '85	.....	95	15 68
March 6...	do	57,500 00	56	441 10	Mar. 12...	Deposit by P. O. Dept	.....	50	7,028 06
do 10...	do	110,500 00	52	787 12	April 16...	Interest on same to 1st May, '85	.....	15	1,629 61
do 11...	do	132,700 00	51	927 08	April 20...	Deposit by Indian Dept	.....	.....	2,617 88
do 14...	do	175,900 00	42	1,156 60	.....	Interest on same to 1st May, '85	.....	.....	3 16
do 20...	do	37,500 00	48	215 75	.....	Deposit by P. O. Dept	.....	.....	6,836 60
do 31...	do	10,800 00	31	45 86	.....	Interest on same to 1st May, '85	.....	.....	6 54
April 9...	do	88,200 00	22	265 80	.....	Deposit by P. O. Dept	.....	.....	418,057 57
do 11...	do	109,300 00	20	299 45	.....	Interest on same to 1st May, '85	.....	.....	459,950 56
do 18...	do	116,700 00	13	207 82	.....	Balance interest due 1st May, 1885	.....	.....	.....
do 29...	do	18,800 00	3	5 15	.....	.....	.....	.....	.....
		20,097,600 00		459,950 56					
May 1...	Interest on above balance to 20th July, 1885, on	20,097,600 00	80	220,247 58	May 7...	Deposit by Militia Dept. on account transport	.....	.....	2,630 93
do 18...	do	57,200 00	63	493 64	.....	Interest on same to 20th July, 1885	.....	.....	21 33
do 20...	do	83,500 00	61	697 74	.....	Deposit by P. O. Dept	.....	74	7,235 54
do 22...	do	69,300 00	59	560 09	May 8...	Interest on same to 20th July, 1885	.....	.....	.....
June 5...	do	19,700 00	45	121 44	.....	Deposit by Militia Dept. on account transport	.....	.....	.....
do 9...	do	108,100 00	41	607 13	.....	Interest on same to 20th July, 1885	.....	.....	.....
do 12...	do	106,900 00	38	556 47	.....	Deposit by P. O. Dept	.....	.....	.....
do 22...	do	26,800 00	28	102 79	July 6...	Malis, Lakes Huron and Superior	.....	.....	57 89
do 26...	do	36,900 00	24	121 32	.....	Interest on same to 20th July, 1885	.....	.....	1,750 00
July 6...	do	180,500 00	14	93 77	.....	Transport service, Militia Department	.....	.....	.....
do 10...	do	31,700 00	10	247 27	.....	Transport service, North-West Mounted Police	.....	14	2 68
do 11...	do	.....	9	39 08	.....	Balance of interest due 20th July, 1885	.....	.....	400,000 00
.....	Balance of interest due on 1st May, 1885	.....	.....	418,057 57	.....	.....	.....	.....	40,000 00
.....	Interest on same from 1st May to 20th July, 1885	.....	.....	4,581 49	.....	.....	.....	.....	318,585 67
.....	Interest on advance account, \$7,350,912, from 17th Feb. to 20th July, '85	.....	153	123,756 66	.....	.....	.....	.....	770,284 04
.....	.....	20,867,100 00		770,284 04					

July 20...	Interest on amount of loan to date, as per above, to 20th Jan., 1886	20,867,100 00	184	420,772 21	July 23...	The following deposits on account of transport service and interest thereon to 20th January, 1886	1,742 52	181	34 56
do 26...	do	224,600 00	176	4,332 00	do 24...	do	9,742 04	180	192 17
do 17...	Interest to 20th Jan., '86, on do	283,900 00	156	4,863 52	Aug. 3...	do	7,934 68	170	147 82
Sept. 19...	do	91,600 00	123	1,234 71	do 11...	do	1,124 32	162	19 96
do 29...	do	24,100 00	113	298 44	Oct. 7...	do	2,429 78	105	27 96
do 27...	do	24,200 00	85	225 42	do 21...	do	12,917 36	91	128 82
Dec. 5...	do	58,700 00	46	295 91	Nov. 4...	do	7,463 22	77	62 97
do 15...	do	62,900 00	36	248 15	do 6...	do	2,527 66	75	20 77
do 19...	do	13,600 00	32	47 69	do 18...	do	1,873 88	63	12 93
.....	Balance of interest due 20th July, 1886.....	.....	.....	318,585 67	do 25...	do	10,038 43	56	61 61
.....	Interest on same from 20th July, 1885, to 20th Jan., 1886.....	.....	184	6,424 08	Dec. 2...	do	2,150 00	49	11 54
.....	6 months' interest on \$7,380,912.....	.....	.....	147,618 24	.....	By Balance of interest due 20th January, 1886.....	59,943 89	.....	59,943 89
.....	.....	21,650,700 00	.....	904,936 04	.....	.....	844,271 04	.....	844,271 04
.....	Balance of interest due as above.....	.....	.....	844,271 04	.....	Cash.....	331,513 72	.....	331,513 72
.....	do	.....	.....	844,271 04	.....	Balance.....	522,757 32	.....	522,757 32
.....	.....	.....	.....	522,757 32	.....	.....	844,271 04	.....	844,271 04

J. M. COURTNEY,  
Deputy Minister of Finance.

FINANCE DEPARTMENT,  
OTTAWA, 2nd March, 1886.

## CANADIAN PACIFIC RAILWAY Co. in Account with the Dominion Government.

DR.		SECURITY ACCOUNT.		CR.	
1885.		\$ cts.	1885.		\$ cts.
March 10...	To Transfer to interest on investments. ....	11,021 58	Feb. 17...	By Balance as per last return .....	34,633 10
Aug. 8...	do do ...	41,523 67	March 13...	Receipts for transport service.....	7,028 06
June 30...	Balance as per Public Accounts, page xxxi..	11,616 47	April 16...	do .....	1,629 61
1886.		64,161 72	do 22...	do .....	2,617 88
Jan. 30...	Transfer to interest on investments.....	59,943 89	do 24...	do .....	6,636 60
			May 7...	do .....	2,630 93
			do 9...	do .....	7,235 54
			July 6...	do .....	1,750 00
					64,161 72
			do 1...	Balance.....	11,616 47
			do 25...	Receipts for transport service.....	11,484 56
			Aug. 4...	do .....	18,449 07
			do 6...	do .....	7,934 68
			do 11...	do .....	1,124 32
			Oct. 8...	do .....	1,363 90
			do 15...	do .....	1,065 88
			do 22...	do .....	12,917 36
			Nov. 5...	do .....	7,463 22
			do 7...	do .....	2,527 66
			do 27...	do .....	11,912 31
			Dec. 3...	do .....	2,150 00
			1886.		
			Jan. 18...	do .....	11,967 17
			do 20...	do .....	1,775 91
			do 23...	do .....	14,035 62
			Feb. 3...	do .....	285 31
			do 11...	do .....	14,710 27
Feb. 21...	Balance.....	73,934 76	do 21...	do .....	1,094 94
		133,878 65			133,878 65
				Balance.....	73,935 76

J. M. COURTNEY,  
Deputy Minister of Finance.

FINANCE DEPARTMENT,  
OTTAWA, 26th February, 1886.

# SUPPLEMENTARY RETURN

(35a)

To the STANDING ORDER of the HOUSE OF COMMONS, dated 20th February, 1882 ; For full information on all subjects affecting the Canadian Pacific Railway up to the latest date, and particularly all details as to :

1. The selection of the route.
2. The progress of the work.
3. The selection or reservation of the lands.
4. The payment of moneys.
5. The laying out of branches.
6. The progress therein.
7. The rates of tolls for passengers and freights.
8. The particulars required by the Consolidated Railway Act and amendments thereto, up to the end of the previous fiscal year.
9. Like particulars up to the latest date before the presentation of the Return.
10. Copies of all Orders in Council and of all correspondence between the Government and the Railway Company, or any member or officer of either, relating to the affairs of the Company.

By Command.

J. A. CHAPLEAU,

*Secretary of State.*

Department of the Secretary of State,  
11th March, 1886.

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## CANADIAN PACIFIC RAILWAY RETURN—1885.

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*Subject.*

1. Selection of route.
2. Reports on progress.
3. Land.
  1. Station grounds and ballast pits.
  2. 200 feet right of way.
4. Payment of subsidy and loan.
  1. Eastern section.
  2. Central section.

5. Rates, tolls and fares.
6. Particulars required under Consolidated Railway Act.
7. Miscellaneous.
  1. Form of mortgage.
  2. Authority to transfer western section of Canadian Pacific Railway to Canadian Pacific Railway Company.
  3. Claim of Lake Superior Silver Mining Company.
  4. Claim of A. S. Farewell.

SELECTION OF ROUTE — LOCATION — CENTRAL SECTION — FROM SICAMOUS' NARROWS TO SECOND CROSSING, COLUMBIA RIVER — DISTANCE ABOUT 44 MILES.

MONTREAL, 5th February, 1885.

SIR,—I have the honor to transmit the following plans and profiles of portions of the main line, for the approval of the Governor General in Council :

Corrected profile from Shuswap, Summit, eastward to a point  $7\frac{3}{4}$  miles east of Sicamous' Narrows.

Profile from a point  $7\frac{3}{4}$  miles east of Sicamous' Narrows to the Second Crossing of the Columbia River.

Plan of location from Sicamous' Narrows to a point nearly 8 miles east.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

A. P. BRADLEY, Esq., Secretary Department Railways and Canals, Ottawa.

CANADIAN PACIFIC RAILWAY,  
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 14th February, 1885.

SIR,—Mr. Drinkwater's letter, dated the 6th instant, under cover No. 35,748, submitting for approval profiles of the location of the main line of the Canadian Pacific Railway from the Sicamous' Narrows to the second crossing of the Columbia River, a distance of about forty-four miles, having been referred to me, I have the honor to report that the grades and curves are well within the conditions imposed by the Canadian Pacific Railway Act, and such as the physical features of the country appear to require. The maximum grade is 1.25 per 100 feet, or 66 feet per mile, and the minimum curve 10°.

I recommend that the location now submitted be approved.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer*.

A. P. BRADLEY, Esq., Secretary Department Railways and Canals, Ottawa.

(Memorandum.)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 18th February, 1885.

The undersigned has the honor to represent, that under date the 5th instant, the Canadian Pacific Railway Company have furnished plans and profiles showing the proposed location of their main line extending from the Sicamous' Narrows to the Second Crossing of the Columbia River, a distance of about forty-four miles.

That under date the 14th instant, the Government Chief Engineer has reported, stating that the grades and curves are well within the conditions imposed by the Canadian Pacific Railway Act, and are such as the physical features of the country appear to require. The maximum grade is, he states, 1.25 per 100 feet, or 66 feet per mile, the minimum or sharpest curve being 10°.

We advise that approval be given thereto.

The undersigned thereupon recommends that the said plans and profiles be approved.

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 16th March, 1885.**

On a memorandum, dated 18th February, 1885, from the acting Minister of Railways and Canals, submitting plans and profiles of the Canadian Pacific Railway, showing the proposed location of the main line extending from the Sicamous' Narrows to the Second Crossing of the Columbia River, a distance of about forty-four miles, and upon which the Chief Engineer has reported that the grades and curves are well within the conditions imposed by the Canadian Pacific Railway Act, and are such as the physical features of the country appear to require, the maximum grade is, he states, 1.25 per 100 feet, or 66 feet per mile, the minimum or sharpest curve being 10°.

The Minister on such report recommends that the said plans and profiles be approved.

The Committee submit the same for Your Excellency's approval accordingly.

JOHN J. MCGEE, *Clerk Privy Council.*

Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 2nd April, 1885.

SIR,—I am instructed to enclose herewith to you a copy of a certified copy of an Order in Council, dated the 16th ultimo, approving plans and profiles of the location of the Canadian Pacific Railway from the Sicamous' Narrows to the Second Crossing of the Columbia River, a distance of about 44 miles.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHAS. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 2nd April, 1885.

SIR,—I am instructed to enclose herewith to you a copy of a certified copy of an Order in Council, dated the 16th ultimo, approving plans and profiles of the location of the Canadian Pacific Railway from the Sicamous' Narrows to the Second Crossing of the Columbia River, a distance of about 44 miles.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. SCHREIBER, Esq., Chief Engineer, &c., Ottawa.

**SELECTION OF ROUTE—LOCATION—CENTRAL SECTION, EASTWARD—  
FROM A POINT 42½ MILES EAST OF SAVONA'S FERRY, TO A POINT  
62½ MILES EAST OF SAVONA'S FERRY—DISTANCE 20 MILES.**

CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 12th February, 1885.

SIR,—I have the honor to transmit, for the approval of the Governor General in Council, plan and profile of that portion of the main line of the Canadian Pacific Railway, from the 42½ to the 62½ mile east of Savona's.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Department Railways and Canals, Ottawa.

CANADIAN PACIFIC RAILWAY,  
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 23rd February, 1885.

SIR,—Mr. Drinkwater's letter, dated the 12th instant, submitting for approval the plan and profile of the main line of the Canadian Pacific Railway from the 42½ mile to the 62½ mile east of Savona's, having been referred to me, I have the honor to report that the grades and curves are well within the limits imposed by the

Canadian Pacific Railway Act, the maximum grade being 1 per 100 feet and the minimum curve 8°. I, therefore, recommend that the location, as submitted, be approved.

I have the honor to be, Sir, your obedient servant,  
COLLINGWOOD SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Esq., Secretary Department Railways and Canals, Ottawa.

(*Memorandum.*)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 24th February, 1885.

The undersigned has the honor to represent that under date the 12th instant the Canadian Pacific Railway Company have submitted for approval plans and profiles showing the location of their main line for the portion extending from the 42½ to the 62½ mile east of Savona's Ferry.

That under date the 23rd instant the Government Chief Engineer has reported stating that the grades and curves are well within the limits fixed by the Act, the maximum grade being 1 per 100 feet or 52.80 feet per mile and the minimum curve 8°; he advises that approval be given.

The undersigned recommends that the plans, &c., in question be approved.

Respectfully submitted,

J. H. POPE, *Acting Minister of 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 2nd March, 1885.

On a memorandum, dated 24th February, 1885, from the Acting Minister of Railways and Canals, submitting for approval the plans and profiles showing the location of the main line of the Canadian Pacific Railway for the portion extending from the 42½ to the 62½ mile east of Savona's Ferry;

The Minister recommends, on the report of the Government Chief Engineer, to the effect that the grades and curves are well within the limits fixed by the Act, the maximum grade being 1 per 100 feet or 52.80 feet per mile and the minimum curve 8°; and that the plans and profiles, as submitted under date the 12th February, be approved.

The Committee advise that the plans and profiles as submitted be approved accordingly.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 23rd March, 1885.

SIR,—I am directed to forward for your information and guidance the accompanying certified copy of an Order in Council, passed on the 2nd March, 1885, approving of the plans and profiles showing the location of the main line of the Canadian Pacific Railway for the portion extending from the 42½ to the 62½ mile east of Savona's Ferry, British Columbia.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. SCHREIBER, Esq., Chief Engineer, &c., Ottawa.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 23rd March, 1885.

SIR,—I am directed to forward, for your information and guidance, the accompanying certified copy of an Order in Council, passed on the 2nd March, 1885, approving of the plans and profiles showing the location of the main line of the Canadian Pacific Railway for the portion extending from the 42½ to the 62½ mile east of Savona's Ferry, British Columbia.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C.P.R. Co., Montreal.

**SELECTION OF ROUTE—LOCATION—CENTRAL SECTION—WESTWARDS  
—FROM 119<sup>TH</sup> MILE WEST OF SUMMIT OF ROCKY MOUNTAINS TO  
137<sup>TH</sup> MILE WEST OF SUMMIT OF ROCKY MOUNTAINS OR FROM  
1081<sup>ST</sup> MILE WEST OF WINNIPEG TO 1099<sup>TH</sup> MILE WEST OF WINNI-  
PEG—DISTANCE 18 MILES.**

CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 14th March, 1885.

SIR,—I have the honor to send you herewith, for the approval of His Excellency the Governor General in Council, plan and profile of that portion of the main line from the 119th to the 137th mile west of the summit of the Rocky Mountains, or from the 1081st to the 1099th mile west of Winnipeg.

I have the honor to be, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Department Railways and Canals, Ottawa.

CANADIAN PACIFIC RAILWAY,  
OFFICE OF THE ENGINEER IN-CHIEF, OTTAWA, 16th March, 1885.

SIR,—Mr. Drinkwater's letter, dated the 14th March, under cover No. 36126, accompanied by plan and profile extending from the 119th mile, west of the summit of the Rocky Mountains to the 137th mile, being the western crossing of the Columbia River, having been referred to me, I have the honor to report that the maximum grade is 1·00 per 100 feet or 52·80 to the mile, and the minimum curve 10°. These are, I believe, necessitated by the general features of the ground, and it having been generally understood that such curves would have to be used in passing over the Selkirk Mountains, I recommend that the location be approved.

I have the honor to be, Sir, your obedient servant,  
COLLINGWOOD SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Esq., Secretary Department Railways and Canals, Ottawa.

(*Memorandum.*)

DEPARTMENT RAILWAYS AND CANALS, OTTAWA, 19th March, 1885.

The undersigned has the honor to represent that under date the 14th inst., the Canadian Pacific Railway Company have submitted for approval a plan and profile, showing the proposed location of their main line for a distance of 18 miles, extending from the 119th mile to the 137th mile west from the summit of the Rocky Mountains, or from the 1081st to the 1099th mile west from Winnipeg.

That under date the 16th instant, the Government Chief Engineer has reported, stating that the maximum grade is 1 per 100 feet, or 52·80 feet per mile, that the sharpest curve is 10° degrees, and that he believes this gradient and curvature to be necessitated by the general features of the ground. He advises that this location be approved, it having been generally understood that such curves would have to be used in passing over the Selkirk Range.

The undersigned would, therefore, recommend that approval be given accordingly.  
J. H. POPE, *Acting Minister of 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 23rd March, 1885.*

On a memorandum, dated 19th March, 1885, from the Acting Minister of Railways and Canals, submitting for approval a plan and profile of the Canadian Pacific Railway, showing the proposed location of their main line for a distance of eighteen miles, extending from the 119th to the 137th mile west from the summit of the Rocky Mountains, or from the 1081st to the 1099th mile west from Winnipeg;

The Minister represents that the Government Chief Engineer has reported, stating that the maximum grade is 1 per 100 feet, or 52·80 feet per mile, that the sharpest

curve is of 10 degrees, and that he believes this gradient and curvature to be necessitated by the general features of the ground. He advises that this location be approved, it having being generally understood that such curves would have to be used in passing over the Selkirk range.

The Minister, therefore, recommends that approval be given accordingly.

The Committee submit the plan and profile of the Canadian Pacific Railway, dated 11th March, 1885, for Your Excellency's approval.

JOHN J. MCGEE, *Clerk Privy Council.*

The Honorable the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 2nd April, 1885.

SIR,—I am instructed to transmit to you herewith a copy of a certified copy of an Order in Council, bearing date the 23rd ultimo, approving plan and profile of the location of the line of the Canadian Pacific Railway for a distance of eighteen miles, from the 119th to the 137th mile west of the summit of the Rocky Mountains, or from the 1081st to the 1099th mile west from Winnipeg.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. SCHRIEBER, Esq., Chief Engineer, &c., Ottawa.

DEPARTMENT RAILWAYS AND CANALS, OTTAWA, 2nd April, 1885.

SIR,—I am instructed to transmit to you herewith a copy of a certified copy of an Order in Council, bearing date the 23rd ultimo, approving plan and profile of the location of the line of the Canadian Pacific Railway for a distance of eighteen miles from the 119th mile to the 137th mile west of the summit of the Rocky Mountains, or from the 1081st to the 1099th mile west from Winnipeg.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

SELECTION OF ROUTE—RE-LOCATION—CENTRAL SECTION, WESTWARDS  
—FROM SUMMIT OF SELKIRK RANGE—TO A POINT EIGHTEEN MILES  
WEST OF SUMMIT OF SELKIRK RANGE—DISTANCE EIGHTEEN  
MILES.

CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 20th February, 1885.

SIR,—I am forwarding you, under separate cover, a plan and profile of revised location from Kamloops eastward, 16.6 miles. This includes the portion from station 4250 to 4550, required to complete the plans already forwarded to you.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Department Railways and Canals, Ottawa.

CANADIAN PACIFIC RAILWAY,  
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 6th July, 1885.

SIR,—The Vice-President of the Canadian Pacific Railway Company having submitted for approval a plan and profile of a re-location of that portion of the railway extending from the summit of the Selkirk Mountains, eighteen miles westward, with the object of avoiding heavy snowslides, I have the honor to report that in the new location an additional three miles is made in order to gain distance and reach the bottom of the valley; this necessitates a very crooked line in these three miles, but Mr. Dickey, the Government Inspecting Engineer, reports that he believes the location now made to be the best possible, and notwithstanding the first part being very crooked, that taken as a whole there is less curvature than in the old location.

The work is very heavy; the maximum grade is 116 feet per mile, and the minimum curve 10°.

From the best information I have at command I have no doubt the line as now located is as favorable as any that can be obtained crossing the Selkirks, and I recommend its approval.

I have the honor to be, Sir, your obedient servant,  
COLLINGWOOD SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Esq., Secretary Department Railways and Canals, Ottawa.

(*Memorandum.*)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 9th July, 1885.

The undersigned has the honor to represent that under date the 16th of January, 1885, an Order in Council was passed approving of the location of the main line of the Canadian Pacific Railway extending from the 95th to the 119th mile west of the summit of the Rocky Mountains and crossing the western descent of the Selkirk Range.

That the company have now submitted for approval plans and profiles showing a re-location of a portion of the line on this distance, namely, for eighteen miles, extending westwards from the summit of the Selkirk Range, such re-location being in place of that for fifteen miles covered by the said Order.

That under date the 6th instant the Government Chief Engineer has reported to the effect that the additional three miles have been taken in order to gain distance and reach the bottom of the valley; further that the Inspecting Engineer has expressed his belief that the location now made is the best possible, and that, notwithstanding the fact that the first portion is very crooked, the curvature taken, as a whole, is less than that on the old location. The maximum is 116 feet per mile, and the minimum, or sharpest curve 10°. These are the same as in the former location. The Chief Engineer advises that the present location should be approved.

The undersigned, therefore, would recommend that the re-location now submitted, and shown on the plans and profiles furnished by the company be approved, and that the Order in Council of the 16th of January, 1885, be amended to the extent indicated in the said plans.

Respectfully submitted,  
J. H. HOPE, *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 25th July, 1885.*

On a memorandum, dated 8th July, 1885, from the Acting Minister of Railways and Canals, submitting that under date of the 16th of January, 1885, an Order in Council was passed, approving of the location of the main line of the Canadian Pacific Railway, extending from the 95th to the 119th mile, west of the summit of the Rocky Mountains, and covering the western descent of the Selkirk Range;

The Minister represents that the company have now submitted for approval plans and profiles showing a re-location of a portion of the line on this distance, namely, for eighteen miles, extending westwards from the summit of the Selkirk Range, such re-location being in place of that for fifteen miles covered by the said Order in Council of the 16th of January last.

The Minister, on the report of the Chief Engineer to the effect that the additional three miles have been taken, in order to gain distance and reach the bottom of the valley; further, that the Inspecting Engineer has expressed his belief that the location now made is the best possible, and that notwithstanding the fact that the first portion is very crooked, the curvature taken as a whole is less than that on the old location, the maximum grade is 116 feet per mile, and the minimum or sharpest curve 10°, these are the same as in the former location, recommends that the re-location now submitted and shown on the plans and profiles furnished by the com-

pany be approved, and that the Order in Council of the 16th of January, 1885, be amended to the extent indicated in the said plans.

The Committee submit the same for your Excellency's approval accordingly.

JOHN J. MCGEE, *Clerk Privy Council.*

Hon. the Minister of Railways and Canals.

OTTAWA, 7th August, 1885.

SIR,—I am directed to enclose to you herewith a copy of a certified copy of an Order in Council, bearing date 25th ult., which amends that of 16th January last, and approves plans and profile showing re-location of a portion of the line of your company's railway for eighteen miles westward from the summit of the Selkirk Range.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C.P.R. Co., Montreal.

OTTAWA, 17th August, 1885.

SIR,—I am directed to enclose to you herewith a copy of a certified copy of an Order in Council, bearing date the 25th ult., approving plans and profiles, showing a re-location of a portion of the Canadian Pacific Railway line for eighteen miles westward from the summit of the Selkirk Range, and amending Order in Council of 16th January last.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. SCHREIBER, Esq., Chief Engineer, &c., Ottawa.

#### DEVIATION OF LINE FROM OLD TOWN PLOT KAMINISTIQUIA TO FORT WILLIAM.

OTTAWA, 21st August, 1885.

Hon. the Minister of Railways and Canals.

SIR,—At the request of the Canadian Pacific Railway Company, I have the honor to transmit for examination and approval plans and book of reference of the railway line from the Old Town Plot on the Kaministiquia River by a new route along the river to Fort William, and thence to the intersection with the line now used formerly, the Port Arthur and Kaministiquia River. The greater portion of the new line has already been constructed.

May I request that one of the duplicates may be certified for the purpose of filing with the Clerk of the Peace at Fort Arthur.

Your obedient servant,

R. W. SCOTT.

OTTAWA, 28th August, 1885.

SIR,—I am directed to forward for your information the accompanying copy of a letter addressed to the Honorable R. W. Scott, Ottawa, by the Department returning to him duly certified the plans and book of reference showing the proposed deviation of the line of the Canadian Pacific Railway from a point near the town of Port Arthur to Fort William and thence along the River Kaministiquia to the Town Plot.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary, C. P. R. Co., Montreal.

OTTAWA, 28th August, 1885.

SIR,—I return to you herewith duly certified as having been filed in this office in accordance with the provisions of the Consolidated Railway Act, the plan and book of reference showing the proposed deviation of the line of the Canadian Pacific

Railway from a point near the town of Port Arthur to Fort William, and thence along the River Kaministiquia to the Town Plot, such plans having been furnished in duplicate by you on the 26th of August current, for that purpose.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

Hon. R. W. SCOTT, Ottawa.

SUBJECT NO. 2—REPORTS ON PROGRESS.

CANADIAN PACIFIC RAILWAY,  
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 9th February, 1885.

SIR,—For the information of the Honorable the Acting Minister of Railways and Canals, I have the honor to transmit, attached hereto, a diagram showing approximately the condition of the works of construction upon the Canadian Pacific Railway on the 31st January, 1885. By looking at this diagram the progress which has been made with the construction of this road can be taken in at a glance, and I think the Honorable the Acting Minister will be struck with the shortness of the length of railway remaining to be built.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Esq., Secretary Department of Railways and Canals, Ottawa.

CANADIAN PACIFIC RAILWAY,  
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 10th October, 1885.

SIR,—On the 1st of October, 1884, I had the honor to report to you upon the progress made up to that date with the work of construction of the Canadian Pacific Railway. Another year having passed, it now devolves upon me to report progress made subsequently to that date.

I shall, in the first place, give a table of distances similar in form to that of last year, as a revision of location has made slight changes in those figures.

TABLE OF DISTANCES—TRUNK LINE.

*Montreal to Port Moody.*

	Miles.	Miles.
Montreal to Callander.....	344	
Callander to Port Arthur.....	651	
Port Arthur to Red River (opposite Winnipeg)...	428	
Red River to Savona's Ferry.....	1,257	
Savona's Ferry to Port Moody.....	213	
	<hr/>	2,893

*Branch Lines, Acquired and Built.*

St. Lin (Ste. Thérèse Junction to St. Lin).....	15	
St. Jérôme (St. Lin Junction to St. Jérôme).....	11	
St. Eustache.....	8	
Aylmer (Hull to Aylmer).....	71 $\frac{1}{2}$	
Brockville.....	45 $\frac{1}{2}$	
Perth.....	12	
Algoma.....	94 $\frac{3}{4}$	
Pembina (Emerson to Winnipeg).....	64 $\frac{1}{2}$	
Colville Landing.....	2	
Selkirk.....	22	
Stonewall (Air Line Junction to Stonewall).....	18 $\frac{1}{2}$	
Pembina Mountain.....	102 $\frac{1}{2}$	
Gretna.....	14	
Emerson and West Lynne.....	15	
	<hr/>	432 $\frac{1}{4}$
Total acquired and built.....		<hr/> <hr/> 3,325 $\frac{1}{4}$

*Rolling Stock.*

The rolling stock applicable to the main line is the same as reported last year, viz:—

245	engines.
78	first-class cars.
33	second-class cars.
48	baggage and mail cars.
25	dining, sleeping and palace cars.
10	immigrant sleeping cars.
4,386	platform freight cars.
1,867	box and cattle cars.
126	conductors' vans, pay cars, &c.
8	derrick and coal cars.
19	snow ploughs.

## POSITION AND PROGRESS OF THE WORK.

## TRUNK LINE.

*Montreal to Callander, 344 miles.*

This section has continued up to the present time in successful operation.

*Callander to Port Arthur, 651 miles.*

A revision of the location has so improved the general alignment as to shorten the length of this section by 6 miles, giving 651 instead of 657 miles, as reported last year. The sub-section between Callander and Biscotasing, 189 miles in length, is completed and in operation, and from thence to Port Arthur, 462 miles, the track is laid, and the work of making up to grade the few remaining low embankments and the ballasting is progressing rapidly. The wooden bridges, when fully braced and completed, will be strong structures.

Many of the truss bridges over the rivers are strong, well designed steel structures, resting on solid masonry piers and abutments.

The Pic River bridge is a fine steel structure, with timber approaches, which latter Mr. Van Horne, the vice-president of the company, informs me he proposes to replace with iron trestles next season.

As the trestle bridges wear out they will as a rule be replaced by earthen embankments. In most cases no earth was to be had in the immediate neighborhood with which to form the embankments, and it would, in my opinion, have been a great waste of money to have formed solid embankments in advance of the track.

The road-bed is in many places formed of good ballast, of which there is abundance throughout this section; it will therefore, when finally completed, be very solid.

A very efficient water service is nearing completion, the tanks having a capacity of 50,000 gallons. Suitable stations to accommodate the traffic are being erected, as well as engines houses at each of the five divisional posts, which will range from 120 to 130 miles apart. Strong gangs of men are employed in hurrying forward the completion of the several buildings, and about twenty trains are engaged in making up low embankments and in ballasting, with a view of having this section ready for traffic within a few weeks, so as to afford unbroken rail connection from Halifax, on the Atlantic seaboard, to Manitoba and the North-West. Thus, early in November, passengers landing at Halifax will be able to board the train and proceed through British territory direct to the great North-West, by the Canadian Pacific Railway, passing by the north of Lake Superior, while the railway will be available during the current month to merchants desiring to forward freight.

*Port Arthur to Red River (opposite Winnipeg), 428 miles.*

This section is completed and in fine running order. The large elevator at Fort William, the foundation of which I mentioned in my last report as having been laid, is now finished, and a considerable quantity of grain has passed through it. Its

capacity is 1,000,000 bushels. Suitable engine houses and other buildings have been erected at the two divisional points, and station houses and dining-rooms have been built, suitable for the traffic.

*Red River to Savona's Ferry, 1,257 miles.*

The action of the snow during last winter was carefully watched by the Government Inspecting Engineer, as well as by the company's staff; and from the information obtained it was apparent that it would be necessary to locate the line so as to escape, so far as possible, the snow slides descending from the northern range of mountains. This somewhat retarded the work of construction, as it was considered advisable to abandon the location already made upon the side of the mountain preparatory to construction, and to devise some means of crossing the valley and reaching the lower levels before approaching the snow slides which it was desired to avoid, without increasing the severity of the grade. Mr. James Ross, an able engineer and manager of the company's works of construction, set vigorously to work to solve the problem; and, by a clever piece of engineering, succeeded in gaining the necessary distance by taking advantage of the general contour of the country to form, as it were, a double loop; thus touching the bottom lands clear of the most formidable snow slides, and without increasing the severity of the grades; and although this resulted in an increase of 3 miles to the length of the section, the general alignment, outside the loop was much improved. The sub-section from the Red River (opposite Winnipeg) to Donald Station at the foot of the east slope of the Selkirks, 1,022 miles in length, is under traffic. The latter point is 2,416 miles from Montreal. Nine miles of temporary road is being used in the meantime, pending the completion of the permanent way to take its place. From Donald Station to within 10 miles of the second crossing of the Columbia, a distance of 73 miles, the track is laid. From this latter point, for a distance of 36 miles, the grading and bridging are so far advanced as to ensure the laying of the track by the end of the current month. Thence to Savona's Ferry, a distance of 124 miles, the track is laid. Savona's Ferry is 2,680 miles from Montreal. Although the track is laid throughout with the exception of the 36 miles, just referred to, there remains considerable amount of work to be done before the road is completed. The permanent line alongside the 9 miles of temporary track near Mount Stephen has not yet been commenced, and between Donald and Savona's Ferry a good deal of finishing up will still be required. A tunnel in the Ile-cille-wait Pass is not quite finished, a number of truss bridges have yet to be built over rivers now crossed by temporary trestles. The station buildings, water service, &c., have yet to be provided; cuttings and embankments to be trimmed up and completed, besides a considerable amount of ballasting still to be done. It will, however, not take very long to get the road into fit condition for traffic, but I do not think it is the company's intention to operate it through the mountains this season; in fact I should not consider it wise to attempt to do so until the road is thoroughly completed, which will scarcely be before spring. On the first 900 miles west of Red River the engine houses and other necessary buildings have been erected, and water service provided, and preparations are being made to supply these requisites on the next sub-section westwards. The portion of this section under tariff, 1,022 miles, is in good running condition.

*Savona's Ferry to Port Moody, 213 miles.*

This section may almost be said to be completed, being so far advanced that it may very shortly be accepted by Government. It is in fine running condition. It was built by Messrs D. O. Mills and A. Onderdonk, under contract with the Government. Under the terms of the agreement with the Canadian Pacific Railway Company, this section will be transferred to them upon being taken over from the contractors by the Government. The station houses and water services are all built, and an engine house at North Bend is in progress, and will shortly be completed. The Port Moody wharf has not been touched since the date of my last report, 1st October, 1884.

## GENERAL.

The condition of the railway may be summarized thus:—

*Trunk Line.*

	Miles.
Track laid.....	2,857
Grading nearly completed.....	36
Total length of main line.....	2,893

It thus appears that the only break in the track is 36 miles in length, and I am safe in stating that by about the close of the present month, October, 1885, the road from Montreal to Port Moody will be ironed from end to end.

The contract with the Canadian Pacific Railway Company called for the completion of the road by the 30th June, 1891. It is now early in October, 1885, and about the end of the month there will be unbroken rail connection over the entire line. The road is therefore to all intents and purposes completed five years and eight months in advance of the contract limit. The accomplishment of this astonishing feat is without doubt largely due to the ability and determination of the Vice-President, Mr. VanHorne, aided by his staff, in giving effect to the policy of activity adopted by the company. The work of carrying this great undertaking to completion has been fraught with many difficulties, both financial and otherwise; but perseverance on the part of the company, with judicious aid from the Government in time of difficulty, has overcome all barriers, and as I have stated, the anxiously looked for object of having railway connection from ocean to ocean through British territory is now practically accomplished.

*Branch Lines.*

The position of the branch lines has not changed since my report of October last. Their length is as then stated, 432½ miles.

In conclusion I may state that the rolling stock is first class in every respect. The passenger car stock is especially admirable, the dining and sleeping cars being most elaborately fitted up, both as regards comfort and beauty, while I may safely say that the other classes of passenger stock are not excelled on the American continent.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

A. P. BRADLEY, Esq., Secretary Department Railways and Canals, Ottawa.

CANADIAN PACIFIC RAILWAY,  
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 31st December, 1885.

SIR,—On the 10th of October last, I had the honor to submit my annual report of the progress made with the works of construction upon the Canadian Pacific Railway up to that date, and as it has been the practice to give the latest information in regard to the condition of the works before Parliament meets, I now beg leave to report on the advancement with the works subsequent to that date, and inasmuch as the rail connection was made from ocean to ocean on the 7th November last, at which date the road may be accepted as practically completed, the moment appears opportune to offer a few remarks upon the progress made with the construction of this stupendous undertaking from the first breaking of ground.

This great enterprise, as is well known, was first undertaken as a Government work and the first contract for the construction of any portion of the Trunk line was

entered into on the 3rd of April, 1875, being for the section lying between Fort William and Sunshine Creek, a distance of 27 miles; the work of construction was at once engaged in, and this may be considered the date at which actual construction was commenced and continuously prosecuted. From time to time contracts for further sections were let until the entire distance of 422 miles between Fort William and the Red River, opposite Winnipeg, was covered. Whilst this work was in progress contracts were let for the construction of 200 miles from Winnipeg westward, and of 127 miles in British Columbia, extending from Savona's Ferry to Emory's Bar, thus aggregating 749 miles which were under construction as Government work in May, 1880, the last contract having been entered into on the 3rd of that month.

Shortly after this, negotiations were entered into for the construction by a company, resulting in the Canadian Pacific Railway Company entering into an agreement to construct 1,909 miles and equip the entire Trunk line from Callander to Port Moody, 2,550 miles, assuming the work done west of Winnipeg and paying the cost thereof, in consideration of the Government granting them \$25,000,000 and 25,000,000 acres of land, together with a constructed road composed of 641 miles of Trunk line and the Pembina Branch, 65 miles in length. This contract is dated the 21st of October, 1880, and was ratified by Parliament on the 15th January, 1881, upon which the company at once set to work to organize a force for carrying on the work.

In May of that year active operations of construction were commenced, when the works west of Winnipeg, which consisted of about 70 miles of graded road and 66 miles of track laid, together with a quantity of rails and other material, were transferred to them.

In February, 1882, the last sub section of the Government sections, viz., that from Emory's Bar to Port Moody, a distance of 86 miles, was placed under contract.

The progress made with the work on the Government sections of the Trunk line, viz., Port Arthur to Red River (opposite Winnipeg), 428 miles; and Savona's Ferry to Port Moody, 213 miles—in all, 641 miles, at the close of each calendar year may be stated, as regards the length of road which was so far completed as to admit of the running of regular trains thereon, to be as follows, viz. :—

	Each year. Miles.	Total Miles.
During and at the close of 1875.....	0	0
“ “ 1876.....	45	45
“ “ 1877.....	17	62
“ “ 1878.....	136	198
“ “ 1879.....	35	233
“ “ 1880.....	66	299
“ “ 1881.....	102	401
“ “ 1882.....	49	450
“ “ 1883.....	77	527
“ “ 1884.....	111	638
On the 30th June, 1885.....	<u>3</u>	<u>641</u>

In July, 1885, the sections of the road undertaken as a Government work, 641 miles in length, may be said to have been practically completed.

I have already stated that the Canadian Pacific Railway Company, under contract dated 21st October, 1880, undertook to construct 1,909 miles of Trunk line and to equip the entire road from Callander to Port Moody, 2,550 miles, and that active operations commenced in the month of May following.

The progress made by the company up to the end of each calendar year, as regards the length of line which was so far completed as to admit of the running of regular trains thereon, may be stated as follows :—

	Each year. Miles.	Total Miles.
During and at the close of 1881.....	161	161
“ “ 1882.....	440	601
“ “ 1883.....	473	1,074
“ “ 1884.....	358	1,432
“ “ 1885 .....	477	1,909

Thus the entire 1,909 miles, which the Company undertook to construct, were practically completed on the 7th day of November, 1885, the day on which the last rail was laid, forming a continuous rail connection from ocean to ocean. The company is still operating a temporary section of nine miles near Mount Stephen, which was constructed for the purpose of avoiding some heavy work, including a tunnel of 1,400 feet, which would have greatly delayed the completion of the through line. This temporary line is in first-rate running condition, and seems to be operated without difficulty.

Exclusive of this nine mile section a small expenditure only is required to place the road in such a condition as to comply with the requirements of the contract.

The entire line is equipped with rolling stock of a high standard.

The 641 miles constructed by the Government were commenced in April, 1875, and practically completed in June, 1885, ten years and three months.

The 1,909 miles constructed by the company were commenced say, in February, 1881, and practically completed on the 7th of November, 1885, four years and nine months.

The following are statements of the revenue and expenditure for the years ending the 31st of December, 1884 and 1885, published by the Canadian Pacific Railway Company:—

	1884.	1885.
Gross earnings .....	\$5,750,521	\$8,348,500
Gross expenditure.....	4,558,630	5,124,400
Net earnings.....	<u>\$1,191,890</u>	<u>\$3,224,100</u>

These figures give indications of a most successful enterprise and of a most valuable property, especially when it is considered that a large section of the country through which the road passes is at present sparsely settled, and hitherto unserved by railway facilities, with but very limited opportunities for a development of trade, and I think there can be no doubt this section of country will become speedily populated and trade will rapidly develop.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer:*

A. P. BRADLEY, Esq., Secretary Department Railways and Canals, Ottawa.

SUBJECT No. 3—LANDS FOR STATION GROUNDS AND BALLAST PITS BETWEEN WINNIPEG AND CALGARY.

CANADIAN PACIFIC RAILWAY.

List of Station Grounds between Winnipeg and Calgary, and Dimensions thereof, as shown on Plans and described in Books of Reference submitted by the Company under the provisions of the Consolidated Railway Act, 1879, sec. 8, and the Canadian Pacific Railway Act, 44 Vic., chap. 1, secs. 18 and 19.

By letter dated 26th Nov., 1884—No. 35211—Winnipeg to Moose Jaw.  
do 26th Nov., 1884—No. 35250—Moose Jaw to Medicine Hat.  
do 4th April, 1884—No. 36302—Medicine Hat to Calgary.

No.	Name of Station.	Dimensions.		No.	Name of Station.	Dimensions.	
		Width, including right of way.	Length.			Width, including right of way.	Length.
<i>Winnipeg to Moose Jaw, 26th Nov., 1884, No. 35211.</i>							
		Feet.	Feet.			Feet.	Feet.
1	Bergin.....	400	2,600	40	Indian Head .....	300	2,650
2	Rosser.....	400	2,650	41	Qu' Appelle .....	300	5,500
3	Meadows.....	400	2,850	42	McLean .....	300	2,650
4	Marquette.....	300	3,000	43	Balgonie .....	300	2,650
5	Reaburn.....	300	2,650	44	Pilot Butt.....	300	2,750
6	Poplar Point.....	300	2,650	45	Regina .....	300	7,000
7	High Bluff.....	300	2,650			875	4,000
8	Portage la Prairie.....	300	3,000	46	Grande Coulee.....	300	2,650
9	Burnside.....	300	2,650	47	Pense .....	300	2,650
10	Bagot.....	300	2,650	48	Belle Plaine .....	300	2,650
11	McGregor.....	300	2,650	49	Pasqua .....	300	2,650
12	Austin.....	300	2,650	50	Moose Jaw (mean) .....	800	4,500
13	Sydney.....	300	2,650	<i>Moose Jaw to Medicine Hat, 26th Nov., 1884, No. 35250.</i>			
14	Melbourne.....	300	2,800	51	Boharm .....	400	3,000
15	Carberry.....	300	5,000	52	Caron .....	400	3,100
16	Sewell.....	300	2,650	53	Mortlack .....	400	2,800
17	Douglas.....	300	2,800	54	Parkbeg .....	400	2,650
18	Chater.....	300	2,850	55	Secretan .....	400	2,650
19	Brandon.....	300	5,280	56	Chaplin .....	400	2,650
20	Kemnay.....	300	2,650	57	Enfold .....	400	2,800
21	Alexander.....	300	3,200	58	Morse .....	400	2,650
22	Griswold.....	300	3,000	59	Herbert .....	400	2,650
23	Oak Lake.....	300	2,650	60	Rush Lake .....	400	2,650
24	Viridin.....	300	2,650	61	Waldeck.....	400	2,750
25	Hargrave.....	300	3,000	62	Aikens .....	400	3,200
26	Elkhorn.....	300	2,650	63	Swift Current (mean).....	500	5,280
27	Fleming.....	300	2,650	64	Leven .....	400	2,850
28	Moosomin.....	300	2,650	65	Goose Lake .....	400	2,640
29	Red Jacket.....	300	2,750	66	Antelope.....	400	2,650
30	Wapella.....	300	2,600	67	Gull Lake .....	400	3,200
31	Burrows.....	300	2,950	68	Cypress .....	400	2,650
32	Whitewood.....	300	2,850	69	Side Wood .....	400	2,650
33	Percival.....	300	2,650	70	Crane Lake .....	400	3,400
34	Broadview (irregular, mean width).....	400	2,400	71	Colby .....	400	3,000
35	Oakshela.....	300	3,750	72	Maple Creek .....	400	2,750
36	Grenfell.....	300	2,700	73	Kincarth.....	400	3,000
37	Summerberry (mean).....	350	2,650	74	Torris .....	400	2,700
38	Wolseley (mean).....	300	2,600				
39	Sintaluta.....	300	2,650				

CANADIAN Pacific Railway — List of Station Grounds between Winnipeg and Calgary, &c.—*Continued.*

No.	Name of Station.	Dimensions.		No.	Name of Station.	Dimensions.	
		Width, in- cluding of right way.	Length.			Width, in- cluding of right way.	Length.
75	Walsh .....	400	2,650	84	Tilley .....	400	3,000
76	Irvin.....	400	2,650	85	Bantry.....	400	3,250
77	Dunmore.....	400	2,650	86	Cassils.....	400	4,150
78	Medicine Hat (mean) .....	500	.....	87	Southesk .....	400	3,000
	do on Saskatche- wan River front.....	250	.....	88	Lathorn .....	400	3,500
	<i>Medicine Hat to Calgary, 4th April, 1885, No. 36302.</i>			89	Bassano .....	400	2,750
79	Stair.....	400	3,150	90	Crowfoot.....	450	2,650
80	Bowell.....	400	3,000	91	Cluny.....	480	3,400
81	Suffield .....	400	3,000	92	Gleichen .....	800	3,650
82	Langevin .....	400	3,000	93	Namaka.....	480	3,200
83	Kinimore.....	400	3,250	94	Strathmore .....	400	3,000
				95	Cheadle .....	400	3,000
				96	Langdon .....	400	3,400
				97	Sheppard .....	400	2,640
				98	Calgary .....	400	10,600

The above list and dimensions were made from the plans and books of reference sent us, as above mentioned.

THOMAS RIDOUT.

MONTREAL, 2nd September, 1885.

DEAR SIR,—Referring to your objection to the amount of lands shown, as required for gravel pits, on the plan of the prairie section of the Canadian Pacific Railway, between Winnipeg and Calgary, which was submitted some months ago, I send you herewith tracings showing the different areas required with explanatory notes.

I have caused careful enquiry to be made into the matter, and I feel sure that the amount of land asked for is not alone reasonable but necessary.

The gravel is not distributed uniformly over the larger areas shown on the plans, but is so distributed that the entire areas shown are required either for the gravel itself or for access to it.

There is comparatively little gravel in the entire distance between Winnipeg and Calgary, and it is exceedingly important that a sufficient amount should be provided, not alone for immediate, but for future requirements.

Yours truly,

W. C. VAN HORNE, *Vice-President.*

C. SCHREIBER, Esq., Chief Engineer, &c., Ottawa.

CANADIAN PACIFIC RAILWAY.

OFFICE OF THE ENGINEER IN-CHIEF, OTTAWA, 27th November, 1885.

SIR,—In reference to the plans submitted by the Canadian Pacific Railway Company under covers Nos. 35,211 and 36,302, dated respectively, 26th November, 1884, and 4th April, 1885, showing the land which they state is required for station and ballasting purposes between Winnipeg and Calgary, I have the honor to report, that although the areas shown on the plans appear large, nevertheless, Mr. Van Horne, the Vice-President, who is very familiar with the lay of the ground, by letter dated

the 2d September last, assures me that not only is the amount of land asked for reasonable but necessary for ballasting purposes, and I am of opinion that the station grounds, as shown on plan, are not larger than the future requirements of the traffic may need. I attach a copy of Mr. Van Horne's letter, and for the reasons given herein, I recommend the approval of the plans with station grounds and ballast pits, as shown.

I have the honor to be, Sir, your obedient servant,

C. SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Esq., Secretary Department Railways and Canals, Ottawa.

*Memorandum.*)

OTTAWA, 4th December, 1885.

The undersigned has the honor to represent that under date the 26th of November, 1884, and 4th April, 1885, the Canadian Pacific Railway Company submitted plans showing lands which they desire to take for station and ballast purposes between Winnipeg and Calgary, as to which the chief engineer has reported on the 27th ultimo, that in his opinion the area of the proposed station grounds is not larger than the future requirements of the traffic may need. As to the land to be used for gravel pits and access thereto, he reports in effect that in view of the quantity of gravel between the points named and its distribution, the extent asked for is not only reasonable but necessary.

The undersigned accordingly concurring in the opinion of the chief engineer, recommends that approval be given to the said plans, both of the station grounds and the ballast pits and their approaches, the lands being duly indicated in the two schedules attached hereto.

Respectfully submitted,

J. H. POPE, *Minister of 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 5th December, 1885.*

On a memorandum, dated 4th December, 1885, from the Minister of Railways and Canals, representing that under dates the 26th of November, 1884, and 4th April, 1885, the Canadian Pacific Railway Company submitted plans showing lands which they desire to take for station and ballast purposes, between Winnipeg and Calgary, as to which the chief engineer has reported on the 27th November ultimo, that in his opinion the area of the proposed station grounds is not larger than the future requirements of the traffic may need, while as to the land to be used for gravel pits and access thereto, he reports in effect that in view of the quantity of gravel between the points named and its distribution, the extent asked for is not only reasonable but necessary.

The Minister accordingly recommends that approval be given to the said plans, both of the station grounds and the ballast pits and their approaches, the lands being duly indicated in the schedules attached hereto.

The Committee submit the same for Your Excellency's approval.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

CANADIAN PACIFIC RAILWAY.

LIST of Station Grounds between Winnipeg and Calgary, and Dimensions thereof as shown on Plans and described in Books of Reference submitted by the Company, under the provisions of the Consolidated Railway Act, 1879, sec. 8, and the Canadian Pacific Railway Act, 44 Vic., chap. 1, secs. 18 and 19.

By letter dated 26th Nov., 1884—No. 35211—Winnipeg to Moose Jaw.  
 do 26th Nov., 1884—No. 35250—Moose Jaw to Medicine Hat.  
 do 4th April, 1885—No. 36302—Medicine Hat to Calgary.

No.	Name of Station.	Dimensions.		No.	Name of Station.	Dimensions.	
		Width including right of way.	Length.			Width including right of way.	Length.
<i>Winnipeg to Moose Jaw, 26th Nov., 1884, No. 35211.</i>							
		Feet.	Feet.			Feet.	Feet.
1	Bergin .....	400	2,600	43	Balgonie .....	300	2,650
2	Rosser .....	400	2,650	44	Pilot Butt .....	300	2,750
3	Meadows .....	400	2,850	45	Regina .....	300	7,000
4	Marquette .....	300	3,000			875	4,000
5	Reaburn .....	300	2,650	46	Grande Coulee .....	300	2,650
6	Poplar Point .....	300	2,650	47	Pense .....	300	2,650
7	High Bluff .....	300	2,650	48	Belle Plaine .....	300	2,650
8	Portage la Prairie .....	300	2,650	49	Pasqua .....	300	2,650
9	Burnside .....	300	2,650	50	Moose Jaw (mean) .....	800	4,500
10	Bagot .....	300	2,650	<i>Moose Jaw to Medicine Hat, 26th Nov., 1884, No. 35250.</i>			
11	McGregor .....	300	2,650	51	Bonarm .....	400	3,000
12	Austin .....	300	2,650	52	Caron .....	400	3,100
13	Sydney .....	300	2,650	53	Mortlack .....	400	2,800
14	Melbourne .....	300	2,800	54	Parkbeg .....	400	2,650
15	Carberry .....	300	5,000	55	Secretan .....	400	2,850
16	Sewell .....	300	2,650	56	Chaplin .....	400	2,650
17	Douglas .....	300	2,800	57	Enfold .....	400	2,800
18	Chater .....	300	2,850	58	Morse .....	400	2,650
19	Brandon .....	300	5,280	59	Herbert .....	400	2,650
20	Kemnay .....	300	2,650	60	Rush Lake .....	400	2,650
21	Alexander .....	300	3,200	61	Waldeck .....	400	2,750
22	Griswold .....	300	3,000	62	Aikens .....	400	3,200
23	Oak Lake .....	300	2,650	63	Swift Current (mean) .....	500	5,250
24	Virde .....	300	2,650	64	Leven .....	400	2,850
25	Hargrave .....	300	3,000	65	Goose Lake .....	400	2,640
26	Elkhorn .....	300	2,650	66	Antelope .....	400	2,650
27	Fleming .....	300	2,650	67	Gull Lake .....	400	3,200
28	Moosomin .....	300	2,650	68	Cypress .....	400	2,650
29	Red Jacket .....	300	2,750	69	Sidewood .....	400	2,650
30	Wapella .....	300	2,600	70	Crane Lake .....	400	3,400
31	Burrows .....	300	2,950	71	Colby .....	400	3,000
32	Whitewood .....	300	2,850	72	Maple Creek .....	400	2,750
33	Percival .....	300	2,650	73	Kincarth .....	400	3,000
34	Broadview (irregular, mean width) .....	300	2,400	74	Torris .....	400	2,700
35	Oakshield .....	300	3,750	75	Walsh .....	400	2,650
36	Grenfel .....	300	2,700	76	Irvin .....	400	2,650
37	Summerberry (mean) .....	350	2,650	77	Dunmore .....	400	2,650
38	Wolseley (mean) .....	300	2,650	78	{ Medicine Hat (mean) .....	500	2,000
39	Sintaluta .....	300	2,650			do or Saskatche-	
40	Indian Head .....	300	2,650		wan River front. ....	250	5,500
41	Qu'Appelle .....	300	5,500				
42	McLean .....	300	2,650				

LIST of Station Grounds between Winnipeg and Calgary, &c.—Continued.

No.	Name of Station.	Dimensions.		No.	Name of Station.	Dimensions.	
		Width including right of way.	Length.			Width including right of way.	Length.
<i>Medicine Hat to Calgary, 4th April, 1885, No. 36302.</i>							
79	Stair.....	400	3,150	89	Bassano.....	400	2,750
80	Bowell.....	400	3,000	90	Crowfoot.....	450	2,650
81	Suffield.....	400	3,000	91	Cluny.....	430	3,400
82	Langevin.....	400	3,000	92	Gleichen.....	800	3,650
83	Kinimore.....	400	3,250	93	Namaka.....	480	3,200
84	Tilley.....	400	3,000	94	Strathmore.....	400	3,000
85	Bantry.....	400	3,250	95	Cheadle.....	400	3,000
86	Cassils.....	400	4,150	96	Langdon.....	400	3,400
87	Southesk.....	400	3,000	97	Sheppard.....	400	2,660
88	Lathorn.....	400	3,500	98	Calgary.....	400	10,600

The above list and dimensions was made from the plans and books of reference sent in as above mentioned.

THOMAS RIDOUT.

CANADIAN PACIFIC RAILWAY.

WINNIPEG TO CALGARY—BALLAST PITS.

Number.	Position.			Area.	Owner.	—
	Section.	Township.	Range.			
				Acres.		
1	S.E. 1	19...	10	19, West 1st Principal Meridian.	98.25	C.P.R.....
2	N.W. 1	24...	15	1, West 2nd do	30.00	Dom. Gov.....
3	S.E. } N.E. }	21...	16	3 do do	37.00	C.P.R.....
4	N.W.	30...	16	4 do do	70.00	Dom. Gov.....
5	N.E. } N.W. }	35...	16	6 do do	89.25	C.P.R.....
6	S.W.	18...	18	15 do do	144.91	Dom. Gov.....
7	N.E.	28...	17	2, West 3rd do	32.00	do .....
8	S.W.	33...	17	4 do do	126.00	C.P.R.....
9	S.E.	31...	17	4 do do	33.00	do .....
10	S.W.	6...	18	6 do do	48.00	Dom. Gov.....
11	N.W.	36...	17	7 do do	138.00	do .....
12	S.E.	10...	17	8 do do	98.00	do .....
13	S.W.	23...	15	15 do do	24.00	C.P.R.....
14	N.E. } N.W. }	28...	14	16 do do	190.50	Dom. Gov.....
	N.W.	6...	12	27 do do	8.00	do .....
15	S.W.	7...	12	27 do do	11.30	C.P.R.....
	N.E.	1...	12	28 do do	0.50	Dom. Gov.....
	S.E.	12...	12	28 do do	10.80	C.P.R.....
16	N.E.	27...	12	29 do do	35.00	do .....

3,060

MEDICINE HAT TO CALGARY.

Number.	Position.			Area.	Owner.	—	
	Section.	Township.	Range.				
17	S.E.	10...	12	4, West 4th Principal Meridian.	80.00	Dom. Gov.....	
	S.W.	36...	12	6 do do ...	43.08	do .....	
18	N.E.	35...	12	6 do do ...	1.46	C.P.R.....	
	S.E.	2...	13	6 do do ...	297.55	Dom. Gov.....	34,209
19	S.W.	1...	21	.....	140.85	C.P.R.....	
	S.E.	2...	21	.....	156.97	Dom. Gov.....	29,782
20	S.W.	281...	21	20, West 4th Principal Meridian..	98.37	do .....	
	N.W.	21...	.....	.....	0.32	C.P.R.....	
21	S.E.	29...	.....	.....	158.11	School lands ..	
	N.E.	20...	.....	.....	18.50	Dom. Gov.....	275.30
21		36...	23	20, West 4th Principal Meridian..	614.66	do .....	Whole section, less right way.
Total .....					2,832.38	Acres.	

RECAPITULATION.

Dominion Government lands .....	2,077.08
School lands .....	158.32
Canadian Pacific Railway.....	596.98
	2,832.38

The above ballast pits are shown on plans and described in books of reference submitted by letter dated 26th Nov., 1884, No. 35211, Winnipeg to Moose Jaw.  
do 26th Nov., 1884, No. 35250, Moose Jaw to Medicine Hat.  
do 4th April, 1885, No. 36302, Medicine Hat to Calgary.

THOMAS RIDOUT.

OTTAWA, 15th December, 1885.

SIR,—I am instructed to enclose to you herewith a copy of a certified copy of an Order in Council, under date 5th inst., approving plans showing lands which your company desires to take for station and ballast purposes, between Winnipeg and Calgary.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

OTTAWA, 15th December, 1885.

SIR,—I am instructed to enclose herewith to you a copy of a certified copy of an Order in Council, under date 5th inst., approving plans showing lands which the Canadian Pacific Railway Company desires to take for station and ballast purposes between Winnipeg and Calgary.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. SCHRIEBER, Esq., Chief Engineer &c., Ottawa.

OTTAWA, 29th December, 1885.

SIR,—I am directed to return to you, herewith, plans, profiles and books of reference, in duplicate, of that portion of the Canadian Pacific Railway extending from Moose Jaw to Medicine Hat, transmitted with your letter dated the 26th November, 1884, the same having been examined and certified by the Deputy of the Minister of Railways and Canals, subject to the provisions respecting the diversion or closing of highways. One copy thereof has been placed on file in this office.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHAS. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

OTTAWA, 29th December, 1885.

SIR,—I am directed to return to you, herewith, plans, profiles and books of reference in duplicate, which accompanied your letter of the 4th April last, showing land taken for right of way, station grounds, &c., for the main line of the Canadian Pacific Railway from Medicine Hat to Calgary and for the branch line from the Stairs station to the Saskatchewan coal mines, the same having been examined and certified by the Deputy of the Minister of Railways and Canals, subject to the provisions of the law with respect to the diversion or closing of highways; triplicates thereof have been placed on file in this Department.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHAS. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

OTTAWA, 29th December, 1885.

SIR,—Referring to your letter dated the 26th November, 1884, I have now the honor, by direction, to return to you plans, profiles and books of reference, in duplicate, of the main line of the Canadian Pacific Railway from Winnipeg to Moose Jaw, which have been examined and certified by the Deputy of the Minister of Railways and Canals, subject to the provisions of the law in respect to the diversion or closing of highways. One copy of each has been deposited in this Department.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHAS. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

**SUBJECT No. 3—CLAIM FOR 200 FEET RIGHT OF WAY—MOOSE JAW TO CALGARY.**

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 25th April, 1885.

SIR,—I have to acknowledge the receipt of your letter of the 26th of November, 1884, and 4th instant, covering plans, profiles and books of reference of the main line of the Canadian Pacific Railway from Moose Jaw to Medicine Hat, and from Medicine Hat to Calgary; also of a branch from Stairs Station to the Saskatchewan coal mines, the same being forwarded for purposes of certification and registration under the Consolidated Railway Act.

In this connection I am to inform you that it is observed that the width of the right of way shown exceeds the width allowed by the said Act, and the need for such extra width not being apparent to the engineers of the Department, I am to request that you will be pleased to furnish me with the grounds upon which it is sought.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHAS. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE VICE-PRESIDENT, MONTREAL, 8th May, 1885.

SIR,—Replying to your letter of the 23rd ult., addressed to Mr. Drinkwater, on the subject of the width of the right of way, shown in the plans of the main line of the Canadian Pacific Railway from Moose Jaw to Medicine Hat, and from Medicine Hat to Calgary, submitted for approval on the 26th November last, I beg to say that the unusual width of 200 feet is necessary to the full protection of the line from snow. West of Moose Jaw numerous cuttings occur, and it has been found necessary to grade these away to a distance of more than 100 feet from the track, and in some cases over three hundred feet to prevent the accumulation of snow. It is found that the erection of fences or buildings at a distance of fifty feet from the railway is almost certain to cause snow drifts reaching across the track, and the extra width is asked for in order to guard against anything of the kind being erected within 100 feet of the line. Snow storms are not so frequent west of Moose Jaw as east of that point, but very heavy storms occasionally occur, and we have already been obliged to expend more money for snow protection west of Moose Jaw than east. I regard the extra right of way asked for as absolutely necessary to the regular working of the road in the winter.

I am, Sir, your obedient servant,  
W. C. VAN HORNE, *Vice-President.*

A. P. BRADLEY, Esq., Secretary Department Railways and Canals, Ottawa.

(*Memorandum.*)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 15th May, 1885.

The undersigned has the honor to represent that under date of the 26th of November, 1884, the Canadian Pacific Railway Company submitted plans, profiles and books of reference relating to their right of way between Moose Jaw and Medicine Hat, and on the 4th ult., those relating to the right of way between Medicine Hat and Calgary.

That the said plans, profiles and books of reference were furnished simply for the purpose of certification prior to registration, under the Consolidated Railway Act, a routine proceeding ordinarily requiring no submission to Your Excellency in Council.

The company, however, have not set down the width of the land required to be taken, as 200 feet all through, in place of 33 yards, the width allowed by section 9 of the Consolidated Railway Act, and by a letter dated the 8th inst., they state that this width is necessary to the full protection of the line from snow. They allege that west of Moose Jaw numerous cuttings occur, which it has been found necessary to grade away to a distance of more than 100 feet, and in some cases over 300 feet from the track, to prevent snow accumulation.

The extra width they state is absolutely necessary to the regular working of the road in the winter.

That under date of the 12th inst. the Government Chief Engineer has reported to the effect that he is aware of the expenditure of a large sum of money in running out the slopes of cuttings very flat, to prevent snow drifts, and that it is desired to grant the right of taking the width of 200 feet asked for.

That by the Act 46 Victoria, chapter 24, section 2, amending the Consolidated Railway Act, it was provided that for the purpose of affording "protection against snow drifts such greater quantity of land, or land covered with water, may be taken (over and above that previously authorized) as may be approved by the Governor in Council."

The undersigned accordingly recommends that the width of 200 feet for the whole line between Moose Jaw and Calgary be approved of; that the company be permitted to expropriate from private persons or corporations such extra land over and above the 99 feet allowed by the Consolidated Railway Act, as may afford the

width of 200 feet, and further that where the land is vested in the Dominion Government, such width of land be granted to the company, being for protection against snow, as provided by the 19th section of their charter.

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 26th May, 1885.*

On a memorandum, dated 15th May, 1885, from the Acting Minister of Railways and Canals representing that under date the 26th of November, 1884, the Canadian Pacific Railway Company submitted plans and profiles and books of reference relating to their "right of way" between Moose Jaw and Medicine Hat, and on the 4th April ultimo, those relating to the "right of way" between Medicine Hat and Calgary, the Minister states that the said plans, profiles and books of reference were furnished simply for the purpose of certification, prior to registration, under the provisions of the Consolidated Railway Act, a routine proceeding ordinarily requiring no submission to your Excellency in Council.

That the company, however, have set down the width of the land required to be taken as 200 feet all through, in place of thirty-three yards, the width allowed by section 9 of the said Consolidated Railway Act; and that by a letter dated the 8th instant, the company state that this width is necessary to the full protection of the line from snow. They also allege that west of Moose Jaw numerous cuttings occur which it has been found necessary to grade away to a distance of more than 100 feet, and in some cases over 300 feet from the track, to prevent snow accumulation, and that the extra width is absolutely necessary to the regular working of the road in the winter.

The Minister further states that under date the 12th instant, the Government Chief Engineer has reported to the effect that he is aware of the expenditure of a large sum of money in running out the slopes of cuttings very flat to prevent snow-drift, and that it is desirable to grant the right of taking the width of 200 feet asked for.

The Minister observes that by the Act 46 Vict., chap. 24, sec. 2, amending the Consolidated Railway Act, it was provided that for the purpose of affording "protection against snowdrifts such greater quantity of land, or land covered with water may be taken (over and above that previously authorized) as may be approved by the Governor in Council." The Minister accordingly recommends that the width of 200 feet for the whole line between Moose Jaw and Calgary be approved; that the company be permitted to expropriate from private persons or corporations such extra land over and above the ninety-nine feet allowed by the Consolidated Railway Act as may afford the width of 200 feet; and, further, that where the land is vested in the Dominion Government, such width of land be granted to the company, being for protection against snow, as provided by the 19th section of their charter.

The Committee submit the foregoing for Your Excellency's approval.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 5th June, 1885.

SIR,—I am directed to inform you that on the 26th ultimo an Order in Council was passed, a copy of which is herewith enclosed, granting the Canadian Pacific Railway Company the right to take the width of 200 feet of land for the whole line between Moose Jaw and Calgary, with permission also to expropriate requisite land within that width from private persons or corporations, &c.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. SCHREIBER, Esq., Chief Engineer, &c., Ottawa.

## DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 5th June, 1885.

SIR,—I am directed to enclose to you herewith a copy of a certified copy of an Order in Council, bearing date the 26th ultimo, granting to your company the right to take the width of 200 feet of land for the whole line between Moose Jaw and Calgary, with permission also to expropriate land from private persons and corporations, over and above the 99 feet allowed by the Act, as may afford the width of 200 feet.

I am, Sir, your obedient servant,  
A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

SUBJECT No. 4.—PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 40—  
EASTERN SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Eastern Section; name of contractors, Canadian Pacific Railway Co.; Date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 28th of February, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27,816.

Total value of work done and materials delivered to the 28th February, 1885. .... \$18,833,274

West of Callander 100 miles; east of Port Arthur 67 miles; 167 miles, at \$15,384.61..... \$2,569,229

Proportion of value of work done under the "Loan" Act of 1884 to work remaining to be done..... 16,264,045

\$18,833,274

NOTE.—The amount of this certificate payable under the loan of \$22,500,000..... \$ 9,416,400  
Previously returned..... 9,283,700

\$ 132,700

The above is a correct estimate, made up from the returns forwarded by Thomas Ridout. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN;

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$18,833,274. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 7th March, 1885.

## CANADIAN PACIFIC RAILWAY.

EASTERN DIVISION of Eastern Section—Progress Estimate No. 26, up to 1st March, 1885, under the Loan Act of 1884.

	\$	\$	\$
100th to 120th mile, west of Callander—			
20 miles, at \$23,000 per mile.....			460,000
120th to 140th mile—			
20 miles, at \$27,000 per mile.....			540,000
140th to 160th mile—			
20 miles, at \$26,000 per mile.....			520,000
160th to 180th mile—			
20 miles, at \$26,000 per mile.....		520,000	
Less—To complete 5 station buildings.....		2,000	
			518,000
180th to 200th mile—			
20 miles, at \$26,000 per mile.....		520,000	
Less—To complete 5 station buildings.....		2,000	
			518,000
200th to 220th mile—			
20 miles, at \$25,000 per mile.....		500,000	
Less—12 miles of ballasting, at \$500 per mile.....	6,000		
Station buildings and water service, 20 miles, at \$700.....	14,000		
		20,000	
			480,000
220th to 240th mile—			
20 miles, at \$25,000 per mile.....		500,000	
Less—20 miles ballasting, at \$500 per mile.....	10,000		
Station buildings and water service, 20 miles, at \$700.....	14,000		
Engineering and superintendence.....	200		
		24,200	
			475,800
240th to 260th mile—			
20 miles, at \$21,000 per mile.....		420,000	
Less—Rails, &c., as per standard, at \$7,800 per mile.....	156,000		
Bridging and culverts, at \$2,130 per mile.....	42,600		
		198,600	
			221,400
Grading—			
93 per cent. executed.....	205,902		
100 do bridging and culverts.....	42,600		
Sleepers delivered, 54,600, at 35c.....	19,110		
Rails and fastenings, 2,100 tons, at \$36.....	75,600		
100 per cent. track-laying, at \$365 per mile.....	7,300		
90 do engineering and superintendence.....	9,000		
			359,512
260th to 280th mile—			
20 miles, at \$21,000 per mile.....		420,000	
Less—Rails, &c., as per standard, \$7,800 per mile.....	156,000		
Bridging and culverts, at \$2,130 per mile.....	42,600		
		198,600	
			221,400
Grading—			
90 per cent. grading executed.....	199,260		
97 do bridging and culverts.....	41,322		
Sleepers delivered, 54,600, at 35c.....	19,110		
Rails and fastenings delivered, 2,100 tons, at \$36.....	75,600		
100 per cent. track-laying, at \$365 per mile.....	7,300		
85 do engineering and superintendence, at \$500 per m.....	8,500		
			351,092
280th to 303rd mile—			
23 miles, at \$21,000 per mile.....		483,000	
Less—Rails, &c., as per standard, at \$7,800 per mile.....	179,400		
Bridging and culverts, at \$2,130 per mile.....	48,990		
		228,390	
			254,610

EASTERN DIVISION of Eastern Section—Progress Estimate No. 26—*Concluded.*

	\$	\$	\$
<b>Grading—</b>			
92 per cent. grading executed .....	234,241		
94 do bridging and culverts.....	46,050		
Sleepers delivered, 62,790, at 35c.....	21,976		
Rails and fastenings delivered, 2,415 tons, at \$36.....	86,940		
78 per cent. track-laying, at \$365 per mile..	6,548		
85 do engineering and superintendence, at \$500 per m..	9,775		
<b>5 miles of post road, at \$400 per mile .....</b>			405,530
<b>Balance of rails in Montreal, 298 tons, at \$30 .....</b>	8,940		2,000
<b>Balance of rails delivered at Brockville, 3,924 tons, at \$29.....</b>	113,796		
			122,736
<b>Previously returned, Western Division.....</b>			4,752,670
			13,318,491
			18,071,161
<b>LESS—10 per cent. ....</b>			1,807,116
			16,264,045

*(Memorandum.)*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 6th March, 1885.

The undersigned has the honor to represent that under date the 7th instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 40, of the Eastern Section of the road of which the details are as follows:—

Total value of work done and materials delivered up to the 28th of February, 1885 .....	\$18,833,274
West of Callander 100 miles; east of Port Arthur 17 miles; 167 miles, at \$15,384.61 .....	\$2,569,229
Proportion of value of work done under the Loan Act of 1884, to the value of work remaining to be done.....	16,264,045
	<u>\$18,833,274</u>

That of this sum the books of the accountant of the Department show there has already been paid..... 18,604,180

Leaving the balance payable..... \$229,094

Of this balance the portions chargeable to the loan and the subsidy accounts are as follows:—

Loan.....	\$132,700
Subsidy.....	96,394
	<u>\$229,094</u>

The undersigned recommends that authority be given for the payment of the said sum of \$229,094 to the Canadian Pacific Railway Company in accordance with the foregoing.

Respectfully submitted,

J. H. POPE, *Acting Minister of 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 9th March, 1885.

On a memorandum, dated 6th March, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 40, dated 7th March, 1885, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Eastern Section of the line, of which the following are the details:—

Total value of work done and materials delivered up to 28th February, 1885.....	\$18,833,274
West of Callander 100 miles; east of Port Arthur 67 miles; 167 miles, at \$15,384.61.....	\$2,569,229
Proportion of value of work done under the Act of 1884, to the value of work remaining to be done.....	16,264,045
	<u>\$18,833,274</u>

Of this amount the books of the Department show that there has already been paid..... 18,604,180

Leaving the balance payable..... \$229,094

Of which the portions severally chargeable to the loan and subsidy accounts are as follows:—

Loan.....	\$132,700
Subsidy.....	96,394
	<u>\$229,094</u>

The Minister recommends that authority be given for the payment of the said sum of \$229,094 to the Canadian Pacific Railway accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 11th March, 1885.

SIR,—I am directed to inform you that a certificate has issued for the payment to the Canadian Pacific Railway Company of the sum of \$229,094, balance due for work done and materials delivered, as per engineer's estimate, on the Eastern Section of the line, up to the 28th February, 1885, chargeable as under:—

Loan.....	\$132,700
Subsidy.....	96,394
	<u>\$229,094</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

**PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 41—EASTERN SECTION—CANADIAN PACIFIC RAILWAY.**

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Eastern Section; name of contractors, Canadian Pacific Railway Company; Date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 28th February, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27,816.

Total value of work done and materials delivered to the 28th February, 1885..... \$19,137,247

West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....\$ 2,569,229

Proportion of value of work done under Act of 1884 to work remaining to be done... 16,568,018

\$19,137,247

NOTR.—The amount of this certificate payable under the loan of \$22,500,000 is... \$9,592,300  
Previously returned..... \$9,416,400

\$ 175,900

The above is a correct estimate, made up from the returns forwarded by J. St. V. Caddy. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$19,137,247. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 7th March, 1885.

CANADIAN PACIFIC RAILWAY.

EASTERN SECTION—Western Division—Progress Estimate (No. 41) under the Loan Act of 1884.

	\$	\$	\$
Nipigon to Gravel Bay—			
34 miles, at \$35,000 per mile .....		1,190,000	
Less—Standard, at \$6,670 per mile .....	226,780		
Bridging, at \$14,413.53 per mile .....	490,060		
		716,840	
		473,160	
97 per cent. grading .....		458,965	
87½ do bridging .....		428,802	
Add—Rails, 3,570 tons, at \$35 .....	124,950		
Sleepers, 92,820, at 35c.....	32,487		
Track-laying, 22 miles, at \$350 .....	7,700		
96 per cent. engineering, at 500.....	16,320		
		181,457	
			1,069,224

EASTERN SECTION—Western Division—Progress Estimate No. 41—*Concluded.*

	\$	\$	\$
Travel Bay to 2 miles east of Pic—			
95 miles, at \$80,000 per mile .....		7,600,000	
Less—Standard, at \$8,670 per mile .....	633,650		
Bridging, at \$11,775 do .....	1,118,625		
		1,752,275	
		5,847,725	
98 per cent. grading .....		5,730,771	
94 do bridging .....		1,051,507	
ADD—Rails, 9,975 tons, at \$35 .....	349,125		
Sleepers, 205,400, at 35c .....	71,890		
Track laid, 54 miles, at \$350 .....	18,900		
Ballasting, 14,000 yards, at 50c .....	7,000		
95 per cent. engineering, at \$500 per mile .....	45,125		
		492,040	
			7,274,318
Two miles east of Pic River—			
125 miles, at \$40,000 per mile .....		5,000,000	
Less—Standard, at \$6,670 per mile .....	833,750		
Bridging, at \$4,189 do .....	523,625		
		1,357,375	
		3,642,625	
98 per cent. grading .....		3,569,772	
89 do bridging .....		466,026	
ADD—Rails, 10,222 tons, at \$35 .....	357,770		
Sleepers, 337,500, at 35c .....	118,125		
Track-laying, 58 miles, at \$350 .....	20,300		
Stations, &c .....	7,000		
90 per cent. engineering .....	56,250		
		559,445	
			4,595,243
Missinabi to Dog Lake—			
27 miles, at \$33,740.74 per mile .....		911,000	
Less—Standard, at \$6,670 per mile .....	180,090		
Bridging, at \$5,538 do .....	149,526		
		329,616	
		581,384	
94 per cent. grading .....		546,500	
36 do bridging .....		53,829	
Sleepers, 15,000, at 35c .....		5,250	
85 per cent. engineering, at \$500 .....		11,475	
			617,054
Service roads .....			10,000
Rails at Port Arthur, 2,825, at \$32 .....			90,400
			13,656,239
Previously returned .....			4,752,670
			18,408,909
LESS—10 per cent. ....			1,840,891
			16,568,018

(Memorandum.)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 10th March, 1885.

The undersigned has the honor to represent that under date the 7th instant the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 41, of the Eastern Section of that road, of which the details are as follows:—

Total value of work done and materials delivered, up to the 28th of February, 1885.....	\$ 19,137,247
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384 61.....	\$ 2,569,229
Proportion of value of work done under the Act of 1884, to value of work remaining to be done.....	16,568,018
	<u>\$19,137,247</u>

That of this sum the books of the Accountant of the Department show that there has already been paid..... 18,833,274

Leaving the balance now payable ..... \$303,973

Of this balance the portions chargeable to the loan and subsidy accounts severally are as follows:—

Loan.....	\$175,900
Subsidy.....	128,073
	<u>\$303,973</u>

The undersigned recommends that authority be given for the payment of the said balance of \$303,973 to the Canadian Pacific Railway Company, in accordance with the foregoing.

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 11th March, 1885.*

On a memorandum, dated 10th March, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 41, dated 7th March instant, of the Chief Engineer of the Canadian Pacific Railway with respect to the Eastern Section of that railway, of which the following are the details:—

Total value of work done and materials delivered up to the 28th of February, 1885.....	\$19,137,247
West of Callander 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....	\$ 2,569,229
Proportion of value of work done under the Act of 1884, to value of work remaining to be done.....	16,568,018
	<u>\$19,137,247</u>

That of this sum the books of the accountant of the Department show that there has already been paid..... \$18,833,274

Leaving the balance now payable..... \$ 303,973

Of this balance the portions chargeable to the loan and the subsidy accounts are as follows :—

Loan.....	\$175,900
Subsidy.....	128,073
	<u>\$303,973</u>

The Minister recommends that authority be given for the payment of the said sum of \$303,973 to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be given as recommended.

JOHN J. McGEE, *Clerk Privy Council.*

Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 15th March, 1885.

SIR,—I am directed to inform you that a certificate has been issued authorizing the payment to your company of the sum of \$303,973 for work done and materials issued under your contract on the Eastern Section of the Canadian Pacific Railway, as shown in engineer's progress estimate to 28th ultimo.

Distribution as follows :—

Loan.....	\$175,900
Subsidy.....	128,073
	<u>\$303,973</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C.P.R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 42—EASTERN SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Eastern Section; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 15th March, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canada, under contract numbered and dated as above, also under letter No. 27816.

Total value of work done and materials delivered to the 15th March, 1885..... \$19,155,857

West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....\$ 2,569,229

Proportion of value of work done under the Act of 1884 to work remaining to be done..... 16,586,628

\$19,155,857

NOTE.—The amount of this certificate payable under the loan of \$22,500,000 is..... \$9,603,100  
Previously returned..... 9,592,300

\$10,800

The above is a correct estimate, made up from the returns forwarded by Thomas Ridout. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$19,155,857. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 26th March, 1885.

CANADIAN PACIFIC RAILWAY (EASTERN SECTION) EASTERN DIVISION,  
ESTIMATE No. 42—UNDER THE LOAN ACT OF 1884.

Previously returned—Eastern Division.....	\$ 4,638,874
Rails delivered at Brockville for the Western Division —previously returned 3,924 tons; delivered 9th and 13th March, 713 tons; 4,637 tons at \$29.. .....	134,473
	<hr/>
	4,773,347
Previously returned—Western Division.....	13,656,239
	<hr/>
	\$ 18,429,586
Less 10 per cent.....	1,842,958
	<hr/>
	<u>\$16,586,628</u>

(Memorandum.)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 27th March, 1885.

The undersigned has the honor to represent that under date the 26th inst., the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 42, of the Eastern Section of that road, of which the following are the details:—

Total value of work done and materials delivered up to the 15th of March, 1885.....	\$19,155,857
West of Calander 100 miles; east of Port Arthur, 67 miles—167 miles at \$15,384.61.....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to value of work re- maining to be done.....	16,586,628
	<hr/>
	<u>\$19,155,857</u>

That of this sum the books of the accountant of the Department show that there has already been paid the sum of.....

19,137,247

---

Leaving the balance payable..... \$18,610

Of this balance the proportions chargeable to the loan and subsidy accounts are as follows:—

Loan.....	\$10,500
Subsidy.....	7,810
	\$18,610

The undersigned recommends that authority be given for the payment of the said balance of \$18,610 to the Canadian Pacific Railway, in accordance with the foregoing.

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 29th March, 1885.

On a memorandum, dated 27th March, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 42, dated 26th March, 1885, of the Chief Engineer of the Canadian Pacific Railway, with respect to the Eastern Section of the railway, of which the following are the details:—

Total value of work done and materials delivered up to 15th March, 1885.....	\$19,155,857
West of Callander, 100 miles; east of Port Arthur 67 miles; 167 miles at \$15,384.61.....	\$2,569,229
Proportion of value of work done under the Act of 1884 to value of work remaining to be done.....	16,586,628
	\$19,155,857

That of this sum the books of the accountant of the Department show there has already been paid the sum of.....

19,137,247

Leaving the balance payable.....

\$18,610

Of which the portions severally chargeable to the loan and subsidy accounts are as follows:—

Loan.....	\$10,800
Subsidy.....	7,810
	\$18,610

The Minister recommends that authority be given for the payment of the said sum of \$18,610 to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 30th March, 1885.

SIR,—I am instructed to inform you that a certificate has issued in favor of your company for \$18,610, being a payment for work done and materials delivered on the Eastern Section of the Canadian Pacific Railway, as shown in engineer's progress estimate, up to the 15th instant.

Distribution as follows:—

Loan.....	\$10,800
Subsidy.....	7,810
	<hr/>
Total.....	<u>\$18,610</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

**PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 43—EASTERN SECTION—CANADIAN PACIFIC RAILWAY.**

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Eastern Section; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 31st March, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27816.

Total value of work done and materials delivered to the 31st March, 1885.....	<u>\$19,357,432</u>
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West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$10,384.61.....	\$ 2,569,229
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Proportion of value of work done to work remaining to be done.....	16,788,203
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\$19,357,432	

NOTE.—The amount of the certificate payable under the loan of \$22,500,000 is.....	\$9,719,800
Previously returned.....	9,603,100

<hr/>	<hr/>
\$116,700	

The above is a correct estimate, made up from the returns forwarded by J. St. V. Caddy. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the returns on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$19,357,432. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 13th April, 1885.

## CANADIAN PACIFIC RAILWAY.

EASTERN SECTION—Western Division—Progress Estimate (No. 43) under the Loan Act of 1884.

	\$	\$	\$
Nipigon to Gravel Bay—			
34 miles, at \$35,000 per mile.....		1,190,000	
Less—Standard, at \$6,670 per mile.....	226,780		
Bridging, at \$14,413 per mile.....	490,060		
		716,840	
		473,160	
97 per cent. grading.....		458,965	
87 do bridging.....		428,802	
ADD—Rails, 3,570 tons, at \$35.....	124,950		
Sleepers, 92,820, at 35c.....	32,487		
Track-laying, 22 miles, at \$350.....	7,700		
96 per cent. engineering.....	16,320		
		181,457	
			1,069,224
Gravel Bay to 2 miles east of Pic—			
95 miles, at \$80,000.....		7,600,000	
Less—Standard, at \$6,670.....	633,650		
Bridging, at \$11,775.....	1,118,625		
		1,752,275	
		5,847,725	
98 per cent. grading.....		5,730,771	
94 do bridging.....		1,051,507	
ADD—Rails, 9,975 tons, at \$35.....	349,125		
Sleepers, 225,400, at 35c.....	78,890		
Track-laying, 60 miles, at \$350.....	21,000		
Ballasting, 1,400 yards, at 50c.....	7,000		
95 per cent. engineering, at \$500.....	45,125		
		501,140	
			7,283,418
2 miles east of Pic to Missinabi—			
125 miles, at \$40,000.....		5,000,000	
Less—Standard, at \$6,670.....	833,750		
Bridging, at \$4,189.....	523,625		
		1,357,375	
		3,642,625	
98 per cent. grading.....		3,569,772	
94 do bridging.....		492,207	
Rails, 10,222 tons, at \$35.....	357,770		
Sleepers, 337,500, at 35c.....	118,125		
Track-laying, 90 miles, at \$350.....	31,500		
Station and water service.....	10,000		
95 per cent. engineering.....	59,375		
		576,770	
			4,638,749
Missinabi to Dog Lake—			
27 miles, at \$33,740 24 per mile.....		911,000	
Less—Standard, at \$6,670 per mile.....	180,090		
Bridging, at \$5,538 per mile.....	149,526		
		329,616	
		581,384	
97 per cent. grading.....		563,942	
90 do bridging.....		134,573	
Rails, 27,000 tons, at \$35.....	94,500		
Sleepers, 71,280, at 35c.....	24,948		
Track laying, 27 miles, at \$350.....	9,450		
95 per cent. engineering, at \$500.....	12,825		
		141,723	
			840,238

EASTERN SECTION—Western Division—Progress Estimate No. 43—*Concluded.*

Rails at Port Arthur, 2,825 tons, at \$32 .....			\$ 90,400
do Brockville, 3,195 do 29. ....			92,655
			14,014,684
Previously returned, Eastern Division, less rails delivered at Brockville, transferred as above. ....			4,638,874
Total .....			18,653,558
Less—10 per cent. ....			1,865,355
			16,788,203

*(Memorandum.)*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 15th April, 1885.

The undersigned has the honor to represent that under date the 13th instant, the Chief Engineer of the Canadian Pacific Railway, has issued a Certificate, No. 43, of Eastern Section of that road, of which the following are the details:—

Total value of work done and materials delivered up to the 31st of March, 1885.....	\$ 19,357,432
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384 60. ....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	16,788,203
	<u>\$19,357,432</u>

That of this amount the books of the  
accountant of the Department show  
that there has already been paid the  
sum of.....

19,155,857

Leaving the balance now payable.....

\$201,575

Of this sum the portions chargeable to the loan and subsidy accounts, severally,  
are as follows:—

Loan.....	\$116,700
Subsidy.. ..	84,875
	<u>\$201,575</u>

The undersigned recommends that authority be given for the payment of the said balance of \$201,575 to the Canadian Pacific Railway Company, in accordance with the foregoing.

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 18th April, 1885.*

On a memorandum, dated 15th April, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 43, dated 13th April instant, from the

Chief Engineer of the Canadian Pacific Railway, in respect of the Eastern Section of the railway, of which the following are the details:—

Total value of work done and materials delivered to the 31st of March, 1885.....	\$19,357,432
West of Callander, 100 miles; east of Port Arthur 67 miles, 167 miles at \$15,384.60.....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	16,788,203
	<u>\$19,357,432</u>

Of this amount, the books of the Department show that there has already been paid the sum of..... \$19,155,857

Leaving the balance now payable..... \$ 201,575

Of this sum the proportions chargeable to the loan and subsidy accounts severally, are as follows:—

Loan.....	\$116,700
Subsidy.....	84,875
	<u>\$201,575</u>

The Minister recommends that authority be given for the payment of the said balance of \$201,575 to the Canadian Pacific Railway Company accordingly. The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 21st April, 1885.

SIR,—By direction I beg to inform you that on the 18th inst. a certificate was issued for the payment to your company of \$201,575, for work done and materials delivered under their contract, on the Eastern Section of the Canadian Pacific Railway, as expressed in engineer's progress estimate to 31st ultimo.

Distribution as follows:—

Loan.....	\$116,700
Subsidy.....	84,875
	<u>\$201,575</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 44—EASTERN SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Eastern Section; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1881.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 15th April, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27816.

Total value of work done and materials delivered to the 15th April, 1885.....	\$19,389,769
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61 .....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to work remaining to be done.....	16,820,540
	<u>\$19,389,769</u>

NOTE.—The amount of this certificate payable under the loan of \$22,500,000 is \$ 9,738,600	
Previously returned.....	9,719,800
	<u>\$18,800</u>

The above is a correct estimate, made up from the returns forwarded by J. St. V. Caddy. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$19,389,769. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER IN-CHIEF, OTTAWA, 24th April, 1885.

CANADIAN PACIFIC RAILWAY.

CENTRAL SECTION—Western Division—Progress Estimate No. 44, under the Loan Act of 1884.

	\$	\$	\$
Nipigon to Gravel Bay—			
34 miles, at \$35,000 per mile.....		1,190,000	
LESS—Standard at \$ 6,670.00 per mile.....	226,780		
Bridging at 14,413.53 do .....	490,060		
		716,840	
		473,160	
97 per cent. grading .....		458,965	
87½ do bridging.....		428,802	
ADD—Rails, 3,570 tons, at \$35 .....	124,950		
Sleepers, 92,820, at 35c .....	32,487		
Track-laying, 22 miles, at \$350.....	7,700		
96 per cent engineering at \$500.....	16,320		
		181,457	
Gravel Bay to 2 miles east of Pic—			
95 miles at \$30,000 .....		7,600,000	1,069,224
LESS—Standard, at \$ 6,670.....	633,650		
Bridging, at 11 775.....	1,118,625		
		1,752,275	
		5,847,725	

CENTRAL SECTION—Western Division—Progress Estimate No. 44—*Concluded.*

	\$	\$	\$
98 per cent. grading.....		5,730,771	
94 do bridging.....		1,051,507	
ADD—Rails, 9,975 tons, at \$35.....	349,125		
Sleepers, 225,400, at 35c.....	78,890		
Track-laying, 68 miles, at \$350.....	23,800		
Ballasting, 14,000 yards, at 50c.....	7,000		
95 per cent. engineering, \$500.....	45,125		
		503,940	
2 miles east of Pic to Missinabi—			7,286,218
125 miles, at \$40,000.....		5,000,000	
LESS—Standard, at \$6,670.....	833,750		
Bridging, at 4,189.....	523,625		
		1,357,375	
		3,642,625	
98 per cent. grading.....		3,569,772	
94 do bridging.....		492,207	
Rails, 13,125 tons, at \$35.....	459,375		
Sleepers, 337,500, at 35c.....	118,125		
Track-laying, 100 miles, at \$350.....	35,000		
Stations and water service.....	10,000		
95 per cent. engineering, \$500 per mile.....	59,375		
		681,875	
Missinabi to 27 miles east—			4,743,854
27 miles, at \$33,740.24.....		911,000	
LESS—Standard, \$6,670.....	180,090		
Bridging 5,538.....	149,526		
		329,616	
		581,384	
97 per cent. grading.....		563,942	
95 do bridging.....	142,050		
Rails, 2,992 tons, at \$35.....	104,720		
Sleepers, 76,950, at 35c.....	26,932		
Track-laying, 27 miles, at \$350.....	9,450		
Station and water service.....	1,000		
95 per cent. engineering, at \$500.....	12,825		
		296,977	
Rails at Port Arthur, 2,825 tons, \$32.....			860,919
			90,400
			14,050,615
Previously returned, Eastern Division.....			4,638,874
			18,689,489
LESS—10 per cent.....			1,868,949
			16,820,540

(Memorandum.)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 24th April, 1885.

The undersigned has the honor to represent that, under date the 24th instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 44, of the Eastern Section of that road, of which the following are the details:—

Total value of work done and materials delivered up to the 15th April, 1885.....\$19,389,769  
 West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384 61..... \$2,569,229

Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	16,820,540
	<u>\$19,389,769</u>

That of this amount the books of the accountant of the Department show that there has already been paid the sum of..... \$19,357,432

Leaving the balance now payable..... \$32,337

Of this amount the portions chargeable to the loan and subsidy accounts severally, are as follows:—

Loan.....	\$18,800
Subsidy.....	15,537
	<u>\$32,337</u>

The undersigned recommends that authority be given for the payment to the Canadian Pacific Railway Company of the said sum of \$32,337 in accordance with the foregoing.

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 27th April, 1885.

On a memorandum, dated 24th April, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 44, dated 24th April instant, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Eastern Section of the line, of which the following are the details:—

Total value of work done and materials delivered up to the 15th April, 1885.....	\$19,389,769
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....	\$2,569,229
Proportion of value of work done under the Act of 1884 to work remaining to be done	16,820,540
	<u>\$19,389,769</u>

That of this amount the books of the Department show that there has already been paid the sum of..... \$19,357,432

Leaving the balance now payable..... \$32,337

Of which balance the portions chargeable to the loan and subsidy accounts severally, are as follows:—

Loan.....	\$18,800
Subsidy.....	13,537
	<u>\$32,337</u>

The Minister recommends that authority be given for the payment to the Canadian Pacific Railway Company of the said sum of \$32,337 accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

## DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 28th April, 1885.

SIR,—I am directed to inform you that a certificate has issued for the payment to your company of \$32,337, being for work done and materials issued under your contract on the Eastern Section of the line of the Canadian Pacific Railway, as shown on engineer's progress estimate to the 15th inst.

Distribution as follows:—

Loan .....	\$ 18,800
Subsidy.....	13,537
	<u>\$32,337</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHAS. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

## PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 45—EASTERN SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Eastern Section; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 30th April, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27816.

Total value of work done and materials delivered to the 30th April, 1885..... \$19,412,638

West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61..... \$2,569,229

Proportion of value of work done under the Act of 1884, to work remaining to be done..... 16,843,409

\$19,412,638

NOTE—The amount of this certificate, payable under the loan of \$22,500,000 is... \$9,751,800

Previously returned..... 9,738,600

\$13,200

The above is a correct estimate, made up from the returns forwarded by J. St. V. Caddy. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$19,412,638. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 8th May, 1885.

## CANADIAN PACIFIC RAILWAY.

EASTERN SECTION—Western Division—Estimate No. 45, under the Loan Act of 1884.

	\$	\$	\$
Nipigon to Gravel Bay—			
34 miles, at \$35 000.....		1,190,000	
Less—Standard, \$ 6,670.00 per mile.....	226,780		
Bridging, 14,413.53 do .....	490,060		
		716,840	
		473,160	
97 per cent. grading .....		455,965	
91 do bridging.....		445,954	
ADD—Rails, 3,570 tons, at \$35.....	124,950		
Sleepers, 92,820 do 35c.....	32,487		
Track-laying, 34 miles, at \$350.....	11,900		
98 per cent. engineering.....	16,660		
		185,997	
Gravel Bay to two miles east of Pic—			1,087,916
95 miles, at \$80,000.....		7,600,000	
Less—Standard, \$ 6,670.....	633,650		
Bridging, 11,775 .....	1,118,625		
		1,752,275	
		5,847,725	
98 per cent. grading .....		5,730,771	
98 do bridging.....		1,096,252	
ADD—Rails, 9,975 tons, at \$35.....	349,125		
Sleepers, 225,400 tons, at 35c .....	78,890		
Track-laying, 83 miles, at \$350 .....	29,050		
Ballasting, 14,000 yards, at 50c.....	7,000		
96 per cent. engineering .....	45,600		
		509,665	
Two miles East of Pic to Missinabi—			7,336,688
125 miles, at \$40,000.....		5,000,000	
Less—Standard, \$6,670 per mile .....	833,750		
Bridging, 4,189 do .....	523,625		
		1,357,375	
		3,642,625	
97 per cent. grading .....		3,533,346	
94 do bridging.....		492,207	
ADD—Rails, 13,125 tons, at \$35 .....	459,375		
Sleepers, 337,500, at 35c.....	118,125		
Track-laying, 119 miles, at \$350.....	41,650		
Ballasting, 8,000 yards, at 50c.....	4,000		
Stations and water service .....	10,000		
95 per cent. engineering.....	59,375		
		692,525	
Missinabi to 27 miles East—			4,718,078
27 miles, at \$33,740.74 .....		911,000	
Less—Standard, \$6,670 per mile.....	180,090		
Bridging, 5,538 do .....	149,526		
		329,616	
		581,384	
99½ per cent. grading .....		578,477	
80 do bridging.....		119,620	
Rails, 2,992 tons, at \$35 .....	104,720		
Sleepers, 51,000, at 35c.....	17,850		
Track-laying, 27 tons, at \$350.....	9,450		
95 per cent. engineering and superintendence .....	12,825		
		144,845	
			842,942
2,825 tons rails at Port Arthur, at \$32.....			90,400
			14,076,024
Previously returned, Eastern Division .....			4,638,874
			18,714,898
Less—10 per cent.....			1,871,489
			16,843,409

(Memorandum.)

## DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 12th May, 1885.

The undersigned has the honor to represent that under date the 8th instant the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 45, of the Eastern Section of that road, of which the details are as follows:—

Total value of work done and materials delivered up to the 30th of April, 1885.....	\$19,412,638
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,-384.61.....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	16,843,409
	<u>\$19,412,638</u>

Of this amount the books of the accountant of the Department show that there has already been paid the sum of .....\$19,389,769

Leaving the balance now payable..... \$22,869

Of this sum the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	\$63,200
Subsidy.....	9,669
	<u>\$22,869</u>

The undersigned recommends that authority be given for the payment of the said balance, \$22,869, to the Canadian Pacific Railway Company, in accordance with the foregoing.

Respectfully submitted,  
J. H. POPE, *Acting Minister of 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 May, 1885.

On a memorandum, dated 12th May, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 45, dated the 8th May instant, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Eastern Section of the line, of which the details are as follows:—

Total value of work done and materials delivered up to the 30th of April, 1885.....	\$19,412,638
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	16,843,409
	<u>\$19,412,638</u>

Of this amount the books of the Department show that there has already been paid the sum of.....\$19,389,769

Leaving the balance now payable..... \$22,869

Of which balance the portions severally chargeable to the loan and subsidy accounts are as follows:—

Loan.....	\$13,200
Subsidy.....	9,669
	<u>\$22,869</u>

The Minister recommends that authority be given for the payment of the said balance of \$22,869 to the Canadian Pacific Railway accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 15th May, 1885.

SIR,—I am directed to inform you that a certificate has issued in favor of your company for the payment of \$22,869, for work done and materials supplied under your contract on the Eastern section of the Canadian Pacific Railway, as shown in engineer's progress estimate to 30th ultimo.

Distribution as follows:—

Loan .....	\$13,200
Subsidy.....	9,669
	<u>\$22,869</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Esq., Secretary C.P.R. Co., Montreal.

; PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 46—EASTERN SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Eastern Section; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 1st June, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27,816.

Total value of work done and materials delivered to the 1st June, 1885.....\$19,497,039

West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....\$ 2,569,229

Proportion of value of work done under the Act of 1884 to work remaining to be done..... 16,927,810

\$19,497,039

NOTE.—The amount of this certificate payable under the loan of \$22,500,000 is... \$9,800,700  
Previously returned under the loan..... 9,751,800

\$48,900

The above is a correct estimate, made up from the returns forwarded by J. St. V. Caddy. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$19,497,039. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 24th June, 1885.

CANADIAN PACIFIC RAILWAY.

EASTERN SECTION—Western Division—Progress Estimate No. 46, under the Loan Act of 1884.

	\$	\$	\$
Nipigon to Gravel Bay—			
34 miles, at \$35,000.....		1,190,000	
LESS—Standard, at \$6,670.....	226,780		
Bridging, at \$14,413.53 .....	490,060		
		716,840	
		473,160	
97 per cent grading .....		458,965	
98 do bridging .....		470,457	
ADD—Rails, 3,570 tons, at \$35.....	124,950		
Sleepers, 92,800, at 35c.....	32,487		
Track laid, 34 miles, at \$350 .....	11,900		
Ballasting, 4,000 yards, at 60c.....	2,000		
99 per cent. engineering .....	16,830		
		188,67	
Gravel Bay to two miles east of Pic—			1,117,589
95 miles, at \$80,000.....		7,600,000	
LESS—Standard, at \$6,670.....	633,650		
Bridging, at \$11,775 .....	1,118,625		
		1,752,275	
		5,847,725	
98 per cent. grading .....		5,730,771	
99 do bridging .....		1,107,439	
ADD—Rails, 9,975 tons, at \$35.....	349,125		
Sleepers, 235,000, at 35c .....	82,250		
Track-laying, 95 miles, at \$30.....	33,250		
Ballasting, 14,000 yards, at 50c.....	7,000		
97 per cent. engineering, &c.....	46,075		
		517,700	
Two miles east of Pic to Missinabi—			7,355,910
125 miles, at \$40,000.....		5,000,000	
LESS—Standard, \$6,670.....	833,750		
Bridging, \$4,189.....	523,625		
		1,357,375	
		3,642,625	
97½ per cent. grading .....		3,551,559	
94 do bridging .....		492,207	
ADD—Rails, 13,125 tons, at \$35 .....	459,375		
Sleepers, 337,500, at 35c.....	118,125		
Track-laying, 125 miles, at \$350.....	43,750		
Ballasting, 8,000 yards, at 50c .....	4,000		
Station and water service.....	8,000		
95 per cent. engineering, &c.....	59,375		
		692,625	
			4,736,391

EASTERN SECTION—Western Division—Progress Estimate, No. 46—*Concluded.*

	\$	\$	\$
Missinabi to 27 miles eastward—			
27 miles, at \$33,740.74.....		911,000	
LESS—Standard, at \$6,670.....	180,000		
Bridging, at \$5,538.....	149,526		
		329,616	
100 per cent. grading.....		581,384	
90 do bridging.....		134,574	
ADD—Rails, 2,992 tons, at \$35.....	104,720		
Sleepers, 75,500, at 35c.....	26,425		
Track-laying, 27 miles, at \$350.....	9,450		
96 per cent. engineering.....	12,960		
		153,555	
Rails at Port Arthur, 2,825 tons, at \$32.....			869,513
			90,400
Previously returned, Eastern Division.....			14,169,803
			4,638,874
			18,808,677
LESS—10 per cent.....			1,880,867
			16,927,810

(Memorandum.)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 25th June, 1885.

The undersigned has the honor to represent that under date the 24th instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 46, of the Eastern Section of the road, of which the following are the details :—

Total value of work done and materials delivered up to the 1st of June, 1885.....	\$19,497,039
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....	\$ 2,569,229
Proportion of value of work done under the Act of 1881 to work remaining to be done.....	16,927,810
	<u>\$19,497,039</u>

That of this amount the books of the accountant of the Department show that there has already been paid the sum of.....

	\$19,412,638
--	--------------

Leaving the balance now payable.....

	<u>\$84,401</u>
--	-----------------

Of this balance the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	\$48,900
Subsidy.....	35,501
	<u>\$84,401</u>

The undersigned recommends that authority be given for the payment of the said sum of \$84,401 to the Canadian Pacific Railway in accordance with the foregoing.

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 30th June, 1885.

On a memorandum, dated 25th June, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 46, dated 24th June instant, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Eastern Section of the line, of which the following are the details:—

Total value of work done and materials delivered up to the 1st of June, 1885.....	\$ 19,479,039
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to work remaining to be done.....	16,927,810
	<u>\$19,479,039</u>
Of this amount the books of the Department show that there has already been paid the sum of .....	\$19,412,638
Leaving the balance now payable.....	<u>\$84,401</u>

Of which balance the portions severally chargeable to the loan and subsidy accounts, are as follows:—

Loan.....	\$48,900
Subsidy .....	35,501
	<u>\$84,401</u>

The Minister recommends that authority be given for the payment of the said sum of \$84,401 to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

Hon. the Minister of Railways and Canals,

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 4th July, 1885.

SIR,—I am directed to inform you that a certificate has issued for the payment to your company of \$84,401 for work done and materials delivered on the Eastern Section of the Canadian Pacific Railway, as shown in engineer's progress estimate to the 1st ultimo.

Distribution as follows:—

Loan.....	\$ 48,900
Subsidy .....	35,501
	<u>\$84,401</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHAS. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 47—EASTERN  
SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Eastern Section; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 1st July, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 7806.

Total value of work done and materials delivered to the 1st July, 1885.....	\$19,551,797
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,584.61 .....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to work remaining to be done.....	16,982,568
	\$19,551,797

NOTE.—The amount of this certificate payable under the loan of	
\$22,500,000 .....	\$ 9,832,400
Previously returned.....	9,800,790
	\$31,700

The above is a correct estimate, made up from the returns forwarded by Thomas Ridout. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$19,551,797. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 7th July, 1885.

## CANADIAN PACIFIC RAILWAY.

EASTERN DIVISION of Eastern Section—Progress Estimate No. 47, up to 1st July, 1885, under the Loan Act of 1884.

	\$	£	\$
100th to 120th mile, west of Callander—			
20 miles, at \$23,000 per mile.....			460,000
120th to 140th mile—			
20 miles, at \$27,000 per mile .....			540,000
140th to 160th mile—			
20 miles, at \$26,000 per mile.....			520,000
160th to 180th mile—			
20 miles, at \$26,000 per mile .....		520,000	
LESS—To complete station building.....		2,000	
			518,000
180th to 200th mile—			
20 miles, at \$26,000 per mile.....		520,000	
LESS—To complete station building.....		2,000	
			518,000
200th to 220th mile—			
20 miles, at \$25,000 per mile.....		500,000	
LESS—To complete 8 miles ballasting, at \$500 per mile.....	4,000		
Station buildings, &c.....	8,000		
		12,000	
			488,000
220th to 240th mile—			
20 miles, at \$25,000 per mile.....		500,000	
LESS—To complete 16 miles of ballasting, at \$500 per mile...	8,000		
Station buildings, &c. ....	12,000		
Engineering and superintendence .....	200		
		20,200	
			479,800
240th to 260th mile—			
20 miles, at \$21,000 per mile .....		420,000	
LESS—Rails, as per standard, at \$7,800 per mile.....	156,000		
Bridging and culverts, at \$2,130 do .....	42,600		
		198,600	
			221,400
Grading—			
95 per cent. grading executed.....	210,330		
100 do bridging and culverts.....	42,600		
Sleepers delivered, 54,600, at 35c .....	19,110		
Rails and fastenings, 2,100 tons, at \$36 .....	75,600		
100 per cent. track-laying, at \$365 per mile .....	7,300		
Ballasting, 12 miles, at \$500 per mile.....	6,000		
Water service .....	4,000		
Engineering and superintendence.....	9,500		
		374,440	
260th to 280th mile, west of Callander—			
20 miles, at \$21,000 per mile.....		420,000	
LESS—Rails, &c., as per standard. at \$7,800 per mile.....	156,000		
Bridging and culverts, at \$2,130 per mile.....	42,600		
		198,600	
			221,400
Grading—			
95 per cent. grading executed .....	210,330		
97 do bridging and culverts.....	41,322		
Sleepers delivered, 54,600, at 35c.....	19,110		
Rails and fastenings delivered, 2,100 tons, at \$36.....	75,600		
100 per cent. track-laying, at \$365 per mile .....	7,300		
Ballasting, 5 miles, at \$500 .....	2,500		
Engineering and superintendence .....	8,500		
			364,662
280th to 303rd mile—			
23 miles, at \$21,000 per mile.....		483,000	
LESS—Rails, &c., as per standard, at \$7,800 per mile .....	179,400		
Bridging and culverts, at \$2,130 per mile.....	48,990		
		228,390	
			254,610

EASTERN DIVISION of Eastern Section—Progress Estimate No. 47, &c.—*Concluded.*

	\$	\$	\$
Grading—			
95 per cent. grading executed .....	241,879		
94 do bridging and culverts.....	46,050		
Sleepers delivered, 62,790, at 35c .....	21,976		
Rails and fastenings delivered, 2,415 tons, at \$36 .....	86,940		
100 per cent. track-laying, at \$365 per mile.....	8,395		
Ballasting, 14 miles, at \$500.....	7,000		
Water service.....	4,000		
Engineering and superintending .....	9,775		
			426,015
300 tons steel rails and fastenings for additional sidings at divisional stations, &c., at \$36 per ton.....			4,688,917
			10,800
Previously returned, Western Division (936).....			4,699,717
			14,169,803
			18,869,520
LESS—10 per cent. ....			1,888,952
			16,982,568

(Memorandum.)

OTTAWA, 8th July, 1885.

The undersigned has the honor to represent, that under date the 7th instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 47, of the Eastern Section, of which the following are the particulars:—

Total value of work done and materials delivered up to the 1st July, 1885.....	\$19,551,797
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,334.61.....	\$2,569,229
Proportion of value of work done under the Act of 1884 to work remaining to be done.....	16,982,568
	<u>\$19,551,797</u>
That of this amount, the books of the accountant of the Department show that there has already been paid the sum of	19,497,039
	<u>19,497,039</u>
Leaving the balance payable.....	<u>\$54,758</u>

Of this balance the portions chargeable to the loan and subsidy accounts severally, are as follows:—

Loan.....	\$31,700
Subsidy.....	23,058
	<u>\$54,758</u>

The undersigned recommends that authority be given for the payment to the Canadian Pacific Railway Company of the said balance of \$54,758 accordingly.

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 9th July, 1885.

On a memorandum, dated 8th July, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 47, dated 7th July instant, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Eastern Section of the road, of which the following are the details :—

Total value of work done and materials delivered up to 1st July, 1885.....	\$19,551,797
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,584.61.....	\$ 2,569,229
Proportion of work done under the Act of 1884 to that of work remaining to be done.....	16,982,568
	<u>\$19,551,797</u>
That of this amount, the books of the Department show that there has already been paid the sum of.....	\$19,497,039
	<u>54,758</u>
Leaving the balance payable.....	<u>54,758</u>

Of which balance, the portions chargeable to the loan and subsidy accounts severally, are as follows :—

Loan.....	\$31,700
Subsidy.....	23,058
	<u>\$54,758</u>

The Minister recommends that authority be given for the payment to the Canadian Pacific Railway Company of the said balance of \$54,758 accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

Hon. the Minister of Railways and Canals, Ottawa.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 11th July, 1885.

SIR,—I am directed to inform you that a certificate has been issued for the payment to your company of \$54,758 for work done and materials delivered under your contract upon the Eastern Section of the Canadian Pacific Railway as shown in engineer's progress estimate to the 1st instant.

Distribution as follows :—

Loan.....	\$31,700
Subsidy .....	23,058
	<u>\$54,758</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C.P.R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 48—EASTERN SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Eastern Section; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 31st July, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27816.

Total value of work done and materials delivered up to the 31st July, 1885.....	\$19,583,839
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles at \$15,384 61.....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to work remaining to be done.....	17,014,610
	<u>\$19,583,839</u>
NOTE.—The amount of this certificate, payable under the loan of \$22,500,000, is.....	\$9,850,900
Previously returned under the loan....	9,832,400
	<u>\$18,500</u>

The above is a correct estimate, made up from the returns forwarded by J. St. V. Caddy. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$19,583,839. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 10th August, 1885.

CANADIAN PACIFIC RAILWAY.

EASTERN SECTION—Western Division—Estimate No. 48, under the Loan Act of 1884.

	\$	\$	\$
Nipigon to Gravel Bay—			
34 miles, at \$35,000.....		1,190,000	
Less—Standard, at \$ 6,670.....	226,780		
Bridging 14,413.....	490,060		
		716,840	
		473,160	

EASTERN SECTION—Western Division—Estimate No. 48, &c.—*Concluded.*

	\$	\$	\$
98 per cent. grading .....		463,696	
96 do bridging .....		470,457	
ADD—Rails, 3,570 tons, at \$35.....	124,950		
Sleepers, 92,820, at 35c.....	32,487		
Track-laying, 34 miles, at \$350 .....	11,900		
Ballasting, 24,000 yards, at 50c.....	12,000		
99 per cent. engineering.....	16,830		
		198,167	
<b>Gravel Bay to 2 miles east of Pic—</b>			<b>1,132,320</b>
95 miles, at \$80,000 .....		7,600,000	
LESS—Standard, at \$ 6,670 per mile.....	633,650		
Bridging 11,775 do .....	1,118,625		
		1,752,275	
		5,847,725	
98 per cent. grading .....		5,730,771	
99 do bridging.....		1,107,439	
ADD—Rails, 9,975 tons, at \$35.....	349,125		
Sleepers, 235,000, at 35c.....	82,250		
Track-laying, 95 miles, at \$350 .....	33,250		
Ballasting, 65,000 yards, at 50c .....	32,500		
Stations and water service.....	4,000		
98 per cent. engineering .....	46,550		
		547,675	
<b>Two miles east of Pic to Missinabi—</b>			<b>7,385,885</b>
125 miles, at \$40,000 .....		5,000,000	
LESS—Standard, at \$6,670 per mile.....	833,750		
Bridging 4,189 do .....	523,625		
		1,357,375	
		3,642,625	
98 per cent. grading .....		3,569,772	
96 do bridging.....		502,680	
ADD—Rails, 13,125 tons, at \$35 .....	459,375		
Sleepers, 337,500, at 35c .....	118,125		
Track-laying, 125 miles, at \$350 .....	43,750		
Ballasting, 47,500 yards, at 50c.....	23,750		
Station and water service.....	16,000		
97 per cent. engineering.....	60,625		
		721,625	
<b>Missinabi to 27 miles east—</b>			<b>4,794,077</b>
27 miles, at \$33,740.74.....		911,000	
LESS—Standard.....	180,090		
Bridging .....	149,526		
		329,616	
100 per cent. grading.....		581,384	
95 do bridging.....		142,049	
ADD—Rails, 2,992 tons, at \$35 .....	104,720		
Sleepers, 75,500, at 35c.....	26,425		
Track-laying, 27 miles, at \$350.....	9,450		
Ballasting, 32,000 yards, at 50c.....	16,000		
97 per cent. engineering.....	13,095		
		163,690	
		893,123	
			14,205,405
<b>Previously returned, Eastern Section (No. 47).....</b>			<b>4,699,717</b>
			18,905,122
			1,890,512
			17,014,610

*(Memorandum.)*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 10th August, 1885.

The undersigned has the honor to represent that under date the 10th instant the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 48, of the Eastern Section of that road, of which the following are the particulars:—

Total value of work done and materials delivered up to the 31st July, 1885.....	\$19,583,839
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	17,014,610
	<u>\$19,583,839</u>

That of this amount the books of the accountant of the Department show that there has already been paid the sum of.....

19,551,797

Leaving the balance now payable.....

\$32,042

Of this balance the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	\$18,500
Subsidy.....	13,542
	<u>\$32,042</u>

The undersigned recommends that authority be given for the payment of the said sum of \$32,042 to the Canadian Pacific Railway Company, in accordance with the foregoing.

Respectfully submitted,

J. H. POPE, *Acting Minister of 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 August, 1885.

On a memorandum, dated 10th August, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 48, dated 10th instant, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Eastern Section of the road, of which the details are as follows:—

Total value of work done and materials delivered up to 31st July, 1885.....	\$19,583,839
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to that remaining to be done.....	17,014,610
	<u>\$19,583,839</u>

That of this amount the books of the Department show that there has already been paid.....

19,551,797

Leaving the balance now payable.....

\$32,042

Of which amount the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	\$18,500
Subsidy.....	13,542
	<u>\$32,042</u>

The Minister recommends that authority be granted for the payment of the said balance of \$32,042 to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be granted as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 17th August, 1885.

SIR,—I am directed to inform you that a certificate has issued for the payment to your company of \$32,042 for work done and materials delivered upon the Eastern Section of the Canadian Pacific Railway, as shown in engineer's progress estimate to 31st ultimo.

Distribution as follows:—

Loan.....	\$18,500
Subsidy.....	13,542
	<u>\$ 32,042</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C.P.R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 49—EASTERN SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy and loan; No. of Contract, Canadian Pacific Railway Company; locality of works, Eastern Section, Eastern Division; name of contractors, Canadian Pacific Railway Co.; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 31st August, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27816.

Total value of work done and materials delivered to the 31st August, 1885..... \$19 618,298

West of Callander 100 miles; east of Port Arthur 67 miles; 167 miles, at \$15,384.61..... \$ 2,569,229

Proportion of value of work done under the Act of 1884 to work remaining to be done..... 170,490 69

\$ 196,182 98

NOTE.—Inasmuch as there has been in the past an overcharge in the proportion of loan, I recommend that this estimate be charged to "subsidy," pending adjustment of the proportion of loan to subsidy.

The above is a correct estimate, made up from the returns forwarded by Thomas Ridout. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN,

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$196,182.98. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 3rd September, 1885.

CANADIAN PACIFIC RAILWAY.

WESTERN SECTION—Eastern Division—Progress Estimate No. 28, up to 1st September, 1885, under Loan Act of 1884.

	\$	cts.	\$	cts.	\$	cts.
100th to 120th mile west of Callander—						
20 miles, at \$23,000 per mile.....						460,000
120th to 140th mile—						
20 miles, at \$27,000 per mile.....						540,000
140th to 160th mile—						
20 miles, at \$26,000 per mile.....						520,000
160th to 180th mile—						
20 miles, at \$26,000 per mile.....			520,000			
Less—To complete station buildings, &c.....			2,000			
						518,000
180th to 200th mile—						
20 miles, at \$26,000 per mile.....			520,000			
Less—To complete station buildings.....			2,000			
						518,000
200th to 220th mile—						
20 miles, at \$25,000 per mile.....			500,000			
Less—To complete 8 miles of ballasting, at \$500 per mile.....		4,000				
do station buildings, &c.....		4,000				
				8,000		
						492,000
220th to 240th mile—						
20 miles, at \$25,000 per mile.....			500,000			
Less—To complete 15 miles ballasting, at \$500 per mile.....		7,500				
do station buildings, &c.....		9,000				
Engineering and superintendence.....		200				
				16,700		
						483,300
240th to 260th mile—						
20 miles, at \$21,000 per mile.....			420,000			
Less—Rails, &c., as per standard, at \$7,800 per mile.....		156,000				
Bridging and culverts, at \$2,130.....		42,600				
				198,600		
						221,400
Grading—						
96 per cent. grading executed.....	212,544					
100 do bridges and culverts.....	42,600					
Sleepers delivered, 54,600, at 35c.....	19,110					
Rails and fastenings, 2,100 tons, at \$36.....	75,600					
100 per cent. track-laying, at \$365 per mile.....	7,300					
Ballasting 15 miles, at \$500 per mile.....	7,500					
Water service and buildings.....	4,000					
Engineering and superintendence.....	9,600					
						378,254

WESTERN SECTION—Eastern Division—Progress Estimate No. 28, &c.—*Concluded.*

	\$	\$	\$
<b>280th to 290th mile—</b>			
20 miles, at \$21,000 per mile.....		420,000	
Less—Rails, &c., as per standard, at \$7,800 per mile.....	156,000		
Bridging culverts, \$2,130 per mile.....	42,600		
		198,600	
		221,400	
<b>Grading—</b>			
96 per cent. grading executed.....	212,544		
98 do bridging and culverts.....	41,748		
Sleepers delivered, 54,600, at 35c.....	19,110		
Rails and fastenings delivered, \$2,100 tons, at \$36.....	76,600		
100 per cent. track-laying, at \$365 per mile.....	7,300		
Ballasting 15 miles, at \$500 per mile.....	7,500		
Water service, ballasting and turn-table.....	5,000		
Engineering and superintendence.....	9,000		
			377,802
<b>290th to 303rd mile—</b>			
23 miles, at \$21,000 per mile.....		483,000	
Less—Rails, as per standard, at \$7,800 per mile.....	179,400		
Bridging and culverts, at \$2,130 do.....	48,990		
		228,390	
		254,610	
<b>Grading—</b>			
98 per cent. grading executed.....	249,518		
97 do Bridging and culverts.....	47,520		
Sleepers delivered, 62,790, at 35c.....	21,976		
Rails and fastenings delivered, 2,415 tons, at \$36.....	86,940		
100 per cent. track-laying, at \$365 per mile.....	8,395		
Ballasting 22 miles, at \$500 per mile.....	11,000		
Water service and buildings.....	4,000		
Engineering and superintendence.....	10,500		
			439,849
			4,727,205
<b>300 tons steel rails and fastenings for additional sidings at Divisional Station, at \$36 per ton.....</b>			10,800
			4,738,005
Previously returned, Western Division (950).....			14,205,405
			18,943,410
Less—10 per cent.....			1,894,341
			17,049,069

*(Memorandum.)*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 3rd September, 1885.

The undersigned has the honor to represent that under date the 3rd instant the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 49, of the Eastern Section of that road, of which the details are as follows:—

Total value of work done and materials delivered, up to the 31st of August, 1885.....	\$19,618,298
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384 61.....	\$ 2,569,229
Proportion of value of work done under the Act of 1884, to that of work remaining to be done.....	17,049,069
	<u>\$19,618,298</u>

That of this sum the books of the  
Accountant of the Department show  
that there has already been paid..... 19,183,839

Leaving the balance now payable..... \$34,459

That in respect of the said certificate, the Chief Engineer states in a note thereon that inasmuch as there has been in the past an overcharge in the proportion of loan, he recommends that the amount of the present certificate be charged to the subsidy accounts, pending the adjustment of the proportion of loan and subsidy.

The undersigned concurs and recommends that authority be given for the payment of the said sum of \$34,459 to the Canadian Pacific Railway Company, the amount being charged against the subsidy account.

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 5th September, 1885.

On a memorandum, dated 3rd September, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 49, dated 3rd September instant, from the Chief Engineer of the Canadian Pacific Railway with respect to the Eastern Section of the road, details of which are as follows:—

Total value of work done and materials delivered up to the 31st of August, 1885.....	\$19,618,298
West of Callander 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....	\$ 2,569,229
Proportion of value of work done under the Act of 1884, to value of work remaining to be done.....	17,049,069
	<u>\$19,618,298</u>

Of this amount the books of the Department show that there has already been paid the sum of..... 19,583,839

Leaving the balance now payable..... \$34,459

The Minister represents that in respect of the said certificate, the Chief Engineer recommends that inasmuch as there has been in the past an overcharge in the proportion of loan, the amount of the present certificate be charged to the subsidy account, pending the adjustment of the proportion of loan to subsidy.

The Minister concurs in this view and recommends that authority be given for the payment of the said sum of \$34,459 to the Canadian Pacific Railway Company, the amount to be charged to the subsidy account.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 9th September, 1885.

SIR,—I am by direction to inform you that a certificate has issued in favor of your company for \$34,459, in payment for work done and materials supplied under your contract on the Eastern Section of the Eastern Division of the Canadian Pacific Railway, as shown in engineer's progress estimate to 31st ultimo.

This amount is charged to the subsidy account pending the adjustment of the position of loan to subsidy.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 50—EASTERN SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Eastern Section, Western Division; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 31st August, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27816.

Total value of work done and materials delivered to the 31st August, 1885.....	<u>\$19,665,802</u>
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West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....	\$ 2,569,229
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Proportion of value of work done under the Act of 1884 to work remaining to be done.....	<u>17,096,573</u>
--	-------------------

\$19,665,802

NOTE.—Total amount of this certificate payable under the loan of \$22,500,000, is.....	\$8,672,000
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Previously returned—Central Section..	5,319,300
---------------------------------------	-----------

\$13,991,300

Previously returned.....	13,967,200
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\$24,100

The above is a correct estimate, made up from the returns forwarded by J. St. V.addy. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$19,665,802. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 22nd September, 1885.

CANADIAN PACIFIC RAILWAY.

EASTERN SECTION—Western Division—Estimate No. 50, under the Loan Act of 1884.

	\$	\$	\$
Nipigon to Gravel Bay—			
34 miles, at \$35,000 per mile .....		1,190,000	
LESS—Standard .....	226,780		
Bridging .....	490,060		
		716,840	
		473,160	
98 per cent. grading .....		463,698	
97 do bridging .....		475,358	
ADD—Rails .....	124,950		
Sleepers .....	32,487		
Track-laying .....	11,900		
Ballasting, 33,000 yards, at 50c. ....	16,500		
Stations and water service .....	1,000		
99 per cent. engineering and superintendence .....	16,830		
		203,667	
Gravel Bay to 2 miles east of Pic—			1,142,723
95 miles, at \$90,000 per mile .....		7,600,000	
LESS—Standard .....	633,650		
Bridging .....	1,118,625		
		1,752,275	
		5,847,725	
		5,730,771	
98 per cent. grading .....			
99 do bridging .....			
ADD—Rails .....	349,125		
Sleepers .....	82,250		
Track-laying .....	33,250		
Ballasting, 68,000 yards, at 50c. ....	34,000		
Stations and water service .....	11,000		
Engineering and superintendence .....	46,550		
		556,175	
2 miles east of Pic to Missinabi—			7,394,385
125 miles, at \$40,000 per mile .....		5,000,000	
LESS—Standard .....	833,750		
Bridging .....	523,625		
		1,357,375	
		3,642,625	
		3,606,199	
96 do bridging .....		502,680	
ADD—Rails .....	459,375		
Sleepers .....	118,125		
Track-laying .....	43,750		
Ballasting, 64,000 yards, at 50c. ....	32,000		
Stations and water service .....	16,000		
98 per cent. engineering and superintendence .....	61,250		
		730,500	
		4,839,379	
Missinabi to 27 miles eastward—			
27 miles, at \$33,740.74 per mile .....		911,000	
LESS—Bridging .....	10,000		
Station and water service .....	18,900		
Engineering and superintendence .....	400		
		29,300	
		881,700	
		14,258,187	
Previously returned, Eastern Division .....		4,738,005	
		18,996,192	
LESS—10 per cent. ....		1,899,619	
		17,096,573	

(Memorandum.)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 23rd September, 1885.

The undersigned has the honor to represent that under date the 22nd instant a certificate, No. 50, of the Eastern Section of Canadian Pacific Railway has been issued by the Government Engineer-in-Chief, of which the details are as follows:—

Total value of work done and materials delivered up to the 31st of August, 1885.....	\$19,665,802
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	17,096,573
	<u>\$19,665,802</u>

That of this amount the books of the accountant of the Department show that there has already been paid the sum of ..... 19,618,298

Leaving the balance now payable..... \$47,504

That of this balance the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	\$24,100
Subsidy.....	23,404
	<u>\$47,504</u>

The undersigned recommends that authority be given for the payment of the said sum of \$47,504, to the Canadian Pacific Railway Company, in accordance with the foregoing.

Respectfully submitted,

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

**CERTIFIED COPY** of a Report of a Committee of the Honorable the Privy Council, approved by the Honorable the Deputy Governor General in Council on the 25th September, 1885.

On a memorandum, dated 23rd September, 1885, from the Acting Minister of Railways and Canals, submitting certificate, No. 50, dated 22nd September instant, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Eastern section of the road, the details of which are as follows:—

Total value of work done and materials delivered up to the 31st of August, 1885.....	\$19,665,802
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	17,096,573
	<u>\$19,665,802</u>

Of this amount the books of the Department show that there has already been paid the sum of..... 19,618,298

Leaving the balance now payable..... \$47,504

That of this amount the portions chargeable to the loan and the subsidy accounts are as follows :—

Loan.....	\$21,100
Subsidy.....	23,404
	<u>\$47,504</u>

The Minister recommends that authority be given for the payment of the said sum of \$47,504 to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be given as recommended.

JOHN J. McGEE, *Clerk Privy Council.*

Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 28th September, 1885.

SIR,—I am directed to inform you that a certificate has issued in favor of your company for the payment of \$47,504, for work done and materials delivered under your contract upon the Eastern Section, Western Division of the Canadian Pacific Railway, as shown in engineer's progress estimate to the 31st ultimo.

Distribution as follows :—

Loan .....	\$24,100
Subsidy .....	23,404
	<u>\$47,504</u>

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHAS. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

**PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 51—EASTERN SECTION—CANADIAN PACIFIC RAILWAY.**

Description of works, cash subsidy ; No. of contract, Canadian Pacific Railway Company ; locality of works, Eastern Section, Western Division ; name of contractors, Canadian Pacific Railway Company ; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 30th September, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27816.

Total value of work done and materials delivered to the 30th September, 1885..... \$19,713,474

West of Callander, 100 miles ; east of Port Arthur, 67 miles ; 167 miles, at \$15,384.61..... \$ 2,569,229

Proportion of value of work done under the Act of 1884, to work remaining to be done..... 17,144,245

\$19,713,474

NOTE—Total amount of this certificate, payable under the loan of \$22,500,000 is... \$8,696,200

Previously returned, Central Section..... 5,460,200

\$14,156,400

Previously returned..... 14,132,200

\$24,200

The above is a correct estimate, made up from the returns forwarded by J. St. V. Caddy. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$19,713,474. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 19th October, 1885.

CANADIAN PACIFIC RAILWAY.

EASTERN SECTION—Western Division—Estimate No. 51, under the Loan Act of 1884.

	\$	\$	\$
Nipigon to Gravel Bay—			
34 miles, at \$35,000 per mile .....		1,190,000	
LESS—Standard .....	226,780		
Bridging .....	490,060		
		716,840	
		473,160	
99 per cent. grading .....		468,428	
97 do bridging .....		475,358	
ADD—Rails .....	124,950		
Sleepers .....	32,487		
Track-laying .....	11,900		
Ballasting, 34,000 yards, at 50c. per yard .....	17,000		
Stations and water service .....	5,000		
99 per cent. engineering and superintendence .....	16,830		
		208,167	
			1,151,953
Gravel Bay to 2 miles east of Pic—			
95 miles, at \$80,000 per mile .....		7,600,000	
LESS—Standard .....	633,650		
Bridging .....	1,118,625		
		1,762,275	
		5,847,725	
98½ per cent. grading .....		5,760,010	
99 do bridging .....		1,107,439	
ADD—Rails .....	349,125		
Sleepers .....	82,250		
Track-laying .....	33,250		
Ballasting, 81,000 yards, at 50c. per yard .....	40,500		
Stations and water service .....	14,000		
Engineering, &c. ....	46,550		
		565,675	
			7,433,124
2 miles east of Pic to Missinabi—			
125 miles, at \$40,000 per mile .....		5,000,000	
LESS—Standard .....	833,750		
Bridging .....	523,625		
		1,357,375	
		3,642,625	

EASTERN SECTION—Western Division—Estimate No. 51, &c.—*Concluded.*

	\$	\$	\$
99 per cent. grading .....		3,606,199	
96 do bridging .....		502,680	
ADD—Rails .....	459,375		
Sleepers .....	118,125		
Track-laying .....	43,750		
Ballasting, 84,000 yards, at 50c. per yard .....	42,000		
Stations and water service .....	20,000		
98 per cent. engineering and superintendence .....	61,250		
		744,500	4,853,379
<b>Missinabi to 27 miles east of Pic—</b>			
27 miles, at \$33,740.74 per mile .....		911,000	
LESS—Bridging .....	10,000		
Ballasting, 22,000 yards, at 50c. per yard .....	11,000		
Stations and water service .....	16,000		
Engineering and superintendence .....	400		
		38,300	872,700
<b>Previously reported, Western Division .....</b>			14,311,156
			4,738,005
			19,049,161
Less 10 per cent. ....			1,904,916
			17,144,245

*(Memorandum.)*

## DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 21st October, 1885.

The undersigned has the honor to represent that under date the 19th instant, a certificate, No. 51, of the Eastern Section has been issued by the Chief Engineer of the Canadian Pacific Railway, of which the following are the details:—

Total value of work done and materials delivered up to the 30th of September, 1885.....	\$19,713,474
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61. ....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	17,144,245
	<u>\$19,713,474</u>

That of this amount the books of the accountant of the Department show that there has already been paid the sum of..... 19,665,802

Leaving the balance now payable..... \$47,672

The portions chargeable to the loan and subsidy accounts, severally, being as follows:—

Loan.....	\$24,200
Subsidy.. ..	23,472
	<u>\$47,672</u>

The undersigned recommends that authority be given for the payment of the said sum of \$47,672 to the Canadian Pacific Railway Company, in accordance with the foregoing.

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 the Honorable the Deputy Governor General in Council on the 23rd October, 1885.

On a memorandum, dated 21st October, 1885, from the Minister of Railways and Canals, submitting a certificate, No. 51, dated 19th October, instant, from the Chief Engineer of the Canadian Pacific Railway, in respect to the Eastern Section of the road, of which the following are the details:—

Total value of work done and materials delivered up to the 30th of September, 1885.....	\$19,713,474
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles at \$15,384.61.....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	17,144,245
	<u>\$19,713,474</u>

That of this amount, the books of the Department show that there has already been paid the sum of.....

	19,665,802
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Leaving the balance now payable.....	<u>\$47,672</u>
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Of which balance the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	\$24,200
Subsidy.....	23,472
	<u>\$47,672</u>

The Minister recommends that authority be given for the payment of the said sum of \$47,672 to the Canadian Pacific Railway Company accordingly. The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 27th October, 1885.

SIR,—I am directed to inform you that a certificate has issued for the payment to your company of the sum of \$47,672 for work done and materials delivered on the Eastern Section of the Canadian Pacific Railway, as shown in engineer's progress estimate to the 30th ultimo.

Distribution as follows:—

Loan.....	\$24,200
Subsidy.....	23,472
	\$47,672

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 52—EASTERN SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Eastern Section (Eastern and Western Division); name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 20th October, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27816.

Total value of work done and materials delivered to the 20th October, 1885..... \$19,846,087

West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61 ..... \$ 2,569,229

Proportion of value of work done under the Act of 1884 to work remaining to be done..... 17,276,858

\$19,846,087

NOTE.—The amount now payable under the loan of \$22,500,000 is (central section) \$13,886,700  
Previously returned..... 14,156,400

Nil.

The above is a correct estimate, made up from the returns forwarded by T. Ridout and J. St. V. Caddy. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$19,846,087. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER IN-CHIEF, OTTAWA, 24th October, 1885.

## CANADIAN PACIFIC RAILWAY.

EASTERN AND WESTERN DIVISIONS—Under the Loan Act of 1884.

	\$	\$	\$
<b>EASTERN DIVISION :</b>			
100th to 200th mile—			
100 miles, at \$2,560 .....		2,560,000	
LESS—For stations, &c .....		4,000	
			2,556,000
200th to 240th mile—			
40 miles .....		1,000,000	
LESS—Ballasting 23 miles, at \$500 .....	11,500		
Station buildings, &c.....	13,000		
		24,500	
			975,500
240th to 260th mile—			
20 miles, at \$21,000 .....		420,000	
LESS—4 per cent. grading.....	8,856		
Ballasting, 5 miles, at \$500.....	2,500		
Stations and water service.....	10,000		
		21,356	
			398,644
260th to 280th mile—			
20 miles, at \$21,000 .....		420,000	
LESS—4 per cent. grading .....	8,856		
2 do bridging.....	852		
Ballasting, 5 miles.....	2,500		
Stations and water service.....	9,000		
		21,208	
			398,792
280th to 303rd mile—			
23 miles, at \$21,000 .....		483,000	
LESS—2 per cent. grading.....	5,092		
3 do bridging .....	1,470		
Stations and water service.....	10,000		
		16,562	
			466,438
<b>WESTERN DIVISION :</b>			
Nipigon to Gravel Bay—			
34 miles, at \$35,000.....		1,190,000	
LESS—1 per cent. grading.....	4,731		
3 do bridging.....	14,700		
Stations and water service.....	12,000		
		31,431	
			1,158,569
Gravel Bay to 2 miles east of Pic—			
95 miles, at \$80,000.....		7,600,000	
LESS—1 per cent. grading.....	58,477		
1 do bridging .....	11,186		
Ballasting, 14,000 square yards, at 50c.....	7,000		
Stations and water service .....	33,500		
		110,163	
			7,489,837
2 miles east of Pic to Missinabi—			
125 miles, at \$40,000 .....		5,000,000	
LESS—1 per cent. grading.....	36,426		
4 do bridging .....	20,945		
Ballasting, 41,000 square yards, at 50c.....	20,500		
Stations and water service.....	42,500		
		120,371	
			4,879,629
Missinabi to 27 miles east—			
27 miles, at \$33,740.94.....		911,000	
LESS—Bridging.....	10,000		
Ballasting .....	11,000		
Stations and water service.....	16,900		
		37,900	
			873,100
			19,196,509
			1,919,861
			17,276,858
LESS—10 per cent.....			

*(Memorandum.)*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 26th October, 1885.

The undersigned has the honor to represent that under date the 24th instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 52, of the Eastern Section of which the details are as follows:—

Total value of work done and materials delivered up to the 20th of October, 1885.....	\$19,846,087
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....	\$ 2,569,229
Proportion of value of work done under the Act of 1881 to that of work remaining to be done.....	17,276,858
	<u>\$19,846,087</u>

That of this amount the books of the accountant of the Department show that there has already been paid the sum of.....

	<u>19,713,474</u>
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Leaving the balance now payable.....	<u>\$132,613</u>
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Of this amount the portions chargeable to the loan and subsidy accounts, respectively are as follows:—

Loan.....	
Subsidy.....	\$132,613
	<u>\$132,613</u>

The undersigned recommends that authority be given for the payment of the said sum of \$132,613 to the Canadian Pacific Railway Company in accordance with the foregoing.

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 27th October, 1885.

On a memorandum, dated 26th October, 1885, from the Minister of Railways and Canals, submitting certificate, No. 52, dated 24th instant, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Eastern Section of the line, the details of which are as follows:—

Total value of work done and materials delivered up to 20th October, 1885.....	\$19,846,087
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....	\$ 2,569,229
Proportion of value of work done to that of work remaining to be done.....	17,276,858
	<u>\$19,846,087</u>

That of this amount the books of the Department show that there has already been paid.....

	<u>19,713,474</u>
--	-------------------

Leaving the balance payable.....	<u>\$132,613</u>
----------------------------------	------------------

That the whole of the said balance is chargeable to the subsidy account.  
 The Minister recommends that authority be given for the payment of the said sum of \$132,613 to the Canadian Pacific Railway Company accordingly.  
 The Committee advise that the requisite authority be granted.

JOHN J. McGEE, *Clerk Privy Council.*

Hon. the Minister of Railways and Canals,;

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 29th October, 1885.

SIR,—I am instructed to inform you that a certificate has issued for the payment to your company of \$132,613, for work done and materials delivered under your contract on the Eastern Section of the Canadian Pacific Railway, as shown in engineer's progress estimate, to 20th instant.

Distribution as follows :—

Loan.....	.....	Nil.
Subsidy .....	.....	<u>\$132,613</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 53—EASTERN SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy and loan; No. of contract, Canadian Pacific Railway Company; locality of works, Eastern Section; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 25th November, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27816.

Total value of work done and materials delivered to the 25th November, 1885.....	<u>\$20,053,529</u>
--	---------------------

West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....	\$ 2,569,229
---	--------------

Proportion of value of work done under the Act of 1884 to work remaining to be done.....	17,484,300
--	------------

\$20,053,529

NOTE.—Total amount now payable under the loan of \$22,500,000 is....	\$14,125,000
Previously returned.....	14,156,000

Nil.

The above is a correct estimate, made up from the returns forwarded by T. Ridout and J. St. V. Caddy. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the returns on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$20,053,529. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 28th November, 1885.

CANADIAN PACIFIC RAILWAY COMPANY.

EASTERN SECTION—Estimate No. 52, under the Loan Act of 1884.

Eastern Section—584 miles.....	\$19,581,000	
Less—Grading.....	\$65,000	
Bridging.....	14,000	
Stations and water service.....	75,000	
		154,000
		<u>19,427,000</u>
Less 10 per cent.....		1,942,700
		<u><u>\$17,484,300</u></u>

(*Memorandum.*)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 28th November, 1885.

The undersigned has the honor to represent that under date the 28th instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 53, of the Eastern Section, of which the details are as follows:—

Total value of work done and materials delivered up to the 25th of November, 1885.....	\$20,053,529
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61 .....	\$ 2,569,229
Proportion of value of work done under the Act of 1884, to that of work remaining to be done.....	17,484,300
	<u>\$20,053,529</u>

That of this amount the books of the accountant of the Department show there has already been paid the sum of..... 19,846,087

Leaving the balance payable..... \$207,442

Of this sum, no portion being chargeable to the "loan" account, the undersigned recommends that authority be given for the payment thereof to the Canadian Pacific Railway from their subsidy.

Respectfully submitted,

J. H. POPE, *Minister of 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 1st December, 1885.

On a memorandum, dated 28th November, 1885, from the Minister of Railways and Canals, submitting certificate No. 55, dated 28th instant, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Eastern Section of the line, the details of which are as follows:—

Total value of work done and materials delivered up to the 25th November, 1885.....	\$20,053,529
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to work remaining to be done	17,484,300
	<u>\$20,053,529</u>

That of this amount the books of the Department show that there has already been paid the sum of..... 19,846,087

Leaving the balance now payable..... \$207,442

That the whole of the said balance is chargeable to the subsidy account. The Minister recommends that authority be given for the payment to the Canadian Pacific Railway Company of the said sum of \$207,442 accordingly. The Committee advise that the requisite authority be granted.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 4th December, 1885.

SIR,—I am instructed to inform you that a certificate has issued in favor of your company for \$207,442 for work done and materials delivered upon the Eastern Section of the Canadian Pacific Railway, as shown in engineer's progress estimate to the 25th ultimo.

This sum is chargeable to the subsidy account.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHAS. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

**PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 54—EASTERN SECTION—CANADIAN PACIFIC RAILWAY.**

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Eastern Section; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 2nd December, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27816.

Total value of work done and materials delivered to the 2nd December, 1885 ..... \$20,169,629

West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61 .....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to work remaining to be done.....	17,600,400
	<u>\$20,169,629</u>

NOTE.—The amount of this certificate pay- able under the loan of \$22,500,000 is....	\$11,378,000
Previously returned under the loan.....	14,215,100
	<u>\$162,900</u>

The above is a correct estimate, made up from the returns forwarded by J. Ridout and J. St. V. Caddy, from a recent personal inspection by the Chief Engineer. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$20,169,629. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER IN-CHIEF, OTTAWA, 4th December, 1885.

### CANADIAN PACIFIC RAILWAY.

EASTERN SECTION—Estimate No. 54—Under the Loan Act of 1884.

Callander to Port Arthur, 584 miles.....	\$19,581,000
Less—Grading .....	\$10,000
Bridging.....	5,000
Stations.....	10,000
	<u>25,000</u>
	\$19,556,000
Less 10 per cent.....	1,955,600
	<u>\$17,600,400</u>

(*Memorandum*).

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 4th December, 1885.

The undersigned has the honor to represent that under date the 4th inst., the Chief Engineer of the Canadian Pacific Railway has issued a further certificate, No. 54, of the Eastern Section of that road, of which the following are the details:—

Total value of work done and materials delivered up to the 2nd of December, 1885.....	\$20,169,629
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.60.....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	17,600,400
	<u>\$20,169,629</u>

That of this amount the books of the accountant of the Department show that there has already been paid the sum of ..... 20,053,529

Leaving the balance now payable..... \$116,100

Of this amount the portions chargeable to the loan and subsidy accounts severally are as follows:—

Loan.....	\$ 62,900
Subsidy.....	53,200
	<u>\$116,100</u>

The undersigned recommends that authority be given for the payment of the said sum of \$116,100 to the Canadian Pacific Railway Company, in accordance with the foregoing.

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 9th December, 1885.

On a memorandum, dated 4th December, 1885, from the Minister of Railways and Canals, submitting a certificate, No. 54, dated 4th instant, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Eastern Section of the road, of which the following are the details:—

Total value of work done and materials delivered up to 2nd December, 1885.....	\$20,169,629
West of Callander, 100 miles; east of Port Arthur, 67 miles; 167 miles, at \$15,384.61.....	\$ 2,569,229
Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	17,600,400
	<u>20,169,629</u>

That of this amount the books of the Department show that there has already been paid the sum of..... 20,053,529

Leaving the balance now payable..... \$116,100

Of which balance the portions chargeable to the loan and subsidy accounts severally are as follows:—

Loan.....	\$62,900
Subsidy.....	53,200
	<u>\$116,100</u>

The Minister recommends that authority be given for the payment of the said sum of \$116,100 to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

OTTAWA, 14th December, 1885.

SIR,—I am instructed to inform you that a certificate has issued in favor of your company for \$116,100, being in payment for work done and materials delivered under your contract on the Eastern Section of the Canadian Pacific Railway, as shown in engineer's progress estimate to the 2nd inst.

Distribution as follows:—

Loan.....	\$62,900
Subsidy.....	53,200
	<u>\$116,100</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C.P.R. Co., Montreal.

**SUBJECT No. 4.—PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 64—CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.**

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, west of Red River; name of contractors, Canadian Pacific Railway Company; Date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 28th of February, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters No. 27816 and 28944.

Total value of work done and materials delivered to the 28th February, 1885..	\$13,306,905
Eastern Division, 900 miles, at \$10,000....	\$9,000,000
Western Division, 54 miles, at \$13,333....	719,982
	\$9,719,982
Proportion of value of work done under the Act of 1884 to work remaining to be done.....	4,186,923
	\$13,906,905

NOTE.—The amount of this certificate payable under the loan of \$22,500,000 is... \$2,513,500

Previously returned under the loan.....	2,456,000
	\$57,500

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$13,906,905. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 2nd March, 1885.

CANADIAN PACIFIC RAILWAY.

CENTRAL SECTION—Estimate (No. 64) under the Loan Act of 1884.

	\$	\$	\$
955th to 962nd mile—			
8 miles, at \$26,000 per mile.....		208,000	
Less—Station buildings and water service .....		3,200	
			204,800
963rd to 966th mile—			
4 miles, at \$26,250 .....		105,000	
Less—Station buildings and water service .....		2,200	
			102,800
967th to 975th mile—			
9 miles, at \$44,444.44.....		400,000	
Less—Station buildings and water service .....		4,400	
			395,600
976th to 1,024th mile—			
49 miles, at \$37,755.....		1,850,000	
Less—Structures .....	15,000		
Ballasting.....	48,000		
Station and water service.....	20,000		
		83,000	
			1,767,000
1,025th to 1,038th mile—			
14 miles, at \$60,714.28.....		850,000	
Less—Rails .....	92,400		
Ballasting .....	15,400		
Stations .....	5,500		
Structures .....	127,800		
		240,900	
			609,100
95 per cent. grading .....		578,645	
58 do structures .....	74,008		
Rails, &c., ties, 12 miles, at \$6,600.....	79,200		
		153,208	
			731,853
1,039th to 1,057th mile—			
19 miles, at \$35,789.47.....		680,000	
Less—Structures .....	176,000		
Rails .....	125,400		
Ballasting .....	20,900		
Station and water service.....	11,000		
		333,300	
			346,700
69 per cent. grading .....		239,223	
20 do structures .....		35,200	
			274,423

CENTRAL SECTION—Estimate (No. 64)—*Concluded.*

	\$	\$	\$
1,057th to 1,072nd mile—			
15 miles, at \$36,666.66 .....		550,000	
LESS—Structures .....	33,000		
Rails .....	99,000		
Ballasting.....	16,500		
Station and water service.....	8,250		
		156,750	
		393,250	
20 per cent. grading .....			7,865
Materials delivered—			
Rails, 1,322 tons, at \$43.....		56,846	
Sleepers, 88,200, at 22 cts.....		19,404	
			76,250
Service roads .....			10,000
Rolling stock .....			286,000
			3,856,591
Previously returned, Savona eastward.....			795,545
			4,652,136
LESS—10 per cent. ....			465,213
			4,186,923

*(Memorandum.)*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 3rd March, 1885.

The undersigned has the honor to represent that, under date the 2nd instant, the Chief Engineer of the Canadian Pacific Railway has issued a further certificate, No. 64, of the Central Section of the road, of which the following are the details:—

Total value of work done and materials delivered up to the 28th of February, 1885.....	\$13,906,905
Eastern Division, 900 miles, at \$10,000.....	\$9,000,000
Western do 54 do 13,333.....	719,982
	<u>\$9,719,982</u>
Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	4,186,923
	<u>\$13,906,905</u>

That of this amount the books of the accountant of the Department show that there has already been paid the sum of..... 13,811,149

Leaving the balance now payable..... \$95,756

Of which the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	\$57,500
Subsidy.....	38,250
	<u>\$95,756</u>

The undersigned would recommend that authority be given for the payment to the Canadian Pacific Railway Company of the said sum of \$95,756 in accordance with the foregoing.

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 6th March, 1885.

On a memorandum, dated 3rd March, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 64, dated 2nd March inst., of the Chief Engineer of the Canadian Pacific Railway, with respect to the Central Section of that railway west of Red River, of which the following are the details:—

Total value of work done and materials delivered up to 28th February, 1885.....	\$13,906,905
Eastern Division 900 miles at \$10,000.....	\$9,000,000
Western Division 54 miles at \$13,333.....	719,982
	\$9,719,982
Proportion of value of work done under the Act of 1884, to the value of work remaining to be done.....	4,186,923
	\$13,906,905

Of this amount the books of the Department show that there has already been paid the sum of..... 13,811,149

Leaving balance now payable..... .. \$95,756

Of which the portions severally chargeable to the loan and subsidy accounts are as follows:—

Loan.....	\$57,500
Subsidy.....	38,256
	\$95,756

The Minister recommends that authority be given for the payment of the said sum of ninety-five thousand seven hundred and fifty-six dollars (\$95,756.00) to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 7th March, 1885.

SIR,—I am directed to inform you that a certificate has been issued in favor of your company for \$95,756 in payment for work done and materials delivered upon the Central Section of the Canadian Pacific Railway, as shown in engineer's progress estimate to 2nd ultimo.

Distribution as follows:—

Loan.....	\$57,500
Subsidy.....	38,256
	\$95,756

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

**CANADIAN PACIFIC RAILWAY—PAYMENT OF MONEYS—PROGRESS  
ESTIMATE No. 65—CENTRAL SECTION.**

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, West of Red River; name of contractors, Canadian Pacific Railway; Date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 28th February, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27816 and 28944.

Total value of work done and materials delivered to the 28th February, 1885.....	<u>\$14,091,051</u>
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Eastern Division, 900 miles at \$10,000.....	\$9,000,000
--	-------------

Western Division, 54 miles at \$13,333.....	719,982
---	---------

	<u>\$9,719,982</u>
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Proportion of value of work done under Act of 1884 to work remaining to be done...	4,371,069
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	<u>\$14,091,051</u>
--	---------------------

NOTE.—The amount of this certificate payable under the loan of \$22,500,000 is...	\$2,624,000
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Previously returned under the loan .....	2,513,500
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	<u>\$110,500</u>
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The above is a correct estimate, made up from the returns forwarded by Marcus Smith. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$14,091,051. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 5th March, 1885.

## CANADIAN PACIFIC RAILWAY.

PROGRESS ESTIMATE (No. 65) under the Loan Act of 1884.

	\$	\$	\$
Previously returned, Eastern Division, Estimate No. 64.....			3,856,591
Savona's Ferry to Kamloops—			
25 miles, at \$48,000 per mile.....		1,200,000	
LESS—Bridging, at \$3,300 per mile.....	82,500		
Standard, at 7,360 do .....	181,500		
		264,000	
		936,000	
84 per cent. grading .....		786,240	
9 do bridging .....		7,425	
			793,665
Kamloops to Middle of Eagle Pass—			
100 miles, at \$20,000 per mile .....		2,000,000	
LESS—Bridging, at \$1,322.50 .....	132,250		
Standard, at \$7,245.....	724,500		
		856,750	
		1,143,250	
15 per cent. grading.....		171,487	
Sleepers delivered, 140,000, at 25c.....		35,000	
			206,487
			4,856,743
LESS—10 per cent. ....			485,674
			4,371,069

*(Memorandum.)*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 6th March, 1885.

The undersigned has the honor to represent that, under date the 5th instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 65, of the Central Section, of which the following are the details:—

Total value of work done and materials delivered up to the 28th February, 1885 .....

Eastern Division, 900 miles, at \$10,000..... \$9,000,000

Western Division, 54 miles, at \$13,333..... 719,982

\$9,719,982

Proportion of value of work done under the Act of 1884, to the value of work remaining to be done..... 4,371,069

\$14,091,051

That of this amount the books of the Accountant of the Department show that there has already been paid the sum of..... 13,906,905

Leaving the balance now payable..... \$184,146

Of this sum the portions chargeable to the loan and subsidy accounts, severally, are:—

Loan..... \$110,500

Subsidy ..... 73,646

\$184,146

The undersigned recommends that authority be given for the payment of the sum of \$184,146 to the Canadian Pacific Railway Company in accordance with the foregoing.

Respectfully submitted,  
J. H. POPE, *Acting Minister of 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 7th March, 1885.

On a memorandum, dated 6th March, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 65, dated 5th March instant, of the Chief Engineer of the Canadian Pacific Railway, with respect to the Central Section of the road, of which the following are the details:—

Total value of work done and materials delivered up to the 28th February, 1885.....		\$14,091,051
Eastern Division, 900 miles, at \$10,000....	\$ 9,000,000	
Western Division, 54 miles, at \$13,333....	719,982	
		<u>\$9,719,982</u>
Proportion of value of work done under the Act of 1884 to value of work remaining to be done.....	4,371,069	
		<u>\$14,091,051</u>
Of this amount, the books of the Department show that there has already been paid the sum of.....	13,906,905	
		<u>\$184,146</u>
Leaving the balance now payable		<u>\$184,146</u>

Of which the portions severally chargeable to the loan and subsidy accounts are as follows:—

Loan.....	\$110,500
Subsidy.....	73,646
	<u>\$184,146</u>

The Minister recommends that authority be given for the payment of the said sum of \$184,146 to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 9th March, 1885.

SIR,—I am directed to inform you that a certificate was issued by this Department on the 9th instant, for the payment to the Canadian Pacific Railway Company of the sum of \$184,146, balance due on account of work done and materials delivered to the 28th February, 1885, on Central Section west of Red River.

Chargeable as under:—

Loan.....	\$110,500
Subsidy.....	73,646
	<u>\$184,146</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C.P.R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 66—CENTRAL  
SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, west of Red River; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 12th March, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27816 and 28944.

Total value of work done and materials delivered up to the 12th March, 1885.....	\$14,153,553
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Eastern Division, 900 miles at \$10,000..	\$ 9,000,000
Western Division, 54 miles at \$13,333...	719,982
	\$9,719,982

Proportion of value of work done under the Act of 1884 to work remaining to be done.....	4,333,571
	\$14,153,553

NOTE.—The amount of this certificate, payable under the loan of \$22,500,000, is.....	\$2,661,500
Previously returned under the loan....	2,624,000
	\$37,500

The above is a correct estimate, made up from the returns forwarded by Marcus Smith. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$14,153,553. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 13th March, 1885.

CANADIAN PACIFIC RAILWAY.

CENTRAL SECTION—Estimate (No. 66) under the Loan Act of 1884.

	\$	\$	\$
Previously returned, Eastern Division .....			3,856,591
<b>Savona's Ferry to Kamloops—</b>			
25 miles, at \$48,000 per mile.....		1,200,000	
Less—Bridging, \$3,300 per mile .....	82,500		
Standard, 7,260 do .....	181,500		
		264,000	
		936,000	
84 per cent. grading.....		786,240	
14 do bridging.....		11,550	
			797,790
<b>Kamloops to Middle Eagle Pass—</b>			
100 miles, at \$20,000.....		2,000,000	
Less—Bridging, \$1,322.50 per mile .....	132,250		
Standard, 7,245 do .....	724,500		
		856,750	
		1,143,250	
15 per cent. grading .....		171,487	
1 do bridging .....		1,322	
			172,809
Ties delivered, 140,000, at 25c.....		35,000	
Rails delivered at Port Moody, 2,000 tons, at \$32.....		64,000	
			99,000
			4,926,190
Less, 10 per cent.....			492,619
			4,433,571

(Memorandum.)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 14th March, 1885.

The undersigned has the honor to represent that under date the 13th instant a certificate, No. 66, of the Central Section of Canadian Pacific Railway has been issued by the Government Engineer-in-Chief, of which the details are as follows:—

Total value of work done and materials delivered up to the 12th March, 1885.....\$14,153,553

Eastern Division, 900 miles at \$10,000..... \$9,000,000

Western Division, 54 miles at \$13,333..... 719,982

\$9,719,982

Proportion of value of work done under the Act of 1884 to that of work remaining to be done..... 4,433,571

\$14,153,553

That of this amount the books of the accountant of the Department show that there has already been paid the sum of ..... 14,091,051

Leaving the balance now payable..... \$62,502

That of this balance the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	\$37,500
Subsidy.....	25,002
	<u>\$62,502</u>

The undersigned recommends that authority be given for the payment of the said sum of \$62,502, to the Canadian Pacific Railway Company, in accordance with the foregoing.

Respectfully submitted,

J. H. POPE, *Acting Minister of 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 17th March, 1885.*

On a memorandum, dated 14th March, 1885, from the Acting Minister of Railways and Canals, submitting certificate, No. 66, dated 13th instant, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Central Section of the road, the details of which are as follows:—

Total value of work done and materials delivered up to the 12th March, 1885.....\$14,153,553

Eastern Division, 900 miles at \$10,000..... \$9,000,000

Western Division, 54 miles at \$13,333..... 719,982

\$9,719,982

Proportion of value of work done under the Act of 1884 to that of work remaining to be done..... 4,433,571

\$14,153,553

Of this amount the books of the Department show that there has already been paid the sum of..... 14,091,051

Leaving the balance now payable..... \$62,502

That of this amount the portions chargeable to the loan and the subsidy accounts are as follows:—

Loan.....	\$37,500
Subsidy.....	25,002
	<u>\$62,502</u>

The Minister recommends that authority be given for the payment of the said sum of \$62,502 to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 20th March, 1885.

SIR,—I am directed to inform you that a certificate has issued in favor of your company for \$62,502 in payment for work done and materials issued upon the Central Section of the Canadian Pacific Railway, as shown in engineer's progress estimate to the 12th instant.

Distribution as follows:—

Loan .....	\$37,500
Subsidy .....	25,002
	<u>\$62,502</u>

I have the honor to be, Sir, your obedient servant,  
 A. P. BRADLEY, *Secretary.*

CHAS. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

**PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 67—CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.**

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, West of Red River; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 31st March, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter Nos. 27816 and 28944.

Total value of work done and materials delivered to the 31st March, 1885..... \$14,300,406

Eastern Division, 900 miles, at \$10,000..... \$ 9,000,000  
 Western Division, 54 miles, at 13,333..... 719,982

\$ 9,719,982

Proportion of value of work done under the Act of 1884 to work remaining to be done..... 4,580,424

\$14,300,406

NOTE.—The amount of this certificate payable under the loan of \$22,500,000, is \$2,749,700  
 Previously returned—Under the loan..... 2,661,500

\$88,200

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$14,300,406. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 4th April, 1885.

CANADIAN PACIFIC RAILWAY.

CENTRAL SECTION—Progress Estimate No. 67—Under the Loan Act of 1884.

	\$	\$	\$
955th to 962nd mile—			
8 miles, at \$26,000 per mile.....		208,000	
LESS—Station buildings and water service.....		3,200	
			204,800
963rd to 968th mile—			
4 miles, at \$26,250 per mile.....		105,000	
LESS—Station buildings and water service.....		2,200	
			102,800
967th to 975th mile—			
9 miles, at \$44,444.44 per mile.....		400,000	
LESS—Station buildings and water service.....		4,400	
			395,600
976th to 1024th mile—			
49 miles, at \$37,755 per mile.....		1,850,000	
LESS—Structures.....	11,000		
Ballasting.....	50,000		
Station and water service.....	22,000		
		83,000	
			1,767,000
1025th to 1038th mile—			
14 miles, at \$60,714.28 per mile.....		850,000	
LESS—Structures.....	38,500		
Ballasting.....	15,400		
Station and water service.....	5,500		
		59,400	
			790,600
1039th to 1057th mile—			
19 miles, at \$35,789.47 per mile.....		680,000	
LESS—Structures.....	176,000		
Rails.....	125,400		
Ballasting.....	20,900		
Station and water service.....	11,000		
		333,300	
			346,700
71 per cent. grading.....		246,157	
31 do structures.....		54,560	
			300,717
1057th to 1072nd mile—			
15 miles, at \$36,666.06 per mile.....		550,000	
LESS—Structures.....	33,000		
Rails.....	99,000		
Ballasting.....	16,500		
Station and water service.....	8,250		
		156,750	
			393,250
3½ per cent. grading.....			13,763
1073rd to 1100th mile—			
28 miles, at \$35,714.29 per mile.....		1,000,000	
LESS—Structures.....	77,000		
Rails.....	184,800		
Ballasting.....	30,800		
Station and water service.....	16,500		
		309,100	
			690,900
4 per cent. grading.....			27,636
1100th to 1125th mile—			
25 miles, at \$40,000 per mile.....		1,000,000	
LESS—Structures.....	275,000		
Rails.....	165,000		
Ballasting.....	27,500		
Station and water service.....	7,700		
		475,200	
			524,800
4½ per cent. structures.....			12,375

CENTRAL SECTION—Progress Estimate No. 67—*Concluded.*

	\$	\$
Materials delivered—		
2,102 tons of rails, at \$43.....	90,386	
82,200 sleepers, at 22c.....	18,084	
Service roads .....	10,000	
Rolling stock.....		118,470
		286,000
Previously returned .....		4,019,761
		1,069,599
		5,089,360
LESS—10 per cent.....		508,936
		4,580,424

(Memorandum.)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 6th April, 1885.

The undersigned has the honor to represent that under date the 4th instant the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 67, of the Central Section of that road, of which the following are the particulars:—

Total value of work done and materials delivered up to the 31st March, 1885.....\$14,300,406  
 Eastern Division, 900 miles, at \$10,000.... \$ 9,000,000  
 Western Division, 54 miles, at 13,333.... 719,892  
\$9,719,892

Proportion of value of work done under the Act of 1884 to value of work remaining to be done..... 4,580,424  
\$14,300,406

That of this amount the books of the accountant of the Department show that there has already been paid ..... 14,153,553  
 Leaving the balance now payable..... \$146,853

Of this amount the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan..... \$88,200  
 Subsidy..... 58,653  
\$146,853

The undersigned recommends that authority be given for the payment of the said sum of \$146,853 to the Canadian Pacific Railway Company, in accordance with the foregoing.

Respectfully submitted,

J. H. POPE, *Acting Minister of 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 7th April, 1885.

On a memorandum, dated 6th April, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 67, dated 4th April, 1885, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Central Section west of Red River, of said railway, of which the following are the details:—

Total value of work done and materials delivered up to 31st March, 1885.....	\$14,300,406
Eastern Division, 900 miles, at \$10,000....	\$9,000,000
Western Division, 54 miles, at \$13,333....	719,982
	<u>\$9,719,982</u>

Proportion of value of work done under the Act of 1884 to that remaining to be done.....	4,580,424
	<u>\$14,300,406</u>

That of this amount the books of the Department show that there has already been paid.....	14,153,553
Leaving the balance now payable.....	<u>\$146,853</u>

Of which amount the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	\$88,200
Subsidy.....	58,653
	<u>\$146,853</u>

The Minister recommends that authority be granted for the payment of the said balance of \$146,853 to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be granted as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 8th April, 1885.

SIR,—I am directed to inform you that a certificate has issued for the payment to your company of \$146,853 for work done and materials delivered upon the Central Section of the Canadian Pacific Railway, as shown in engineer's progress estimate to 31st ultimo.

Distribution as follows:—

Loan.....	\$88,200
Subsidy.....	58,653
	<u>\$146,853</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. DRINKWATER, Esq., Secretary C.P.R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 68—CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, West of Red River; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 31st March, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27816 and 28944.

Total value of work done and materials delivered to the 31st March, 1885.....		<u>\$14,482,472</u>
Eastern Division, 900 miles at \$10,000.....	\$9,000,000	
Western Division, 54 miles at \$13,333.....	719,982	
	<u>\$9,719,982</u>	
Proportion of value of work done under the Act of 1884 to work remaining to be done.....	4,762,490	
	<u>\$11,482,472</u>	
NOTE—The amount of this certificate, payable under the loan of \$22,500,000 is....	\$2,859,000	
Previously returned.....	2,749,700	
	<u>\$109,300</u>	

The above is a correct estimate, made up from the returns forwarded by Marcus Smith. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN,

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$14,482,472. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 9th April, 1885.

## CANADIAN PACIFIC RAILWAY.

CENTRAL SECTION—Progress Estimate (No. 68) under the Loan Act of 1884.

	\$	\$	\$
Savona's Ferry to Kamloops—			
25 miles, at \$48,000 per mile .....		1,200,000	
Less—Bridging, at \$3,300 per mile.....	82,500		
Standard, 7,260 do .....	181,500		
		264,000	
		936,000	
91 per cent. grading .....		851,760	
40 do bridging .....	33,000		
Sleepers, 12,000, at 25c. ....	3,000		
		36,000	
Kamloops to Middle of Eagle Pass—			887,760
100 miles, at \$20,000 per mile.....		2,000,000	
Less—Bridging, at \$1,322.50.....	132,250		
Standard, 7,245.00.....	724,500		
		856,750	
		1,143,250	
25 per cent. grading.....		285,812	
1 do bridging.....		1,322	
Sleepers, 132,000, at 25c. ....		33,000	
			320,134
Rails delivered at Port Moody—			
2,000 tons, at \$32 .....			64,000
Previously returned, Eastern Division, Estimate No. 67.....			1,271,894
			4,019,761
Less—10 per cent.....			5,291,655
			529,165
			4,762,490

(Memorandum.)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 9th April, 1885.

The undersigned has the honor to represent that under date the 9th instant the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 68, of the Central Section, West of Red River, of that road, of which the details are as follows:—

Total value of work done and materials delivered up to the 31st of March, 1885.....		\$14,482,472
Eastern Division, 900 miles at \$10,000...	\$9,000,000	
Western Division, 54 miles at \$13,333...	719,982	
	\$9,719,982	
Proportion of value of work done under the Act of 1884, to that of work remaining to be done.....	4,762,490	
	\$14,482,472	

That of this sum the books of the Accountant of the Department show that there has already been paid..... 14,300,406

Leaving the balance now payable..... \$182,066

The portions chargeable to the loan and subsidy accounts, severally, being as follows:—

Loan.....	\$109,300
Subsidy..	72,766
	\$182,066

The undersigned would recommend that authority be given for the payment of the said sum of \$182,066 to the Canadian Pacific Railway Company, in accordance with the foregoing.

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 9th April, 1885.

On a memorandum, dated 9th April, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 68, dated 9th April instant, from the Chief Engineer of the Canadian Pacific Railway with respect to the Central Section, West of Red River, of the road, details of which are as follows:—

Total value of work done and materials delivered up to the 31st of March, 1885.....	\$14,482,472
Eastern Division, 900 miles, at \$10,000..	\$9,000,000
Western Division, 54 miles, at \$13,333...	719,982
	\$9,719,982
Proportion of value of work done under the Act of 1884, to value of work remaining to be done.....	4,762,490
	\$14,482,472

Of this amount the books of the Department show that there has already been paid the sum of..... 14,300,406

Leaving the balance now payable..... \$182,066

Of which the portions severally chargeable to the loan and subsidy accounts are as follows:—

Loan.....	\$109,300
Subsidy.....	72,766
	\$182,066

The Minister recommends that authority be given for the payment of the said sum of \$182,066 to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 10th April, 1885.

SIR,—I am directed to inform you that a certificate has issued in favor of your company for \$182,066, in payment for work done and materials issued on the Central Section, West of Red River, of the Canadian Pacific Railway, as shown in engineer's progress estimate to 31st instant.

Distribution as follows:—

Loan.....	\$109,300
Subsidy.....	72,766
	<u>\$182,066</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

PAYMENT OF MONEYS — PROGRESS ESTIMATE No. 69 — CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy; No. of Contract, Canadian Pacific Railway Company; locality of works, Central Section, west of Red River; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 30th April, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter Nos. 27816 and 28944.

Total value of work done and materials delivered to the 30th April, 1885..... \$14,555,734

Eastern Division, 900 miles, at \$10,000.... \$9,000,000

Western Division, 54 miles, at \$13,333..... 719,982

\$9,719,982

Proportion of value of work done under the Act of 1884, to work remaining to be done..... 4,835,752

\$14,555,734

NOTE.—The amount of this certificate payable under the loan of \$22,500,000, is. \$2,903,000

Previously returned under this loan..... 2,859,000

\$44,000

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$14,555,734. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 4th May, 1885.

## CANADIAN PACIFIC RAILWAY.

CENTRAL SECTION—Progress Estimate No. 69—Under the Loan Act of 1884.

	\$	\$	\$
955th to 962nd mile—			
8 miles, at \$26,000 per mile .....		208,000	
Less—Station buildings and water service.....		3,200	
			204,800
963rd to 966th mile—			
4 miles, at \$26,250 per mile .....		105,000	
Less—Station and water service .....		2,200	
			102,800
967th to 975th mile—			
9 miles, at \$44,444.44 per mile .....		400,000	
Less—Stations and water service .....		4,400	
			395,600
976th to 1024th mile—			
49 miles, at \$37,755 per mile.....		1,850,000	
Less—Structures .....		3,000	
Ballasting.....		50,000	
Stations and water service.....		22,000	
		75,000	
			1,775,000
1025th to 1038th mile—			
14 miles, at \$60,714.28 per mile.....		850,000	
Less—Structures .....		38,500	
Ballasting.....		15,400	
Stations and water service .....		5,500	
		59,400	
			790,600
1039th to 1057th mile—			
19 miles, at \$35,789.47 per mile.....		680,000	
Less—Structures .....		160,000	
Rails, &c.....		114,000	
Ballasting .....		19,000	
Stations and water service.....		10,000	
		303,000	
		377,000	
68 per cent. grading .....		256,360	
50 do structures.....		80,000	
Rails, &c.—5 miles, at \$6,000 .....		30,000	
			366,360
1058th to 1072nd mile—			
15 miles, at \$36,666.66 per mile .....		550,000	
Less—Structures .....		33,000	
Rails, &c.....		99,000	
Ballasting.....		16,500	
Stations and water service .....		8,250	
		156,750	
		393,250	
7 per cent. grading .....			27,527
1073rd to 1100th mile—			
28 miles, at \$35,714.29 per mile .....		1,000,000	
Less—Structures .....		77,000	
Rails.....		184,800	
Ballasting .....		30,800	
Stations, &c.....		16,500	
		309,100	
		690,900	
10 per cent. grading .....			69,090

CENTRAL SECTION—Progress Estimate No. 69—*Concluded.*

	\$	\$	\$
1101st to 1125th mile—			
25 miles, at 40,000 per mile .....		1,000,000	
Less—Structures .....	275,000		
Rails, &c. ....	165,000		
Ballasting .....	27,500		
Stations, &c. ....	7,700		
		475,200	
		524,800	
1 per cent. grading .....		5,248	
4½ do structures .....		12,375	
Materials delivered—			17,623
Rails, 953 tons at \$43 per ton .....	40,979		
Sleepers, 67,200, at 22c. each .....	14,784		
Service road .....	10,000		
			65,763
Rolling stock.....			286,000
Previously returned—Western Division .....			4,101,163
			1,271,894
			5,373,057
Less—10 per cent.....			537,305
			4,835,752

*(Memorandum.)*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 5th May, 1885.

The undersigned has the honor to represent, that under date the 4th instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 69, of the Central Section of that road, of which the following are the particulars:—

Total value of work done and materials delivered up to the 30th April, 1885.....	\$14,555,734
Eastern Division, 900 miles, at \$10,000....	\$ 9,000,000
Western Division, 54 miles, at \$13,333....	719,982
	<u>\$9,719,982</u>
Proportion of value of work done under the Act of 1884 to work remaining to be done .....	4,835,752
	<u>\$14,555,734</u>

That of this amount, the books of the accountant of the Department show that there has already been paid the sum of.....

14,482,472

Leaving the balance payable.....

\$73,262

Of this balance the portions chargeable to the loan and subsidy accounts severally, are as follows:—

Loan.....	\$44,000
Subsidy.....	29,262
	<u>\$73,262</u>

The undersigned recommends that authority be given for the payment to the Canadian Pacific Railway Company of the said balance of \$75,262 accordingly.

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 5th May, 1885.

On a memorandum, dated 5th May, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 69, dated 4th May instant, of the Chief Engineer of the Canadian Pacific Railway, with respect to the Central Section of the road, of which the following are the details :—

Total value of work done and materials delivered up to the 30th April, 1885.....	\$14,555,734
Eastern Division, 900 miles, at \$10,000....	\$ 9,000,000
Western Division, 54 miles, at \$13,333....	719,982
	<u>\$9,719,982</u>

Proportion of value of work done under the Act of 1884 to value of work remaining to be done.....	4,835,752
	<u>\$14,555,734</u>

Of this amount, the books of the Department show that there has already been paid the sum of..... 14,482,472

Leaving the balance now payable..... \$73,262

Of which the portions severally chargeable to the loan and subsidy accounts are as follows :—

Loan.....	\$44,000
Subsidy.....	29,262
	<u>\$73,262</u>

The Minister recommends that authority be given for the payment of the said sum of \$73,262 to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 9th May, 1885.

SIR,—I am directed to inform you that a certificate has issued by this Department for the payment to the Canadian Pacific Railway Company of the sum of \$73,262, balance due on account of work done and materials delivered to the 30th April, 1885, on Central Section west of Red River.

Distribution as follows :—

Loan.....	\$44,000
Subsidy.....	29,262
	<u>\$73,262</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHAS. DRINKWATER, Esq., Secretary C.P.R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 70—CENTRAL SECTION, CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, West of Red River; name of contractors, Canadian Pacific Railway; Date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 15th May, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27816 and 28944.

Total value of work done and materials delivered to the 15th May, 1885.....	<u>\$14,694,921</u>
---	---------------------

Eastern Division, 900 miles at \$10,000.....	\$9,000,000
--	-------------

Western Division, 54 miles at \$13,333....	719,982
--	---------

	<u>\$9,719,982</u>
--	--------------------

Proportion of value of work done under Act of 1884 to work remaining to be done...	4,974,939
--	-----------

	<u>\$14,694,921</u>
--	---------------------

NOTE.—The amount of this certificate payable under the loan of \$22,500,000 is...	\$2,986,500
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Previously returned under the loan .....	2,903,000
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	<u>\$83,500</u>
--	-----------------

The above is a correct estimate, made up from the returns forwarded by T. Ridout and James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$14,694,921. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 16th May, 1885.

## CANADIAN PACIFIC RAILWAY COMPANY.

CENTRAL SECTION—Progress Estimate No. 70, under the Loan Act of 1884.

Previously returned—Eastern Division.....	\$4,101,163
6,724 tons of rails delivered at Brockville and Montreal at \$23.....	154,652
	<u>\$4,255,815</u>
Previously returned—Western Division.....	1,271,894
	<u>\$5,527,709</u>
Less 10 per cent.....	552,770
	<u><u>\$4,974,939</u></u>

*(Memorandum.)*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 18th May, 1885.

The undersigned has the honor to represent that under date the 16th instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 70, of the Central Section of that road, of which the details are as follows:—

Total value of work done and materials delivered up to the 15th of May, 1885.....		\$14,694,921
Eastern Division, 900 miles at \$10,000...	\$9,000,000	
Western Division, 54 miles at \$13,333...	719,982	
	<u>\$9,719,982</u>	
Proportion of value of work done under the Act of 1884, to that of work remaining to be done.....	4,974,939	
	<u>\$14,694,921</u>	

That of this amount the books of the accountant of the Department show there has already been paid the sum of..... 14,555,734

Leaving the balance payable..... \$139,187

Of this amount the portions chargeable to the loan and subsidy accounts, respectively are as follows:—

Loan.. ..	\$83,500
Subsidy .. ..	55,687
	<u>\$139,187</u>

The undersigned would recommend that authority be given for the payment to the Canadian Pacific Railway Company of the said sum of \$139,187 in accordance with the foregoing.

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 18th May, 1885.

On a memorandum, dated 18th May, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 70, dated 16th May inst., of the Chief Engineer of the Canadian Pacific Railway, with respect to the Central Section of that railway, of which the following are the details:—

Total value of work done and materials delivered up to 15th May, 1885.....	\$14,694,921
Eastern Division 900 miles at \$10,000.....	\$9,000,000
Western Division 54 miles at \$13,333.....	719,982
	<u>\$9,719,982</u>

Proportion of value of work done under the Act of 1884, to the value of work remaining to be done.....	4,974,939
	<u>\$14,694,921</u>

Of this amount, the books of the Department show that there has already been paid the sum of..... 14,555,734

Leaving balance now payable..... \$139,187

Of which the portions severally chargeable to the loan and subsidy accounts are as follows:—

Loan.....	\$83,500
Subsidy.....	55,687
	<u>\$139,187</u>

The Minister recommends that authority be given for the payment of the said sum of \$139,187 to the Canadian Pacific Railway Company accordingly:

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 19th May, 1885.

SIR,—I am directed to inform you that a certificate has been issued in favor of your company for \$139,187 in payment for work done and materials delivered upon the Central Section of the Canadian Pacific Railway, West of Red River, as shown in engineer's progress estimate to 15th instant.

Distribution as follows:—

Loan.....	\$83,500
Subsidy.....	55,687
	<u>\$139,187</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

**PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 71—CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.**

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, west of Red River; name of contractors, Canadian Pacific Railway Company; Date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 1st May, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters No. 27816 and 28944.

Total value of work done and materials delivered to the 1st May, 1885. ....	<u>\$14,810,379</u>
---	---------------------

Eastern Division, 900 miles, at \$10,000....	\$9,000,000
--	-------------

Western Division, 54 miles, at \$13,333....	719,982
---	---------

	<u>\$9,719,982</u>
--	--------------------

Proportion of value of work done under the Act of 1884 to work remaining to be done.....	5,090,397
--	-----------

	<u>\$14,810,379</u>
--	---------------------

NOTE.—The amount of this certificate payable under the loan of \$22,500,000 is...	\$3,055,800
---	-------------

Previously returned under the loan.....	2,986,500
---	-----------

	<u>\$69,300</u>
--	-----------------

The above is a correct estimate, made up from the returns forwarded by Marcus Smith and James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$14,810,379. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 18th May, 1885.

CANADIAN PACIFIC RAILWAY.

CENTRAL Section—Progress Estimate No. 71—Under the Loan Act of 1884.

	\$	\$	\$
<b>Savona's Ferry to Kamloops—</b>			
25 miles, at \$48,000 per mile .....		1,200,000	
Less—Bridges, at \$3,300 per mile.....	82,500		
Standard.....	181,500		
		264,000	
		936,000	
93 per cent. grading .....		870,480	
85 do bridging .....		70,125	
Track-laying, &c., 2 miles, at \$5,000 per mile.....	10,000		
Ties delivered, 12,000, at 25c.....	3,000		
		13,000	
			953,605
<b>Kamloops to Middle of Eagle Pass—</b>			
100 miles, at \$20,000 per mile.....		2,000,000	
Less—Bridges, at \$1,322.50 per mile.....	132,250		
Standard, at \$7,245 do .....	724,500		
		856,750	
		1,143,250	
27 per cent. grading.....		308,677	
3 do bridging.....		3,967	
Sleepers delivered, 279,730, at 25c .....		69,932	
			382,576
<b>Rails delivered at Port Moody—</b>			
2,000 tons, at \$32.....			64,000
			1,400,181
<b>Previously returned—</b>			
Eastern Section, Estimate No. 70.....			4,255,815
			5,655,996
Less—10 per cent.....			565,599
			5,090,397

(Memorandum.)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 19th May, 1885.

The undersigned has the honor to represent that, under date the 18th instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 71, of the Central Section, of which the following are the details:—

Total value of work done and materials delivered up to the 1st May, 1885..... \$14,810,379

    Eastern Division, 900 miles, at \$10,000..... \$9,000,000

    Western Division, 54 miles, at \$13,333..... 719,982

\$9,719,982

Proportion of value of work done under the Act of 1884, to the value of work remaining to be done..... 5,090,397

\$14,810,379

That of this amount the books of the Accountant of the Department show that there has already been paid the sum of..... 14,694,921

Leaving the balance now payable..... \$115,458

Of this sum the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	\$69,300
Subsidy.....	46,158
	\$115,458

The undersigned recommends that authority be given for the payment of the sum of \$115,458 to the Canadian Pacific Railway Company in accordance with the foregoing.

Respectfully submitted,

J. H. POPE, *Acting Minister of 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 20th May, 1885.

On a memorandum, dated 19th May, 1885, from the Acting Minister of Railways and Canals, submitting certificate No. 71, dated 18th instant, from the Chief Engineer of the Canadian Pacific Railway, in respect of the Central Section, west of Red River, of said Railway, the details of which are as follows:—

Total value of work done and materials delivered up to the 1st of May, 1885.....	\$14,810,379
Eastern Division, 900 miles, at \$10,000.....	\$9,000,000
Western Division, 54 miles, at \$13,333.....	719,982
	\$9,719,982

Proportion of value of work done under the Act of 1884 to work remaining to be done	5,090,397
	\$14,810,379

That of this amount the books of the Department show that there has already been paid the sum of.....	14,694,921
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Leaving the balance now payable.....	\$115,458
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Of this sum the portion chargeable to the loan and subsidy accounts, severally are as follows:—

Loan.....	\$69,300
Subsidy.....	46,158
	\$115,458

The Minister recommends that authority be given for the payment to the Canadian Pacific Railway Company of the said sum of \$115,458 accordingly.

The Committee advise that the requisite authority be granted.

JOHN J. MCGEE, *Clerk Privy Council.*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 22nd May, 1885.

SIR,—I am instructed to inform you that a certificate has issued in favor of your company for \$115,458 for work done and materials delivered on the Central Sec-  
100

tion of the Canadian Pacific Railway, west of Red River, as shown in engineer's progress estimate to 1st instant.

Distribution as follows:—

Loan.....	\$69,300
Subsidy.....	46,158
	<u>\$115,458</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHAS. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

**PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 72—CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.**

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, West of Red River; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 29th May, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27816 and 28944.

Total value of work done and materials delivered to the 29th May, 1885..... \$14,843,168

Eastern Division, 900 miles at \$10,000....	\$ 9,000,000
Western Division, 54 miles at \$13,333....	719,982
	<u>\$9,719,982</u>

Proportion of value of work done under the Act of 1884 to work remaining to be done.....	5,123,186
	<u>\$14,843,168</u>

<b>NOTE.</b> —The amount of this certificate payable under the loan of \$22,500,000 is...	\$3,075,500
Previously returned.....	3,055,800
	<u>\$19,700</u>

The above is a correct estimate, made up from the returns forwarded by James Dickey and others. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$14,843,168. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 30th May, 1885.

## CANADIAN PACIFIC RAILWAY.

CENTRAL SECTION—Estimate No. 72—Under the Loan Act of 1884.

Previously returned—Eastern Section..... \$4,101,163  
 8,308 tons of rails delivered at Brockville and Montreal  
 at \$23..... 191,084

\$4,292,247

Previously returned—Western Section..... 1,400,181

\$5,692,428

Less—10 per cent..... \$569,242

\$5,123,186*(Memorandum.)*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 30th May, 1885.

The undersigned has the honor to represent that, under date the 30th instant, the Chief Engineer of the Canadian Pacific Railway has issued a further certificate, No. 72, of the Central Section of the road, of which the following are the details:—

Total value of work done and materials delivered up to the 29th of May, 1885..... \$14,843,168

Eastern Division, 900 miles, at \$10,000..... \$9,000,000

Western do 54 do 13,333..... 719,982

\$9,719,982

Proportion of value of work done under the Act of 1884 to that of work remaining to be done..... 5,123,186

\$14,843,168

That of this amount the books of the accountant of the Department show that there has already been paid the sum of..... 14,810,379

Leaving the balance now payable..... \$32,789

Of which the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan..... \$19,700

Subsidy..... 13,089

\$32,789

The undersigned recommends that authority be given for the payment of the said sum of \$32,789 to the Canadian Pacific Railway Company, in accordance with the foregoing.

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 2nd June, 1885.

On a memorandum, dated 30th May, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 72, dated 30th instant, from the Chief

Engineer of the Canadian Pacific Railway, with respect to the Central Section of the road, of which the following are the details:—

Total value of work done and materials delivered up to 29th May, 1885.....	\$14,843,168
Eastern Division, 900 miles at \$10,000....	\$9,000,000
Western Division, 54 miles at \$13,333.....	719,982

\$9,719,982

Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	5,123,186
--	-----------

\$14,843,168

That of this amount the books of the Department show that there has already been paid the sum of.....	14,810,379
---	------------

Leaving the balance now payable.....	<u>\$32,789</u>
--------------------------------------	-----------------

Of this amount the portions chargeable to the loan and subsidy accounts severally are as follows:—

Loan.....	\$19,700
Subsidy.....	13,089
	<u>\$32,789</u>

The Minister recommends that authority be given for the payment of the said sum of \$32,789 to the Canadian Pacific Railway Company accordingly.

The Committee advise that the requisite authority be granted.

JOHN J. MCGEE, *Clerk Privy Council.*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 5th June, 1885.

SIR,—I am instructed to inform you that a certificate has issued for the payment to your company of \$32,789, for work done and materials delivered under your contract on the Central Section, West of Red River, of the Canadian Pacific Railway, as shown in engineer's progress estimate, to 30th ultimo.

Distribution as follows:—

Loan.....	\$19,700
Subsidy.....	13,089
	<u>\$32,789</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

**PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 73—CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.**

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, west of Red River; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 31st May, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27816 and 28944.

Total value of work done and materials delivered to the 31st May, 1885.....	\$15,023,296
Eastern Division, 900 miles, at \$10,000 .....	\$9,000,000
Western Division, 54 miles, at \$13,000.....	719,982
	<u>\$9,719,982</u>
Proportion of value of work done under the Act of 1884 to work remaining to be done.....	5,303,314
	<u>\$15,023,296</u>

NOTE.—The amount of this certificate payable under the loan of \$22,500,000 is....	\$3,183,600
Previously returned under the loan.....	3,075,500
	<u>\$108,100</u>

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$15,023,296. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer in-Chief.*

OFFICE OF ENGINEER IN-CHIEF, OTTAWA, 1st June, 1885.

### CANADIAN PACIFIC RAILWAY.

CENTRAL Section—Progress Estimate No. 73—Under the Loan Act of 1884.

	\$	\$	\$
955th to 962nd mile—			
8 miles, at \$26,000 per mile.....		208,000	
LESS—Station building and water service.....		3,200	
			<u>204,800</u>
963rd to 966th mile—			
4 miles, at \$26,250 per mile.....		105,000	
LESS—Station building and water service.....		2,200	
			<u>102,800</u>
967th to 975th mile—			
9 miles, at \$44,444.44 per mile.....		400,000	
LESS—Station building and water service.....		4,400	
			<u>395,600</u>
976th to 1024th mile—			
49 miles, at \$37,755 per mile.....		1,850,000	
LESS—Ballasting, 84,000 cubic yards, at 50c.....	42,000		
Water service.....	22,000		
		64,000	
			<u>1,786,000</u>

CENTRAL Section—Progress Estimate No. 73—Concluded.

	\$	\$	\$
1025th to 1038th mile—			
14 miles, at \$6,714.28 per mile.....		850,000	
Less—Structures .....	30,000		
Ballasting, 20,000 cubic yards, at 50c.....	10,000		
Water service .....	5,500		
		45,500	
1039th to 1057th mile—			804,500
19 miles, at \$35,789.47 per mile .....		680,000	
Less—Structures .....	160,000		
Rails .....	114,000		
Ballasting .....	19,000		
Station and water service.....	10,000		
		303,000	
		377,000	
80 per cent. grading.....		301,600	
72 do structures.....		115,200	
Rails, 8½ miles, at \$6,000.....	51,000		
Ballasting, 8,000 cubic yards, at 50c.....	4,000		
		55,000	
			471,800
1058th to 1072nd mile—			
15 miles, at \$33,666.66 per mile.....		550,000	
Less—Structures .....	33,000		
Rails .....	99,000		
Ballasting .....	16,500		
Water service, &c.....	8,250		
		156,750	
		393,250	
7½ per cent. grading.....			27,527
1073rd to 1100th mile—			
28 miles, at \$35,714.24 per mile .....		1,000,000	
Less—Structures .....	77,000		
Rails .....	184,800		
Ballasting .....	30,800		
Stations and water service.....	16,500		
		309,100	
		690,900	
22 per cent. grading.....			151,998
1101st to 1125th mile—			
25 miles, at \$40,000 per mile.....		1,000,000	
Less—Structures .....	275,000		
Rails .....	165,000		
Ballasting .....	27,500		
Station and water service.....	7,700		
		475,200	
		524,800	
2 per cent. grading.....		10,496	
4 do structures.....		11,000	
Materials delivered—			21,496
Rails, 620 tons, at \$43.....	26,660		
Sleepers, 68,500, at 25c .....	17,125		
Rails delivered at Brockville, 8,308 tons, at \$23. ....	191,084		
Service road.....	5,000		
			239,869
Rolling stock .....			286,000
			4,492,390
Previously returned—Western Division.....			1,400,181
			5,892,571
Less—10 per cent.....			589,257
			5,303,314

(Memorandum.)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 2nd June, 1885.

The undersigned has the honor to represent that under date the 1st instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No 73, of the Central Section of that road, of which the details are as follows:—

Total value of work done and materials delivered up to the 31st of May, 1885.....		\$15,023,296
Eastern Division, 900 miles, at \$10,000.	\$9,000,000	
Western Division, 54 miles, at \$13,333.	719,982	
	<u>\$9,719,982</u>	
Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	5,303,314	
	<u>\$15,023,296</u>	
That of this amount the books of the accountant of the Department show that there has already been paid the sum of.....		14,843,168
Leaving the balance now payable.....		<u>\$180,128</u>

Of which balance the portions chargeable to the loan and subsidy accounts severally are as follows:—

Loan.....	\$108,100
Subsidy.....	72,028
	<u>\$180,128</u>

The undersigned recommends that authority be given for the payment of the said sum of \$180,128 to the Canadian Pacific Railway Company in accordance with the foregoing.

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 5th June, 1885.*

On a memorandum, dated 2nd June, 1885, from the Acting Minister of Railways and Canals, submitting certificate, No. 73, dated 1st instant, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Central Section of the line, the details of which are as follows:—

Total value of work done and materials delivered up to 31st of May, 1885.....		\$15,023,296
Eastern Division, 900 miles, at \$10,000.	\$9,000,000	
Western Division, 54 miles, at \$13,333.	719,982	
	<u>\$9,719,982</u>	
Proportion of value of work done to that of work remaining to be done.	5,303,314	
	<u>\$15,023,296</u>	

That of this amount the books of the Department show that there has already been paid.....	14,843,168
Leaving the balance payable.....	<u>\$180,128</u>

Of which balance the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	\$108,100
Subsidy.....	72,028
	<u>\$180,128</u>

The Minister recommends that authority be given for the payment of the said sum of \$180,128 to the Canadian Pacific Railway Company accordingly. The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 9th June, 1885.

SIR,—I am directed to inform you that a certificate has issued for the payment to your company of the sum of \$180,128 for work done and materials delivered on the Central Section west of Red River, of the Canadian Pacific Railway, as shown in engineer's progress estimate to the 31st ultimo.

Distribution as follows:—

Loan.....	\$108,100
Subsidy.....	72,028
	<u>\$180,128</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

**PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 74—CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.**

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, west of Red River; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 31st May, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter Nos. 27816 and 28944.

Total value of work done and materials delivered to the 31st May, 1885 .....	<u>\$15,201,240</u>
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Eastern Division, 900 miles, at \$10,000.	\$9,000,000
Western Division, 54 miles, at \$13,333.	719,982
	<u>\$9,719,982</u>

Proportion of value of work done under the Act of 1884 to work remaining to be done.....	5,481,258
--	-----------

\$15,201,240

NOTE.—Total amount now payable	
under the loan of \$22,500,000 is....	\$3,290,500
Previously returned.....	3,183,600
	\$106,900

The above is a correct estimate, made up from the returns forwarded by Marcus Smith. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the returns on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$15,201,240. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 9th June, 1885.

### CANADIAN PACIFIC RAILWAY.

CENTRAL Section West, Progress Estimate No. 74, under the Loan Act of 1884.

	\$	\$	\$
Savona's Ferry to Kamloops—			
25 miles, at \$48,000 per mile.....		1,200,000	
Less—Bridging, at \$33,000 per mile.....	82,500		
Standard, at 7,260 do.....	181,500		
		246,000	
		936,000	
95 per cent. grading.....		889,200	
85 per cent. bridging.....	70,125		
Tracklaying, &c., 2 miles, at \$5,000.....	10,000		
Ties delivered, 62,000, at 25c.....	15,500		
		95,625	
			984,825
Kamloops to Middle of Eagle Pass—			
100 miles, at \$20,000 per mile.....		2,000,000	
Less—Bridging, at \$1,322.50 per mile.....	132,250		
Standard, at 7,244.00 do.....	724,500		
		856,750	
		1,143,250	
41 per cent. grading.....		468,732	
7 per cent. bridging.....	9,257		
Ties delivered, 284,330, at 25c.....	71,082		
		80,339	
			549,071
Rails delivered at Port Moody—			
2,000 tons, at \$32.....			64,000
			1,597,896
			4,492,390
Previously returned, Eastern Division, Estimate No. 73.....			6,090,286
			609,028
Less—10 per cent.....			5,481,258

(Memorandum).

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 10th June, 1885.

The undersigned has the honor to represent that under date the 9th inst., the Chief Engineer of the Canadian Pacific Railway has issued a further certificate, No. 74, of the Central Section of that road, of which the following are the details:—

Total value of work done and materials delivered up to 31st May, 1885 .....	\$15,201,240
Eastern Division, 900 miles, at \$10,000...	\$9,000,000
Western Division, 54 miles, at \$13,333...	719,982
	<u>\$9,719,982</u>

Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	5,481,258
	<u>\$15,201,240</u>

That of this amount the books of the accountant of the Department show that there has already been paid the sum of .....	15,023,296
--	------------

Leaving the balance now payable..... \$177,944

Of this balance the proportions chargeable to the loan and subsidy accounts are as follows:—

Loan.....	\$106,900
Subsidy.....	71,044
	<u>\$177,944</u>

The undersigned recommends that authority be given for the payment of the said balance of \$177,944 to the Canadian Pacific Railway, in accordance with the foregoing.

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 10th June, 1885.

On a memorandum, dated 10th June, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 74, dated 9th instant, from the Chief Engineer of the Canadian Pacific Railway, in respect to the Central Section of the road, of which the following are the details:—

Total value of work done and materials delivered up to 31st May, 1885.....	\$15,201,240
Eastern Division, 900 miles, at \$10,000.	\$9,000,000
Western Division, 54 miles, at \$13,333.	719,982
	<u>\$9,719,982</u>

Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	5,481,258
	<u>\$15,201,240</u>

That of this amount, the books of the Department show that there has already been paid the sum of..... 15,023,296

Leaving the balance now payable..... \$177,944

Of which amount the proportions chargeable to the loan and subsidy accounts, are as follows:—

Loan.....	\$106,900
Subsidy.....	71,044
	<u>\$177,944</u>

The Minister recommends that authority be given for the payment of the said sum of \$177,944 to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

(*Memorandum.*)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 12th June, 1885.

SIR,—I am instructed to inform you that a certificate has issued in favor of your company for \$177,944, being in payment for work done and materials delivered under your contract on the Central Section of the Canadian Pacific Railway, West of Red River, as shown in engineer's progress estimate to the 31st ultimo.

Distribution as follows:—

Loan.....	\$106,900
Subsidy.....	71,044
	<u>\$177,944</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C.P.R. Co., Montreal.

#### PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 75—CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, West of Red River; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 15th June, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canada, under contract numbered and dated as above, also under letters Nos. 27816 and 28944.

Total value of work done and materials delivered to the 15th June, 1885..... \$15,245,909

Eastern Division, 900 miles at \$10,000....	\$ 9,000,000
Western Division, 54 miles at \$13,333....	719,982

\$9,719,982

Proportion of value of work done under the Act of 1884 to work remaining to be done.....	5,525,927
	<u>\$15,245,909</u>

NOTE.—The amount of this certificate payable under the loan of \$22,500,000 is.....	\$3,317,300
Previously returned.....	3,290,500
	<u>\$26,800</u>

The above is a correct estimate, made up from the returns forwarded by Marcus Smith and J. B. Brophy. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$15,245,909. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 15th June, 1885.

### CANADIAN PACIFIC RAILWAY.

CENTRAL SECTION—Progress Estimate No. 75—Under the Loan Act of 1884.

Central Section, Western Division—Previously re- turned (No. 74).....	\$1,553,896
Rails delivered at Port Moody—3,551 tons at \$32. ....	113,632
	<u>\$1,647,528</u>
Previously returned—Eastern Division.....	4,49-,390
	<u>\$6,139,991</u>
Less 10 per cent.....	613,991
	<u>\$5,525,927</u>

(Memorandum)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 15th June, 1885.

The undersigned has the honor to represent that, under date the 15th instant, the chief engineer of the Canadian Pacific Railway has issued a certificate, No. 75, of the Central Section, of which the following are the details:—

Total value of work done and materials delivered up to the 15th June, 1885.....	\$15,245,909
Eastern Division, 800 miles at \$10,000.....	\$9,000,000
Western Division, 54 miles at \$13,353.....	719 982
	<u>\$9,719,982</u>

Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	5,525,927
--	-----------

\$15,245,909

That of this amount the books of the accountant of the Department show that there has been paid the sum of..... 15,201,240

Leaving the balance now payable..... \$44,669

The portions of the said balance chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	\$26,800
Subsidy .....	17,869
	<u>\$44,669</u>

The undersigned recommends that authority be given for the payment of the said sum of \$44,669 to the Canadian Pacific Railway Company, in accordance with the foregoing.

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 17th June, 1885.

On a memorandum, dated 15th June, 1885, from the acting Minister of Railways and Canals, submitting a certificate, No. 75, dated 15th June, instant, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Central Section of the line, of which the following are the particulars:—

Total value of work done and materials delivered up to the 15th June, 1885.....	\$15,245,909
Eastern Division, 900 miles, at \$10,000.....	\$9,000,000
Western Division, 54 miles, at \$13,333.....	7,982
	<u>\$9,719,982</u>

Proportion of value of work done under the Act of 1884, to that of work remaining to be done.....	5,525,927
	<u>\$15,245,909</u>

Of this amount the books of the Department show that there has been paid the sum of..... 15,201,240

Leaving the balance now payable..... \$44,669

Of which balance, the portions chargeable to the loan and subsidy accounts severally, are as follows:—

Loan.....	\$26,800
Subsidy.....	17,869
	<u>\$44,669</u>

The Minister recommends that authority be given for the payment of the said balance of \$44,669 to the Canadian Pacific Railway accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

## DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 22nd June, 1885.

I am, by direction, to inform you that a certificate has issued for the payment to your company of \$44,669, for work done and materials delivered upon the Central Section of the Canadian Pacific Railway, as shown in engineer's progress estimate to the 15th instant.

Distribution as follows:—

Loan.....	\$26,800
Subsidy.....	17,869
	\$44,669

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

## PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 76—CENTRAL SECTION, CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, West of Red River; name of contractors, Canadian Pacific Railway Company; Date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 16th June, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27816 and 28944.

Total value of work done and materials delivered to the 16th June, 1885..... \$15,307,346

Eastern Division, 900 miles at \$10,000..... \$9,000,000

Western Division, 54 miles at \$13,333.... .. 719,982

\$9,719,982

Proportion of value of work done under Act of 1884 to work remaining to be done... 5,587,364

\$15,307,346

NOTE.—The amount of this certificate payable under the loan of \$22,500,000 is... \$3,354,200

Previously returned under the loan ..... 3,317,300

\$36,900

The above is a correct estimate, made up from the returns forwarded by T. Ridout and James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$15,307,346. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 17th June, 1885.

## CANADIAN PACIFIC RAILWAY.

CENTRAL SECTION—Progress Estimate No. 76—Under the Loan Act of 1884.

	\$	\$	\$
Previously returned, Western Division .....		3,966,521	
Materials delivered—			
Rails, 620 tons, at \$13 .....	26,660		
Sleepers, 68,503, at 25 cents .....	17,125		
Rails delivered at Brockville and Montreal—			
11,276 tons, at \$23 .....	259,348		
Service roads .....	5,000		
		308,133	
Bolling stock .....		286,000	
Previously returned, Western Division .....			4,560,654
			1,647,528
			6,208,182
Less 10 per cent .....			620,818
Total .....			5,587,364

(Memorandum.)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 18th June, 1885.

The undersigned has the honor to represent that under date the 17th instant the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 76, of the Central Section of that road, of which the following are the particulars:—

Total value of work done and materials delivered up to the 16th June, 1885.....	\$15,307,346
Eastern Division, 900 miles, at \$10,000....	\$ 9,000,000
Western Division, 54 miles, at 13,333....	719,982
	<u>\$9,719,982</u>
Proportion of value of work done under the Act of 1884 to value of work remaining to be done.....	5,587,364
	<u>\$15,307,346</u>

That of this amount the books of the accountant of the Department show that there has already been paid .....	15,245,900
Leaving the balance now payable.....	<u>\$61,437</u>

Of this amount the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan .....	\$36,900
Subsidy.....	24,537
	<u>\$61,437</u>

The undersigned recommends that authority be given for the payment of the said sum of \$61,437 to the Canadian Pacific Railway Company, in accordance with the foregoing.

Respectfully submitted,

J. H. POPE, *Acting Minister of 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 20th June, 1885.

On a memorandum, dated 18th June, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 76, dated 17th instant, of the Chief Engineer of the Canadian Pacific Railway, with respect to the Central Section of the road, of which the following are the details :—

Total value of work done and materials delivered up to the 16th June, 1885 .....	\$15,307,346
Eastern Division, 900 miles, at \$10,000....	\$ 9,000,000
Western Division, 54 miles, at \$13,333....	719,982
	<u>\$9,719,982</u>
Proportion of value of work done under the Act of 1884 to value of work remaining to be done.....	5,587,364
	<u>\$15,307,346</u>

Of this amount, the books of the Department show that there has already been paid the sum of..... 15,245,909

Leaving the balance now payable..... \$61,437

Of which the portions severally chargeable to the loan and subsidy accounts are as follows :—

Loan.....	\$36,900
Subsidy.....	24,537
	<u>\$61,437</u>

The Minister recommends that authority be given for the payment of the said sum of \$61,437 to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 26th June, 1885.

SIR,—I am directed to inform you that a certificate has issued by this Department for the payment to the Canadian Pacific Railway Company of the sum of \$61,437, balance due on account of work done and materials delivered to the 16th instant, on Central Section west of Red River.

Distribution as follows :—

Loan.....	\$36,900
Subsidy .....	24,537
	<u>\$61,437</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHAS. DRINKWATER, Esq., Secretary C.P.R. Co., Montreal.

**PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 77—CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.**

Description of works, cash subsidy; No. of Contract, Canadian Pacific Railway Company; locality of works, Central Section, west of Red River; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 30th June, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter Nos. 27816 and 28944.

Total value of work done and materials delivered to the 30th June, 1885.....	<u>\$15,607,961</u>
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Eastern Division, 900 miles, at \$10,000....	\$9,000,000
Western Division, 54 miles, at \$13,333.....	719,982

\$9,719,982

Proportion of value of work done under the Act of 1884, to work remaining to be done.....	5,887,979
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\$15,607,961

NOTE.—The amount of this certificate payable under the loan of \$22,500,000, is.	\$3,534,700
Previously returned under this loan.....	3,354,200

\$180,500

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$15,607,961. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 3rd July, 1885.

## CANADIAN PACIFIC RAILWAY.

CENTRAL Section—Progress Estimate No. 77—Under the Loan Act of 1884.

	\$	\$	\$
955th to 962nd mile—			
8 miles, at \$36,000.....		208,000	
LESS—Standard and water service.....		3,200	
			204,800
963rd to 966th mile—			
4 miles, at \$26,250 .....		105,000	
LESS—Standard and water service.....		2,200	
			102,800
967th to 975th mile—			
9 miles, at \$44,444.44 .....		400,000	
LESS—Stations and water service.....		4,400	
			395,600
976th to 1024th mile—			
49 miles, at \$37,755.....			
LESS—Ballasting, 48,000 cubic yards, at 50c.....	24,000		
Water service .....	22,000		
		46,000	
			1,804,000
1025th to 1038th mile—			
14 miles, at \$60,714.28 .....		850,000	
LESS—Structures .....	30,000		
Ballasting, 14,000 yards, at 50c.....	7,000		
Water service .....	5,500		
		42,500	
			807,500
1039th to 1057th mile—			
19 miles, at \$35,789.47 .....		680,000	
LESS—Standard.....	143,000		
Bridging .....	160,000		
		303,000	
			377,000
ADD—96 per cent. grading .....		361,920	
84 do bridging.....		134,400	
Rails, &c., 10 miles, at \$6,000.....	60,000		
Ballasting, 14,000 yards, at 50c.....	7,000		
		67,000	
			563,320
1058th to 1072nd mile—			
15 miles, at \$36,666.66 .....		550,000	
LESS—Standard .....	123,750		
Bridging .....	33,000		
		156,750	
			393,250
35 per cent. grading .....		137,637	
10 do bridging .....		3,300	
			140,937
073rd to 1100th mile—			
28 miles, at \$35,714.29 .....		1,000,000	
LESS—Standard .....	211,000		
Bridging .....	70,000		
		281,000	
			719,000
25 per cent. grading.....		179,750	
100 do bridging .....		70,000	
			249,750
Section 8—1100th to 1125th mile—			
25 miles, at \$40,000.....		1,000,000	
LESS—Standard .....	200,200		
Bridging .....	275,000		
		475,200	
			524,800

## CENTRAL Section—Progress Estimate No. 77—Continued.

	\$	\$	\$
5 per cent grading .....		26,240	
4 do bridging .....		11,000	
			37,240
Materials delivered at end of track—			
Rails, 875 tons, at \$43 .....	37,625		
Sleepers, 95,000, at 25c .....	23,750		
		61,375	
At Brockville and Montreal—			
Rails .....	11,276 tons.		
Less in track .....	1,000 do		
	10,276 do at 23c.	236,348	
Service roads .....	5,000		
		241,348	
Rolling stock .....			302,723
			286,000
Previously returned, Western Division .....			4,894,670
			1,647,528
			6,542,198
LESS—10 per cent .....			654,219
			5,887,979

*(Memorandum.)*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 4th July, 1885.

The undersigned has the honor to represent that under date the 3rd instant the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 77, of the Central Section of which the details are as follows:—

Total value of work done and materials delivered up to the 30th of June, 1885.....	\$15,607,961
Eastern Division, 900 miles at \$10,000.....	\$9,000,000
Western Division, 64 miles at \$13,333.....	719,982
	<u>\$9,719,982</u>
Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	5,887,979
	<u>\$15,607,961</u>

That of this amount the books of the accountant of the Department show that there has already been paid the sum of .....

15,307,346

Leaving the balance now payable.....

\$300,615

That the portions chargeable to the loan and subsidy accounts, severally, being as follows:—

Loan.....	\$180,500
Subsidy.....	120,115
	<u>\$300,615</u>

The undersigned recommends that authority be given for the payment of the said sum of \$300,615 in accordance with the foregoing.

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 8th July, 1885.

On a memorandum, dated 4th July, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 77, dated 3rd July instant, from the Chief Engineer of the Canadian Pacific Railway with respect to the Central Section of the line, of which the details are as follows:—

Total value of work done and materials delivered up to the 30th June, 1885.....		\$15,607,961
Eastern Division, 900 miles, at \$10,000..	\$9,000,000	
Western Division, 54 miles, at \$13,333...	719,982	
	<u>\$9,719,982</u>	
Proportion of value of work done under the Act of 1884, to value of work remaining to be done.....	5,887,979	
	<u>\$15,607,961</u>	

Of this amount the books of the Department show that there has already been paid the sum of..... 15,307,346

Leaving the balance now payable..... \$300,615

Of which balance the portions chargeable to the loan and subsidy accounts severally are as follows:—

Loan.....	\$180,500
Subsidy.....	120,115
	<u>\$300,615</u>

The Minister recommends that authority be given for the payment of the said sum of \$300,615 to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 9th July, 1885.

SIR,—I am directed to inform you that a certificate has issued in favor of your company for the sum of \$300,615, in payment for work done and materials delivered under your contract upon the Central Section, West of Red River, of the Canadian Pacific Railway, as shown in engineer's progress estimate to 30th ultimo.

Distribution as follows:—

Loan.....	\$180,500
Subsidy.....	120,115
	<u>\$300,615</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Esq., Secretary C.P.R. Co., Montreal.

**PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 78—CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.**

Description of works, cash subsidy ; No. of contract, Canadian Pacific Railway Company ; locality of works, Central Section, West of Red River ; name of contractors, Canadian Pacific Railway Company ; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 30th June, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27816 and 28944.

Total value of work done and materials delivered to the 30th June, 1885.....	\$15,710,677
Eastern Division, 900 miles at \$10,000.....	\$9,000,000
Western Division, 54 miles at \$13,333.....	719,982
	<u>\$9,719,982</u>
Proportion of value of work done under the Act of 1884 to work remaining to be done.....	5,990,695
	<u>\$15,710,677</u>

NOTE—The amount of this certificate, payable under the loan of \$22,500,000 is....	\$3,596,300
Previously returned.....	3,534,700
	<u>\$61,600</u>

The above is a correct estimate, made up from the returns forwarded by Marcus Smith. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN,

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$15,710,677. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 13th July, 1885.

## CANADIAN PACIFIC RAILWAY.

CENTRAL SECTION—Western Division—Progress Estimate No. 78. Under the Loan Act of 1884.

	\$	cts.	\$	cts.	\$	cts.
<b>Savona's Ferry to Kamloops—</b>						
25 miles, at \$48,000.....			1,200,000			
LESS—Bridging, at \$3,300.....	82,500					
Standard, at \$7,260.....	181,500					
			264,000			
			936,000			
95 per cent. grading.....			889,200			
85 do bridging.....	70,125					
Track-laying, &c., 15 miles, at \$5,000.....	75,000					
Ties delivered, 75,000, at 25c.....	18,750					
			163,875			
						1,053,075
<b>Kamloops to west end of Griffin Lake—</b>						
110 miles, at \$18,181.81.....			2,000,000			
LESS—Bridging, at \$1,363.50.....	150,000					
Standard, at \$7,245.....	782,300					
			912,300			
			1,087,700			
50 per cent. grading.....			543,850			
17 do bridging.....	25,500					
Ties delivered, 304,000, at 25c.....	76,000					
			101,500			
						645,350
<b>Rails delivered at Port Moody, 3,551 tons, less 15 miles laid, 1,575 tons; 1,976 tons, at \$32.....</b>						63,232
						1,761,657
<b>Previously returned, Eastern Division.....</b>						4,894,670
						6,656,327
LESS—10 per cent.....						665,632
						5,990,695

(Memorandum.)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 14th July, 1885.

The undersigned has the honor to represent, that under date the 13th instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 78, of the Central Section of that road, of which the following are the particulars:—

Total value of work done and materials

delivered up to the 30th June, 1885..... \$15,710,677

Eastern Division, 900 miles, at \$10,000.... \$ 9,000,000

Western Division, 54 miles, at \$13,333.... 719,982

\$9,719,982

Proportion of value of work done under the Act of 1884 to work remaining to be done.....

5,990,695

\$15,710,677

That of this amount, the books of the accountant of the Department show that there has already been paid the sum of..... 15,607,961

Leaving the balance payable..... \$102,716

Of this balance the portions chargeable to the loan and subsidy accounts severally, are as follows:—

Loan.....	\$61,600
Subsidy.....	41,116
	\$102,716

The undersigned recommends that authority be given for the payment to the Canadian Pacific Railway Company of the said balance of \$102,716 accordingly.

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 14th July, 1885.

On a memorandum, dated 14th July, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 78, dated 13th July, 1885, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Central Section west of Red River, of said railway, of which the following are the details:—

Total value of work done and materials delivered up to 30th June, 1885.....	\$15,710,677
Eastern Division, 900 miles, at \$10,000....	\$9,000,000
Western Division, 54 miles, at \$13,333....	719,982
	\$9,719,982

Proportion of value of work done under the Act of 1884 to that remaining to be done.....	5,990,695
	\$15,710,677

That of this amount the books of the Department show that there has already been paid the sum of.....

15,607,961

Leaving the balance now payable.....

\$102,716

Of which amount the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	\$61,600
Subsidy.....	41,116
	\$102,716

The Minister recommends that authority be granted for the payment of the said balance of \$102,716 to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be granted as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 20th July, 1885.

SIR,—I am directed to inform you that a certificate has issued for the payment to your company of \$102,716 for work done and materials delivered upon the Central

Section of the Canadian Pacific Railway, as shown in engineer's progress estimate to 30th ultimo.

Distribution as follows:—

Loan.....	\$61,600
Subsidy.....	41,116
	<u>\$102,716</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C.P.R. Co., Montreal.

**PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 79—CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.**

Description of works, cash subsidy; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, west of Red River; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 20th July, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27816 and 28944.

Total value of work done and materials delivered up to the 20th July, 1885..... \$15,982,297

Eastern Division, 900 miles at \$10,000..	\$ 9,000,000
Western Division, 54 miles at \$13,333...	719,982
	<u>\$9,719,982</u>

Proportion of value of work done under the Act of 1884 to work remaining to be done.....	6,262,315
	<u>\$15,982,297</u>

NOTE.—The amount of this certificate, payable under the loan of \$22,500,000, is.....

Previously returned under the loan....	\$3,759,300
	3,596,300
	<u>\$163,000</u>

The above is a correct estimate, made up from the returns forwarded by Marcus Smith and James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$15,982,297. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 20th July, 1885.

## CANADIAN PACIFIC RAILWAY.

CENTRAL SECTION—Western Division—Estimate No. 79—Under the Loan Act of 1884.

	\$	\$	\$
Previously returned—Eastern Division .....		4,894,670	
do Western do .....		1,761,657	
			6,656,327
Rails in transit for Port Moody—			
9,832 tons, at \$33 per ton .....	324,456		
LESS—Freight to pay .....	22,656		
			301,800
			6,958,127
LESS—10 per cent. ....			695,812
Total.....			6,262,315

(Memorandum.)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 22nd July, 1885.

The undersigned has the honor to represent that under date the 20th instant the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 79, of the Central Section, West of Red River, of that road, of which the details are as follows:—

Total value of work done and materials delivered up to the 20th of July, 1885.....		\$15,982,297
Eastern Division, 900 miles at \$10,000...	\$9,000,000	
Western Division, 54 miles at \$13,333...	719,982	
	<u>\$9,719,982</u>	
Proportion of value of work done under the Act of 1884, to that of work remaining to be done.....	6,262,315	
	<u>\$15,982,297</u>	

That of this sum the books of the Accountant of the Department show that there has already been paid..... 15,710,677

Leaving the balance now payable..... \$271,620

That of this balance the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	\$163,000
Subsidy.....	108,620
	<u>\$271,620</u>

The undersigned recommends that authority be given for the payment of the said sum of \$271,620, to the Canadian Pacific Railway Company, in accordance with the foregoing.

Respectfully submitted,

J. H. POPE, *Acting Minister of 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 25th July, 1885.

On a memorandum, dated 22nd July, 1885, from the Acting Minister of Railways and Canals, submitting certificate, No. 79, dated 20th instant, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Central Section of the road, the details of which are as follows :—

Total value of work done and materials delivered up to the 20th July, 1885.....	\$15,982,297
Eastern Division, 900 miles at \$10,000.....	\$9,000,000
Western Division, 54 miles at \$13,333.....	719,982
	<u>\$9,719,982</u>
Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	6,262,315
	<u>\$15,982,297</u>

Of this amount the books of the Department show that there has already been paid the sum of.....	<u>15,710,677</u>
Leaving the balance now payable.....	<u>\$271,620</u>

That of this amount the portions chargeable to the loan and the subsidy accounts are as follows :—

Loan.....	\$163,000
Subsidy.....	108,620
	<u>\$271,620</u>

The Minister recommends that authority be given for the payment of the said sum of \$271,620 to the Canadian Pacific Railway Company accordingly. The Committee advise that authority be given as recommended.

JOHN J. MCGEE, Clerk Privy Council.

Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 30th July, 1885.

SIR,—I am directed to inform you that a certificate has issued in favor of your company for \$271,620 in payment for work done and materials issued upon the Central Section of the Canadian Pacific Railway, as shown in engineer's progress estimate to the 20th instant.

Distribution as follows :—

Loan .....	\$163,000
Subsidy .....	108,620
	<u>\$271,620</u>

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, Secretary.

CHAS. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 80—CENTRAL  
SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy and loan; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, West of Red River; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 31st July, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter Nos. 27816 and 28944.

Total value of work done and materials delivered to the 31st July, 1885.....	\$16,424,409
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Eastern Division, 900 miles, at \$10,000.....	\$ 9,000,000
Western Division, 54 miles, at 13,333.....	719,982

\$ 9,719,982

Proportion of value of work done under the Act of 1884 to work remaining to be done.....	6,704,427
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\$16,424,409

NOTE.—The amount of this certificate payable under the loan of \$22,500,000, is	\$4,024,700
Previously returned—Under the loan.....	3,759,300

\$265,400

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$16,424,409. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 3rd August, 1885.

## CANADIAN PACIFIC RAILWAY.

CENTRAL SECTION—Eastern Division—Estimate No. 80—Under the Loan Act of 1884.

	\$	\$	\$
955th to 962nd mile, to summit of Rockies—			
8 miles, at \$26,000 per mile .....		208,000	
Less—Stations and water service.....		3,200	
			204,800
963rd to 966th mile, to temporary line—			
4 miles, at \$26,250 per mile .....		105,000	
Less—Stations and water service.....		2,200	
			102,800
967th to 975th mile, temporary line—			
9 miles, at \$44,444 per mile .....		400,000	
Less—Stations and water service.....		4,440	
			395,600
976th to 1024th mile, to first crossing of Columbia—			
49 miles, at \$37,755 per mile.....		1,850,000	
Less—Ballasting, 18,000 yds., at 50c.....	9,000		
Stations and water service .....	22,000		
		31,000	
			1,819,000
1025th to 1038th mile, to crossing of Beaver River—			
14 miles, at \$58,571.42 per mile.....		820,000	
Less—Ballasting, 4,000 yds., at 50c.....	2,000		
Stations and water service.....	5,500		
		7,500	
			812,500
1039th to 1057th mile, to summit of Selkirks—			
19 miles, at \$35,789.47 per mile.....		680,000	
Less—Standard.....	143,000		
Bridging .....	160,000		
		303,000	
		377,000	
98 per cent. grading .....		369,460	
93 do bridging .....		148,800	
Rails, 10 miles, at \$6,000.....	60,000		
Ballast, 20,000 yds., at 50c.....	10,000		
		70,000	
			588,260
1058th to 1075th mile, to first crossing of Illialliwait—			
18 miles, at \$41,666.66 per mile .....		750,000	
Less—Standard.....	136,950		
Bridging.....	132,000		
		268,950	
		481,050	
64 per cent. grading.....		307,872	
37 do bridging .....		48,840	
			356,712
1076th to 1103rd mile, to second crossing Columbia River—			
28 miles, at \$40,357.14 per mile.....		1,130,000	
Less—Standard.....	232,100		
Bridging .....	77,000		
		309,100	
		820,900	
50 per cent. grading.....		410,450	
20 do bridging .....		15,400	
			425,450
1103rd to 1118th mile, to west end of Griffin Lake—			
16 miles, at \$43,750 per mile. ....		700,000	
Less—Standard.....	128,700		
Bridging .....	145,200		
		273,900	
		426,100	
10 per cent. grading.....		42,610	
13 do bridging.....		18,876	
			61,486

CENTRAL Section—Eastern Division—Estimate No. 80—Continued.

	\$	\$	\$
<b>Materials delivered—</b>			
Sleepers, 123,000, at 25c.....		30,750	
<b>Delivered at end of track—</b>			
1,251 tons 60 lb. rails.			
2,059 do 70 do			
3,310 tons, at \$43 per ton.....		142,330	
	<b>Tons.</b>		
<b>Rails delivered at Brockville.....</b>	11,276		
LESS—In track.....	1,000		
At end of track.....	3,310		
	<u>4,310</u>		
	6,966 at \$23 per ton.....	160,218	
<b>Rolling stock.....</b>			333,298
			286,000
<b>Previously returned, Western Division.....</b>			5,385,908
			1,761,657
			<u>7,147,563</u>
<b>ADD—Rails in transit to Port Moody, 9,832 tons, at \$33 per ton ...</b>	324,456		
LESS—Freight.....	22,656		
			301,800
			<u>7,449,363</u>
			744,936
<b>LESS—10 per cent. ....</b>			<u>6,704,427</u>

(Memorandum.)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 10th August, 1885.

The undersigned has the honor to represent that under date the 3rd instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 80, of the Central Section of that road, of which the details are as follows:—

Total value of work done and materials delivered up to the 31st of July, 1885.....		\$16,424,409
Eastern Division, 900 miles at \$10,000...	\$9,000,000	
Western Division, 54 miles at \$13,333...	719,982	
	<u>\$9,719,982</u>	
Proportion of value of work done under the Act of 1884, to that of work remaining to be done.....	6,704,427	
	<u>\$16,424,409</u>	

That of this amount the books of the accountant of the Department show there has already been paid the sum of..... 15,982,297

Leaving the balance now payable..... \$442,112

Of this amount the portions chargeable to the loan and subsidy accounts, respectively are as follows:—

Loan.. .....	\$265,400
Subsidy .....	176,712
	<u>\$4 2,112</u>

The undersigned would recommend that authority be given for the payment to the Canadian Pacific Railway Company of the said sum of \$442,112 in accordance with the foregoing.

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 August, 1885.

On a memorandum, dated 10th August, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 80, dated 3rd August instant, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Central Section of the line, of which the following are the details:—

Total value of work done and materials delivered up to the 31st July, 1885.....	\$16, 24,409
Eastern Division, 900 miles at \$10,000.....	\$9,000,000
Western Division, 54 miles at \$13,333.....	719,982
	<u>\$9,719,982</u>
Proportion of value of work done under the Act of 1884 to that of work remaining to be done.. .....	6,704,427
	<u>\$16,424,409</u>

Of this amount the books of the Department show that there has already been paid the sum of.....	15,982,294
Leaving the balance now payable.....	<u>\$442,112</u>

That of this balance the portions chargeable to the loan and subsidy accounts severally, are as follows:—

Loan.....	\$265,400
Subsidy.....	176,712
	<u>\$442,112</u>

The Minister recommends that authority be given for the payment of the said sum of \$442,112 to the Canadian Pacific Railway Company.

The Committee advise that the requisite authority be granted accordingly.

JOHN J. McGEE, *Clerk Privy Council.*

Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 17th August, 1885.

SIR,—I am directed to inform you that a certificate has issued in favor of your company for the payment of \$442,112 for work done and materials delivered

under your contract upon the Central Section of the Canadian Pacific Railway, as shown in engineer's progress estimate to the 31st ultimo.

Distribution as follows:—

Loan.....	\$265,400
Subsidy.....	176,712
	<u>\$442,112</u>

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHAS. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 81—CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy and loan; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, west of Red River; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 31st July, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter Nos. 27816 and 28944.

Total value of work done and materials delivered to the 31st July, 1885.....	\$16,692,614
Eastern Division, 900 miles, at \$10,000.	\$9,000,000
Western Division, 54 miles, at \$13,333.	719,982
	<u>\$9,719,982</u>
Proportion of value of work done under the Act of 1884 to work remaining to be done.....	6,972,182
	<u>\$16,692,164</u>

NOTE.—Inasmuch as there has been in the past an overcharge in the proportion of loan, I recommend that this estimate be charged to subsidy, pending adjustment of the proportion of loan and subsidy.

The above is a correct estimate, made up from the returns forwarded by Marcus Smith. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the returns on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$16,692,164. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 12th August, 1885.

CANADIAN PACIFIC RAILWAY.

CENTRAL SECTION—Western Division—Estimate No. 81—Under the Loan Act of 1884.

	\$	\$	\$
Savona's Ferry to Kamloops—			
25 miles, at \$48,000 per mile .....		1,200,000	
LESS—Bridges .....	82,500		
Standard .....	181,500		
		264,000	
		936,000	
99 per cent. grading .....		926,640	
90 per cent. bridging .....		74,250	
Tracklaying—25 miles, at \$5,000 per mile .....		125,000	
			1,125,890
West End of Griffin's Lake to Kamloops—			
110 miles, at \$18,181.81 per mile .....		2,000,000	
LESS—Bridging .....	172,159		
Standard .....	797,180		
		969,339	
		1,030,661	
72 per cent. grading .....		742,075	
32 per cent. bridges .....		86,079	
Tracklaying, &c.—16 miles, at 5,000 per mile .....	80,000		
Ties—200,000, at 25c. each .....	50,000		
		130,000	
			958,154
Rails delivered at Port Moody .....	3,551		
do transmit .....	9,832		
	13,383		
Less in track .....	4,305		
	9,078 at \$33.	299,574	
Less freight .....		22,656	
			276,918
Previously returned—Eastern Section .....			2,360,962
			5,385,906
			7,746,868
LESS—10 per cent .....			774,686
			6,972,182

(Memorandum).

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 14th August, 1885.

The undersigned has the honor to represent that under date the 12th inst., the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 81, of the Central Section of that road, of which the following are the details:—

Total value of work done and materials delivered up to 31st July, 1885.....	\$16,692,164
Eastern Division, 900 miles, at \$10,000...	\$9,000,000
Western Division, 54 miles, at \$13,333...	719,982
	<u>\$9,719,982</u>

Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....

6,972,182

\$16,692,164

That of this amount the books of the accountant of the Department show that there has already been paid the sum of ..... 16,424,409

Leaving the balance now payable..... \$267,755

That with regard to the present estimate the Chief Engineer reports to the effect that in the apportionment of the amounts to be charged to the subsidy and loan accounts severally there has, for some time past, been set down to the loan accounts, a larger amount than is properly speaking due as proportionate value, and that this matter is now in process of adjustment; meantime, however, the whole of the present estimate should be charged against the subsidy account.

The undersigned concurs and recommends that authority be given for the payment of the said balance of \$267,755 to the Canadian Pacific Railway, in accordance with the foregoing.

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 15th August, 1885.*

On a memorandum, dated 14th August, 1885, from the Acting Minister of Railways and Canals, submitting a certificate, No. 81, dated 12th instant, from the Chief Engineer of the Canadian Pacific Railway, in respect to the Central Section of the road, of which the following are the details:—

Total value of work done and materials delivered up to 31st July, 1885.....		\$16,692,164
Eastern Division, 900 miles, at \$10,000 .	\$9,000,000	
Western Division, 54 miles, at \$13,333.	719,982	
	<u>\$9,719,982</u>	
Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	6,972,182	
	<u>\$16,692,164</u>	

That of this amount, the books of the Department show that there has already been paid the sum of..... 16,424,409

Leaving the balance now payable..... \$267,755

The Minister represents that with regard to the present estimate the Chief Engineer reports to the effect that in the apportionment of the amounts to be charged to the subsidy and loan accounts severally, there has, for some time past, been set down to the loan account a larger amount than is, properly speaking, due as proportionate value, and that this matter is now in process of adjustment.

The Minister recommends that authority be given for the payment of the said sum of \$267,755 to the Canadian Pacific Railway Company, and that the whole of this payment be charged against the subsidy account.

The Committee advise that authority be given as recommended.

JOHN J. McGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

OTTAWA, 20th August, 1885.

SIR,—I have to inform you that a certificate has, this day, issued in favor of your Company for \$267,755 payable out of the subsidy for work performed on the Central Section, West of Red River, as per estimate to 31st July, last.

The amount of this estimate is made payable from the subsidy pending a new apportionment of amounts payable on future estimates from loan and subsidy.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 82—CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy and loan; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, West of Red River, Eastern Division; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 31st August, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canada, under contract numbered and dated as above, also under letters Nos. 27816 and 28944.

Total value of work done and materials delivered to the 31st August, 1885 .....	\$17,160,211
Eastern Division, 900 miles at \$10,000....	\$ 9,000,000
Western Division, 54 miles at \$13,333...	719,982
	<u>\$9,719,982</u>
Proportion of value of work done under the Act of 1884 to work remaining to be done.....	7,440,229
	<u>\$17,160,211</u>

NOTE.—Inasmuch as there has been in the past an overcharge in the proportion of loan, I recommend that this estimate be charged to subsidy, pending adjustment of the proportion of loan to subsidy.

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$17,160,211. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 5th September, 1885.

## CANADIAN PACIFIC RAILWAY.

CENTRAL SECTION—Eastern Division—Estimate No. 82—Under the Loan Act of 1884.

	\$	\$	\$
995th to 962nd mile, to summit of Rockies— 8 miles, at \$26,000 per mile .....			208,000
963rd to 966th mile, to temporary line— 4 miles, at \$26,250 per mile .....			105,000
967th to 975th mile, to temporary line— 9 miles, at \$44,444.44 per mile .....			400,000
976th to 1024th mile, to 1st crossing of Columbia River— 49 miles, at \$37,755 per mile .....		1,850,000	
Less—Stations and water service .....		22,000	
			1,828,000
1025th to 1038th mile, to crossing of Beaver River— 14 miles, at \$58,571.42 per mile .....		820,000	
Less—Stations and water service .....		5,500	
			814,500
1039th to 1057th mile, to summit of Rockies— 19 miles, at \$85,789.47 per mile .....		680,000	
Less—Bridging .....	10,000		
Ballasting .....	7,000		
Stations and water service .....	10,000		
		27,000	
			653,000
1058th to 1075th mile, to 1st crossing of Illicilliwait— 18 miles, at \$41,666.66 per mile .....		750,000	
Less—Standard .....	136,950		
Bridging .....	132,000		
		268,950	
		481,050	
80 per cent. grading .....		384,840	
55 do bridging .....		72,600	
Rails, &c., 1,800, at \$55 .....		71,500	
			528,940
1076th to 1103rd mile, to 2nd crossing of Columbia River— 28 miles, at \$40,357.14 per mile .....		1,130,000	
Less—Standard .....	232,100		
Bridging .....	77,000		
		309,100	
		820,900	
70 per cent. grading .....		574,630	
33 do bridging .....		25,410	
			600,040
1103rd to 1119th mile, to west end of Griffin Lake— 16 miles, at \$43,750 per mile .....		700,000	
Less—Standard .....	128,700		
Bridging .....	145,200		
		273,900	
		426,100	
41 per cent. grading .....		174,701	
15 do bridging .....		21,780	
			196,481
Materials delivered— Rails, 3,450 tons, at \$43 .....	148,350		
Sleepers, 125,000, at 25 cents .....	31,250		
			179,600

## CENTRAL SECTION—Eastern Division—Estimate No. 82—Continued.

	Tons.	\$	\$	\$
Rails delivered at Brockville and Montreal.....	11,276			
LESS—In track and in end of track.....	6,650			
	4,626 at \$23. ....		106,398	285,998
Rolling stock.....				5,619,959
				286,000
Previously returned, Western Division .....				5,905,959
				2,360,962
LESS—10 per cent.....				8,266,921
				826,692
				7,440,229

## (Memorandum)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 7th September, 1885.

The undersigned has the honor to represent that, under date the 5th instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 82, of the Central Section, of which the following are the details:—

Total value of work done and materials  
delivered up to the 31st August, 1885.....\$17,160,211  
Eastern Division, 900 miles at \$10,000..... \$9,000,000  
Western Division, 54 miles at \$13,333..... 719,982

\$9,719,982

Proportion of value of work done under  
the Act of 1884 to that of work  
remaining to be done..... 7,440,229

\$17,160,211

That of this amount the books of the ac-  
countant of the Department show that  
there has been paid the sum of..... 16,692,164

Leaving the balance now payable..... \$468,047

That with respect to the source from which payment of this sum should be made, namely, from the subsidy or loan account, the Chief Engineer, in the said present estimate, advises that, inasmuch as there has been in the past an overcharge to the loan account, this estimate should be charged to the subsidy account, pending the adjustment of the proportion between loan and subsidy.

The undersigned concurs and recommends that authority be given for the payment of the said sum of \$468,047 to the Canadian Pacific Railway Company, the amount being charged against the subsidy account.

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 10th September, 1885.

On a memorandum, dated 7th September, 1885, from the acting Minister of Railways and Canals, submitting a certificate, No. 82, dated 5th September, instant, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Central Section of the line, of which the following are the particulars:—

Total value of work done and materials delivered up to the 31st August, 1885.....	\$17,160,211
Eastern Division, 900 miles, at \$10,000.....	\$9,000,000
Western Division, 54 miles, at \$13,333.....	719,982
	<hr/>
	\$9,719,982
Proportion of value of work done under the Act of 1884, to that of work remaining to be done.....	7,440,229
	<hr/>
	\$17,160,211
	<hr/> <hr/>

Of this amount the books of the Department show that there has been paid the sum of..... 16,692,164

Leaving the balance now payable..... \$468,047

The Minister observes that the Chief Engineer, in the said present estimate, advises that, inasmuch as there has been in the past an overcharge to the loan account, this estimate should be charged to the subsidy account, pending the adjustment of the proportion between loan and subsidy.

The Minister concurs and recommends that authority be given for the payment of the said balance of \$468,047 to the Canadian Pacific Railway, the amount to be charged against the subsidy account.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 12th September, 1885.

SIR,—I am directed to inform you that a certificate has issued for the payment to your company of the sum of \$468,047 for work done and materials delivered on the Central Section of the Eastern Division of the Canadian Pacific Railway, as shown in engineer's progress estimate to the 31st ultimo.

This amount is charged to the subsidy account, pending the adjustment of the proportion between loan and subsidy.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 83—CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy and loan; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, west of Red River, Western Division; name of contractors, Canadian Pacific Railway Company; Date of contract 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 31st August, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters No. 27816 and 28944.

Total value of work done and materials delivered to the 31st August, 1885.. .. .	\$17,375,049
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Eastern Division, 900 miles, at \$10,000....	\$9,000,000
Western Division, 54 miles, at \$13,333....	719,982

\$9,719,982

Proportion of value of work done under the Act of 1884 to work remaining to be done.....	7,655,067
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\$17,375,049

The amount of this certificate payable under the loan is.....	\$5,319,300
Eastern Section.....	8,647,900

\$13,967,200

The above is a correct estimate, made up from the returns forwarded by Marcus Smith. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$17,375,049. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 10th September, 1885.

## CANADIAN PACIFIC RAILWAY.

CENTRAL Section—Western Division, Estimate No. 83—Under the Loan Act of 1884.

	\$	\$	\$
<b>Savona's Ferry to Kamloops—</b>			
25 miles, at \$48,000 per mile.....		1,200,000	
Less—Ballast, 10,000 yards at 40c .....	4,000		
Stations and water service.....	20,000		
		24,000	
			1,176,000
<b>West end of Griffin's Lake to Kamloops—</b>			
110 miles, at \$18,181.81 per mile.....		2,000,000	
Less—Bridging.....	172,159		
Standard .....	797,180		
		969,339	
			1,030,661
83 per cent. grading.....		855,448	
50 per cent bridging.....		86,079	
Tracklaying, 68 miles, at \$5,000.....	340,000		
Ties delivered, 91,000, at 25c.....	22,750		
		362,750	
			1,304,277
Rails delivered at Port Moody.....	Tons. 13,383		
Less—In track.....	9,765		
	3,618 at \$33 .....		119,394
Previously returned, Eastern Division.....			2,599,671
			5,905,959
Less—10 per cent.....			8,505,630
			850,563
			7,655,067

*(Memorandum.)*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 11th September, 1885.

The undersigned has the honor to represent that, under date the 10th instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 83, of the Central Section of that road, of which the following are the details:—

Total value of work done and materials delivered up to the 31st August, 1885.....	\$17,375,049
Eastern Division, 900 miles, at \$10,000.....	\$9,000,000
Western Division, 54 miles, at \$13,333.....	719,982
	<u>\$9,719,982</u>

Proportion of value of work done under the Act of 1884, to the value of work remaining to be done.....	7,655,067
	<u>\$17,375,049</u>

That of this amount the books of the Accountant of the Department show that there has already been paid the sum of.....

Leaving the balance now payable.....

17,160,211

\$214,838

Of this sum the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	\$ 91,600
Subsidy .....	123,238
	\$214,838

The undersigned recommends that authority be given for the payment of the said sum of \$214,838 to the Canadian Pacific Railway Company in accordance with the foregoing.

Respectfully submitted,  
J. H. POPE, *Acting Minister of Railways and Canals.*

**CERTIFIED COPY** of a Report of a Committee of the Honorable the Privy Council, approved by the Honorable the Deputy Governor in Council on the 15th September, 1885.

On a memorandum, dated 11th September, 1885, from the Acting Minister of Railways and Canals, submitting certificate No. 83, dated 10th instant, from the Chief Engineer of the Canadian Pacific Railway, in respect of the Central Section, west of Red River, of said Railway, the details of which are as follows:—

Total value of work done and materials delivered up to the 31st of August, 1885.....	\$17,375,049
Eastern Division, 900 miles, at \$10,000.....	\$9,000,000
Western Division, 54 miles, at \$13,333.....	719,982
	\$9,719,982
Proportion of value of work done under the Act of 1884 to work remaining to be done	7,655,067
	\$17,375,049

That of this amount the books of the Department show that there has already been paid the sum of.....	17,160,211
Leaving the balance now payable.....	\$214,838

Of this sum the portion chargeable to the loan and subsidy accounts, severally are as follows:—

Loan.....	\$ 91,600
Subsidy .....	123,238
	\$214,838

The Minister recommends that authority be given for the payment to the Canadian Pacific Railway Company of the said sum of \$214,838 accordingly. The Committee advise that the requisite authority be granted.

JOHN J. McGEE, *Clerk Privy Council.*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 18th September, 1885.

SIR,—I am instructed to inform you that a certificate has issued in favor of your company for \$214,838 for work done and materials delivered on the Central Sec-

tion of the Canadian Pacific Railway, west of Red River, as shown in engineer's progress estimate to 31st instant.

Distribution as follows :—

Loan.....	\$ 91,600
Subsidy.....	133,238
	<u>\$214,838</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHAS. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 84—CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy and loan ; No. of contract, Canadian Pacific Railway Company ; locality of works, Central Section, west of Red River ; name of contractors, Canadian Pacific Railway Company ; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 30th September, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter No. 27816 and 28944.

Total value of work done and materials delivered to the 30th September, 1885.....\$17,577,821

Eastern Division, 900 miles, at \$10,000 ..... \$9,000,000

Western Division, 54 miles, at \$3,330 ..... 719,982

\$9,719,982

Proportion of value of work done under the Act of 1884 to work remaining to be done..... 7,857,839

\$17,577,821

NOTE.—The amount of this certificate payable under the loan of \$22,500,000 is.... \$5,460,200 Central  
Previously returned under the loan..... 8,672,000 Eastern

14,132,200

Previously returned..... 13,991,300

\$140,900

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$17,577,821. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 5th October, 1885.

CANADIAN PACIFIC RAILWAY.

CENTRAL SECTION—Eastern Division—Estimate No. 84—Under the Loan Act of 1884.

	\$	\$	\$
55th to 962nd mile, to summit of Rockies— 8 miles, at \$26,000 per mile.....		208,000	
63rd to 966th mile, to temporary line— 4 miles, at \$26,250 per mile.....		105,000	
87th to 975th mile, to temporary line— 9 miles, at \$44,444.44 per mile.....		400,000	713,000
76th to 1024th mile, to 1st crossing of Columbia— 49 miles, at \$37,755 per mile..... LESS—Stations and water service.....		1,850,000 22,000	1,828,000
025th to 1038th mile, crossing of Beaver River— 14 miles, at \$58,571.42 per mile..... LESS—Stations and water service.....		820,000 5,500	814,500
039th to 1057th mile, to summit of Selkirks— 19 miles, at \$35,789.47 per mile..... LESS—Bridging..... Ballasting..... Stations and water service.....		680,000 10,000 7,000 10,000	
		27,000	653,000
058th to 1075th mile, to 1st crossing of Illicilliwait— 18 miles, at \$41,666.66 per mile..... LESS—Standard..... Bridging.....		136,950 132,000	
		268,950	
		481,050	
87½ per cent. grading..... 57½ do bridging..... Rails and fastenings, 18 miles, at \$5,500 per mile.....		418,513 75,240 99,000	592,753
076th to 1103rd mile, to 2nd crossing of Columbia River— 28 miles, at \$40,357.14 per mile..... LESS—Standard..... Bridging.....		232,100 77,000	
		309,100	
		820,900	
75 per cent. grading..... 60 do bridging..... Rails, &c., 10 miles, at \$6,000 per mile.....		615,675 46,200 60,000	721,875
103rd to 1119th mile, to west end of Griffin Lake— 16 miles, at \$43,750 per mile..... LESS—Standard..... Bridging.....		128,700 145,200	
		273,900	
		426,100	
65 per cent. grading..... 15 do bridging.....		276,065 21,780	298,745
Materials delivered— Rails, 3,577, at \$43..... Sleepers, 2,400, at 25c.....		153,811 600	
		154,411	

## CENTRAL SECTION—Eastern Division—Estimate No. 84—Continued.

	Tons.	\$	\$	\$
Rails delivered at Brockville and Montreal.....	11,276			
LESS—In track.....	4,700			
At end of track.....	3,577			
	<u>8,277</u>			
	2,999, at \$23.....		68,977	
				223,388
Rolling stock.....				5,845,261
				286,000
Previously returned, Western Division.....				6,131,261
				2,599,671
				8,730,932
LESS—10 per cent.....				873,093
				<u>7,857,839</u>

*(Memorandum.)*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 5th October, 1885.

The undersigned has the honor to represent that under date the 5th instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 84, of the Central Section of that road, of which the details are as follows:—

Total value of work done and materials delivered up to the 30th September, 1885..... \$17,577,821

Eastern Division, 900 miles, at \$10,000. \$3,000,000

Western Division, 54 miles, at \$13,333. 719,982

\$9,719,982

Proportion of value of work done under the Act of 1884 to that of work remaining to be done..... 7,857,839

\$17,577,821

That of this amount the books of the accountant of the Department show that there has already been paid the sum of..... 17,357,049

Leaving the balance now payable..... \$202,772

Of which balance the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....\$140,900

Subsidy..... 61,872

\$202,772

The undersigned recommends that authority be given for the payment of the said sum of \$202,772 to the Canadian Pacific Railway Company in accordance with the foregoing.

Respectfully submitted,

HECTOR L. LANGEVIN, *Acting Minister Railways and Canals.*

CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by the Honorable the Deputy Governor in Council on the 6th October, 1885.

On a memorandum, dated 5th October, 1885, from the Hon. Sir Hector Langevin for the Minister of Railways and Canals, submitting certificate, No. 84, dated 5th instant, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Central Section of the line, the details of which are as follows:—

Total value of work done and materials delivered up to 30th Sept., 1885.....	\$17,577,821
Eastern Division, 900 miles, at \$10,000.	\$9,000,000
Western Division, 54 miles, at \$13,333.	719,982
	<u>\$9,719,982</u>
Proportion of value of work done to that of work remaining to be done.	7,857,839
	<u>\$17,577,821</u>

That of this amount the books of the Department show that there has already been paid.....	17,375,049
Leaving the balance payable.....	<u>\$202,772</u>

Of which balance the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	\$140,900
Subsidy.....	61,872
	<u>\$202,772</u>

The Minister recommends that authority be given for the payment of the said sum of \$202,772 to the Canadian Pacific Railway Company accordingly. The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 8th October, 1885.

SIR,—I am directed to inform you that a certificate has been issued in favor of your company for \$202,772 in payment for work done and materials delivered upon the Central Section of the Canadian Pacific Railway, West of Red River, as shown in engineer's progress estimate, No. 84, to 30th September ultimo.

Distribution as follows:—

Loan.....	\$140,900
Subsidy.....	61,872
	<u>\$202,772</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 85—CENTRAL  
SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy and loan; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, West of Red River; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 20th October, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27816 and 28944.

Total value of work done and materials delivered to the 20th October, 1885.....	\$18,096,445
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Eastern Division, 900 miles at \$10,000....	\$ 9,000,000
Western Division, 54 miles at \$13,333....	719,982

\$9,719,982

Proportion of value of work done under the Act of 1884 to work remaining to be done.....	8,376,463
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\$18,096,445

NOTE.—The amount now payable under the loan of \$22,500,000.....	\$13,86,700
Previously returned under the loan Eastern Section.....	14,156,400

Now payable.....	Nil.
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The above is a correct estimate, made up from the returns forwarded by James Dickey and Marcus Smith. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$18,096,445. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 26th October, 1885.

## CANADIAN PACIFIC RAILWAY.

CENTRAL SECTION—Estimate No. 85—Under the Loan Act of 1884.

EASTERN DIVISION.		\$	\$	\$
955th to 967th mile, to summit of Rockies—				
8 miles, at \$26,000 per mile .....			208,000	
963rd to 966th mile, to temporary line—				
4 miles, at \$26,250 per mile .....			105,000	
967th to 975th mile, to temporary line—				
9 miles, at \$44,444.44 per mile.....			400,000	
				713,000
976th to 1024th mile, to 1st crossing of Columbia—				
49 miles, at \$37,755 per mile.....		1,850,000		
LESS—Stations and water service .....			22,000	
				1,828,000
1025th to 1037th mile, to crossing of Beaver River—				
14 miles, at \$58,571.42 per mile .....		820,000		
LESS—Stations and water service .....			5,500	
				814,500
1039th to 1059th mile, to summit of Selkirks—				
19 miles, at \$35,789.47 per mile .....			680,000	
LESS—Bridging .....		10,000		
Ballasting.....		7,000		
Stations and water service .....		10,000		
			27,000	
				653,000
1058th to 1075th mile, to 1st crossing of Illicilliwait—				
18 miles, at \$41,666.66 per mile .....			750,000	
LESS—10 per cent. grading .....		48,105		
40 do bridging .....		52,800		
100 do ballasting .....		36,000		
100 do station and water service.....		8,250		
			145,155	
				604,845
1076th to 1103rd mile, to 2nd crossing of Columbia—				
28 miles, at \$40,357.14 per mile .....			1,130,000	
LESS—15 per cent. grading .....		123,135		
30 do bridging .....		23,100		
18 miles tracklaying, at \$6,000 per mile .....		108,000		
28 do ballasting .....		28,000		
Stations and water service .....		16,500		
			298,735	
				831,265
1103rd to 1119th mile, to west end of Griffin Lake—				
16 miles, at \$43,750 per mile.....			700,000	
LESS—20 per cent. grading .....		85,220		
50 do bridging.....		72,600		
16 miles tracklaying .....		96,000		
Ballasting .....		32,000		
Stations and water service .....		5,500		
			291,320	
				408,680
Materials delivered—				
Rails—3,577 tons, at \$43 per ton.....		153,811		
Sleepers—2,400, at 25c. each .....		600		
Rails delivered at Brockville and Montreal .....	11,276			
LESS—In track .....	4,700			
At end of track.....	3,577			
	8,277			
	2,999 at \$23...	68,977		
				338,228
Rolling Stock .....				
				6,191,518
Total, Eastern Division .....				
35a—10	145			

CENTRAL SECTION—Estimate No. 85.—Continued.

WESTERN DIVISION.	\$	\$	\$
Savona's to Kamloops—			
25 miles, at 48,000 per mile .....		1,200,000	
Less—Ballast, 10,000 cubic yards, at 40c.....	4,000		
Stations and water service .....	20,000		
		24,000	
			1,176,000
West end of Griffin Lake to Kamloops—			
110 miles, at \$18,181.81 per mile .....		2,000,000	
Less—10 per cent. grading .....	103,066		
20 do bridging.....	34,431		
10 miles tracklaying, at \$5,000 per mile .....	50,000		
Station and water service.....	22,000		
Ballasting.....	22,000		
		231,497	
			1,768,503
Less—10 per cent.....			9,307,181
			930,718
			8,376,463

(Memorandum.)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 26th October, 1885.

The undersigned has the honor to represent that, under date the 26th instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 85, of the Central Section of that road, of which the following are the details:—

Total value of work done and materials delivered up to the 20th October, 1885.....	\$18,096,445
Eastern Division, 900 miles, at \$10,000.....	\$9,000,000
Western do 54 do 13,333.....	719,982
	\$9,719,982
Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	8,376,463
	\$18,096,445

That of this amount the books of the accountant of the Department show that there has already been paid the sum of..... 17,577,821

Leaving the balance now payable..... \$518,624

Of which the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	_____
Subsidy.....	\$518,624
	\$518,624

The undersigned recommends that authority be given for the payment of the said sum of \$518,624 to the Canadian Pacific Railway Company, in accordance with the foregoing.

Respectfully submitted,

J. H. POPE, 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 27th October, 1885.

On a memorandum, dated 26th October, 1885, from the Minister of Railways and Canals, submitting a certificate, No. 85, dated 26th October, 1885, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Central Section, west of Red River of the road, of which the following are the details:—

Total value of work done and materials delivered up to 20th October, 1885.....	\$18,096,445
Eastern Division, 900 miles at \$10,000....	\$9,000,000
Western Division, 54 miles at \$13,333.....	719,982

\$9,719,982

Proportion of value of work done under the Act of 1884 to that of work remaining to be done.....	8,376,463
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\$18,096,445

That of this amount the books of the Department show that there has already been paid the sum of.....	17,577,624
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Leaving the balance now payable.....	<u>\$518,624</u>
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Of this amount the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	\$————
Subsidy.....	518,624

\$518,624

The Minister recommends that authority be given for the payment of the said sum of \$518,624 to the Canadian Pacific Railway Company accordingly.

The Committee advise that the requisite authority be granted.

JOHN J. MCGEE, *Clerk Privy Council.*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 29th October, 1885.

SIR,—I am instructed to inform you that a certificate has issued for the payment to your company of \$518,624, for work done and materials delivered under your contract on the Central Section of the Canadian Pacific Railway, as shown in engineer's progress estimate, to 20th instant.

Distribution as follows:—

Loan.....	Nil.
Subsidy.....	<u>\$518,624</u>

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 86—CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy and loan; No. of contract, Canadian Pacific Railway Company; locality of works, Central Section, West of Red River; name of contractors, Canadian Pacific Railway Company; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 31st October, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letter Nos. 27816 and 28944.

Total value of work done and materials delivered to the 31st October, 1885..... \$18,329,407

Eastern Division, 900 miles, at \$10,000..... \$ 9,000,000

Western Division, 54 miles, at 13,333..... 719,982

\$ 9,719,982

Proportion of value of work done under the Act of 1884 to work remaining to be done..... 8,609,425

\$18,329,457

NOTE.—The amount of this certificate payable under the loan of \$22,500,000, is \$14,012,800

Previously returned—Under the loan..... 14,156,400

Nil.

The above is a correct estimate, made up from the returns forwarded by James Dickey and Marcus Smith. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$18,329,407. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 2nd November, 1885.

CANADIAN PACIFIC RAILWAY.

CENTRAL Section—Eastern and Western Divisions—Estimate No. 86—Under the Loan Act of 1884.

	\$	\$	\$
955th to 962nd mile, to summit of Rockies— 8 miles, at \$26,000.....		208,000	
963rd to 966th mile, to temporary line— 4 miles, at \$26,250.....		105,000	
967th to 975th mile, to temporary line— 9 miles, at \$44,444.44.....		400,000	713,000
976th to 1024th mile, to 1st crossing Columbia River— 49 miles, at \$37,755.....		1,850,000	
LESS—Stations and water service.....		7,000	
		<u>1,843,000</u>	

## CENTRAL SECTION—Eastern and Western Divisions—Estimate No. 86—Continued.

	\$	\$	\$
1025th to 1038th mile, to crossing Beaver River—			
14 miles, at \$58,571.42.....		820,000	
LESS—Stations and water service.....		5,500	
			814,500
1039th to 1057th mile, to summit of Selkirks—			
19 miles, at \$35,789.47.....		680,000	
LESS—Bridging.....	10,000		
Ballasting, 10,000 cubic yards, at 50c.....	5,000		
Station and water service.....	10,000		
		25,000	
1058th to 1075th mile, to 1st crossing Illicilliwait—			
18 miles, at \$41,666.66.....	750,000		
LESS—Grading 12,000 cubic yards, hard pan, at 50c.....	6,000		
Bridging.....	35,000		
Ballasting, 36,000 cubic yards, at 50c.....	18,000		
Stations and water service.....	8,250		
		67,250	
			682,750
1076th to 1103rd mile, to 2nd crossing Columbia River—			
28 miles, at \$40,357.44.....		1,130,000	
LESS—Grading, 12,000 cubic yards earth, at 28c.....	3,360		
Bridging.....	15,000		
Ballasting, 32,000 cubic yards, at 50c.....	84,000		
Stations and water service.....	16,500		
		62,860	
1103rd to 1119th mile, to west end of Griffin Lake—			
16 miles, at \$43,750.....		700,000	
LESS—Grading, 45,000 cubic yards, at 75c.....	33,750		
Bridging.....	87,000		
Ballasting, 32,000 cubic yards, at 50c.....	16,000		
Stations and water service.....	5,500		
		142,250	
			1,067,140
Rolling stock.....			557,750
			286,000
Total, Eastern Division.....			6,619,140
Savona's Ferry to Kamloops—			
25 miles, at \$48,000.....		1,200,000	
LESS—Fencing, 23 miles, at \$500.....	11,500		
Ballasting, 20,000 yards, at 40c.....	8,000		
Stations and water service.....	20,000		
		39,500	
			1,160,500
West end of Griffin Lake to Kamloops—			
110 miles, at \$18,181.81.....		2,000,000	
LESS—2 per cent. grading.....	20,613		
Bridging.....	2,000		
9 miles tracklaying, at \$5,000.....	45,000		
Ballasting, 220,000 cubic yards, at 50c.....	110,000		
Stations and water service.....	36,000		
		213,613	
			1,786,387
			9,566,027
LESS—10 per cent.....			956,602
			8,609,425

*(Memorandum.)*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 2nd November, 1885.

The undersigned has the honor to represent that under date the 2nd instant the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 86, of the Central Section, West of Red River, of that road, of which the details are as follows:—

Total value of work done and materials delivered up to the 31st of October, 1885.....		\$18,329,407
---	--	--------------

Eastern Division, 900 miles at \$10,000...	\$9,000,000	
--	-------------	--

Western Division, 58 miles at \$13,333...	719,982	
---	---------	--

	<u>\$9,719,982</u>	
--	--------------------	--

Proportion of value of work done under the Act of 1884, to that of work remaining to be done.....	8,609,425	
---	-----------	--

	<u>\$18,329,407</u>	
--	---------------------	--

That of this sum the books of the Accountant of the Department show that there has already been paid.....		<u>18,096,445</u>
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Leaving the balance now payable.....		<u>\$232,962</u>
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The undersigned recommends that authority be given for the payment of the said sum of \$232,962, to the Canadian Pacific Railway Company, the whole being charged against the subsidy account.

Respectfully submitted,

J. H. POPE, *Minister of 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 3rd November, 1885.

On a memorandum, dated 2nd November, 1885, from the Minister of Railways and Canals, submitting a certificate, No. 86, dated 2nd instant, of the Chief Engineer of the Canadian Pacific Railway, with respect to the Central Section of the road, of which the following are the details:—

Total value of work done and materials delivered up to the 31st October, 1885.....		\$18,329,407
--	--	--------------

Eastern Division, 900 miles, at \$10,000....	\$ 9,000,000	
--	--------------	--

Western Division, 58 miles, at \$13,333....	719,982	
---	---------	--

	<u>\$9,719,982</u>	
--	--------------------	--

Proportion of value of work done under the Act of 1884 to value of work remaining to be done.....	8,609,425	
---	-----------	--

	<u>\$18,329,407</u>	
--	---------------------	--

Of this amount, the books of the Department show that there has already been paid the sum of.....		<u>18,096,445</u>
---	--	-------------------

Leaving the balance now payable.....		<u>\$232,962</u>
--------------------------------------	--	------------------

That the whole of the said balance is chargeable to subsidy account.

The Minister recommends that authority be given for the payment of the said sum of \$232,962 to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

The Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 5th November, 1885.

SIR,—I am directed to inform you that a certificate has issued by this Department for the payment to the Canadian Pacific Railway Company of the sum of \$232,962, chargeable to the subsidy account, for work done and materials delivered under contract, on Central Section west of Red River, as shown in Engineer's progress estimate to 31st ultimo.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHAS. DRINKWATER, Esq., Secretary C.P.R. Co., Montreal.

**PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 87—CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.**

Description of works, cash subsidy ; No. of contract. Canadian Pacific Railway Company ; locality of works, Central Section, West of Red River ; name of contractors, Canadian Pacific Railway Company ; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 25th November, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27816 and 28944.

Total value of work done and materials delivered to the 25th November, 1885.....	\$18,495,782
--	--------------

Eastern Division, 900 miles at \$10,000.....	\$9,000,000
Western Division, 54 miles at \$13,333.....	719,982
	<u>\$9,719,982</u>

Proportion of value of work done under the Act of 1884 to work remaining to be done.....	8,775,800
	<u>\$18,495,782</u>

NOTE—The amount of this certificate, payable under the loan of \$22,500,000 is....	\$14,215,100
Previously returned.....	14,156,400
	<u>\$58,700</u>

The above is a correct estimate, made up from the returns forwarded by Jame Dickey and Francis Smith. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN,

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C.P.R. Head Office.*

Total amount now certified on this contract, \$18,495,782. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 28th November, 1885.

CANADIAN PACIFIC RAILWAY.

CENTRAL SECTION—Progress Estimate No. 87—Under the Loan Act of 1884.

	\$	\$	\$
955th to 962nd mile, to summit of Rockies—			
8 miles, at \$26,000 per mile.....		208,000	
963rd to 966th mile, to temporary line—			
4 miles, at \$26,250 per mile.....		105,000	
967th to 975th mile, to temporary line—			
9 miles, at \$44,444.44 per mile.....		400,000	
976th to 1024th mile, to crossing of Columbia River—			
49 miles, at \$37,755 per mile.....	1,850,000		
Less—Stations and water service.....	5,000		
		1,845,000	
1025th to 1038th mile, to crossing of Beaver River—			
14 miles, at \$58,571.42 per mile.....	820,000		
Less—Stations and water service.....	5,000		
		815,000	
			3,373,000
1039th to 1057th mile, to summit of Selkirks—			
19 miles, at \$35,789.47 per mile.....		680,000	
Less—Bridging.....	10,000		
Ballasting, 10,000 yards, at 50c. per yard.....	5,000		
Stations and water service.....	10,000		
		25,000	
			655,000
1058th to 1075th mile, to 1st crossing, Illicilliwait—			
18 miles, at \$41,666.66 per mile.....		750,000	
Less—Grading, 12,000 yards, at 25c. per yard.....	3,000		
Bridging.....	15,000		
Ballasting, 13 miles, 26,000 yards, at 50c. per yard....	13,000		
Stations and water service.....	7,500		
		38,500	
			711,500
1076th to 1103rd mile, to 2nd crossing of Columbia River—			
28 miles, at \$40,357 per mile.....		1,130,000	
Less—Grading, 12,000 yards, at 28c. per yard.....	3,360		
Bridging.....	15,000		
Ballasting, 56,000 yards, at 50c.....	28,000		
Station and water service.....	15,000		
		61,360	
			1,068,640
1104th to 1119th mile, to west end of Griffin Lake—			
16 miles, at \$43,750 per mile.....		700,000	
Less—Grading, 45,000 yards, at 25c. per yard.....	11,250		
Bridging.....	87,000		
Ballasting, 32,000 yards, at 50c. per yard.....	16,000		
Stations and water service.....	5,000		
		119,250	
			580,750
Kamloops—			
110 miles, at \$18,181.81 per mile.....		2,000,000	
Less—Grading, 20,000 yards, at 25c. per yard.....	5,000		
Bridging.....	2,000		
Ballasting, 110,000 yards, at 50c. per yard.....	55,000		
Station and water service.....	30,000		
		92,000	
			1,908,000

## CENTRAL SECTION—Progress Estimate No. 87—Continued.

	\$	\$	\$
To Savona's Ferry—			
28 miles, at \$48,000 per mile.....		1,200,000	
LESS—Fencing, 20 miles, at \$500 00.....	10,000		
Ballasting, 10,000 yards, at 40c. per yard.....	4,000		
Water service and stations.....	18,000		
		32,000	
Rolling stock.....			1,168,000
			286,000
Total, Central Section.....			9,750,890
LESS—10 per cent.....			975,089
			8,775,801

## (Memorandum.)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 28th November, 1885.

The undersigned has the honor to represent that under date the 28th instant the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 87, of the Central Section of that road, of which the details are as follows:—

Total value of work done and materials delivered up to the 25th November, 1885.....	\$18,495,782
Eastern Division, 900 miles, at \$10,000....	\$ 9,000,000
Western Division, 54 miles, at 13,333....	719,982
	\$9,719,982
Proportion of value of work done under the Act of 1884 to value of work remaining to be done.....	8,775,800
	\$18,495,782

That of this amount the books of the accountant of the Department show that there has already been paid.....

18,329,407

Leaving the balance now payable.....

\$166,375

Of this amount the portions chargeable to the loan and subsidy accounts, severally, are as follows:—

Loan.....	\$ 58,700
Subsidy.....	107,675
	\$166,375

The undersigned recommends that authority be given for the payment of the said sum of \$166,375 to the Canadian Pacific Railway Company, in accordance with the foregoing.

Respectfully submitted,  
J. H. POPE, *Minister of 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 1st December, 1885.

On a memorandum, dated 28th November, 1885, from the Minister of Railways and Canals, submitting a certificate, No. 87, dated 28th ultimo from the

Chief Engineer of the Canadian Pacific Railway with respect to the Central Section, of the line, of which the details are as follows :—

Total value of work done and materials delivered up to the 25th November, 1885..... \$18,495,782

Eastern Division, 900 miles, at \$10,000.. \$9,000,000

Western Division, 54 miles, at \$13,333 .. 719,982

\$9,719,982

Proportion of value of work done under the Act of 1884, to value of work remaining to be done..... 8,775,800

\$18,495,782

Of this amount the books of the Department show that there has already been paid the sum of..... 18,329,407

Leaving the balance now payable..... \$166,375

Of which balance the portions chargeable to the loan and subsidy accounts severally are as follows :—

Loan..... \$58,700

Subsidy..... 107,675

\$166,375

The Minister recommends that authority be given for the payment of the said sum of \$166,375 to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 4th December, 1885.

SIR,—I am directed to inform you that a certificate has issued in favor of your company for the sum of \$166,375, in payment for work done and materials delivered under your contract upon the Central Section, West of Red River, of the Canadian Pacific Railway, as shown in engineer's progress estimate to 25th ultimo.

Distribution as follows :—

Loan..... \$58,700

Subsidy..... 107,675

\$166,375

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Esq., Secretary C.P.R. Co., Montreal.

PAYMENT OF MONEYS—PROGRESS ESTIMATE No. 88—CENTRAL SECTION—CANADIAN PACIFIC RAILWAY.

Description of works, cash subsidy and loan ; No. of Contract, Canadian Pacific Railway Company ; locality of works, Central Section, west of Red River ; name of contractors, Canadian Pacific Railway Company ; date of contract, 21st October, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 10th December, 1885.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under letters Nos. 27816 and 28944.

Total value of work done and materials delivered to the 10th December, 1885 ..... \$18,520,983

Eastern Division, 900 miles, at \$10,000.... \$9,000,000  
 Western Division, 54 miles, at \$13,333..... 719,982

\$9,719,982

Proportion of value of work done under the Act of 1884, to work remaining to be done..... 8,801,001

\$18,520,983

NOTE.—The amount of this certificate payable under the loan of \$22,500,000, is \$14,291,600  
 Previously returned under this loan..... 14,278,000

\$13,600

The above is a correct estimate, made up from the returns forwarded by James Nickey and Marcus Smith. The quantities so furnished have been accurately moneyed out at the contract rates, or at the rates specially authorized by departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, \$18,520,983. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 11th December, 1885.

CANADIAN PACIFIC RAILWAY.

CENTRAL SECTION—Estimate No. 83—Under the Loan Act of 1884.

	\$	\$	\$
4th to 1,250th mile .....		11,129,000	
LESS—Fencing .....	10,000		
Grading .....	43,610		
Bridging .....	80,000		
Ballasting .....	121,000		
Stations and water service .....	95,500		
		<u>350,110</u>	
LESS—For completing 9 miles of permanent road.....			10,778,890
			<u>1,000,000</u>
LESS—10 per cent. ....			9,778,890
			<u>977,889</u>
Total .....			<u>8,801,001</u>

(Memorandum.)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 12th December, 1885.

The undersigned has the honor to represent that under date the 11th instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate, No. 88, of the Central Section of that road, of which the details are as follows:—

Total value of work done and materials delivered up to the 10th December, 1885..... \$19,520,983

Eastern Division, 900 miles at \$10,000... \$9,000,000

Western Division, 54 miles at \$13,333... 719 982

\$9,719,982

Proportion of value of work done under the Act of 1884, to that of work remaining to be done..... 8,801,001

\$18,520,983

That of this amount the books of the accountant of the Department show there has already been paid the sum of..... 18,495,782

Leaving the balance now payable..... \$25,201

That of this balance the portions chargeable to the loan and subsidy accounts severally, are as follows:—

Loan..... \$13,600

Subsidy..... 11,601

\$25,201

The undersigned recommends that authority be given for the payment of the said sum of \$25,201 in accordance with the foregoing.

Respectfully submitted,

J. H. POPE, *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 14th December, 1885.*

On a memorandum, dated 12th December, 1885, from the Minister of Railways and Canals, submitting certificate, No. 88, dated 11th instant, from the Chief Engineer of the Canadian Pacific Railway, with respect to the Central Section of the road, the details of which are as follows:—

Total value of work done and materials delivered up to 10th December, 1885..... \$18,520,983

Eastern Division, 900 miles at \$10,000..... \$9,000,000

Western Division, 54 miles at \$13,333..... 719,982

\$9,719,982

Proportion of value of work done under the Act of 1884 to that of work remaining to be done..... 8,801,001

\$18,520,983

Of this amount the books of the Department show that there has already been paid the sum of.....	18,495,782
Leaving the balance now payable.....	\$25,201

That of this amount the portions chargeable to the loan and the subsidy accounts are as follows :—

Loan.....	\$13,600
Subsidy.....	11,601
	\$25,201

The Minister recommends that authority be given for the payment of the said sum of \$25,201 to the Canadian Pacific Railway Company accordingly.

The Committee advise that authority be given as recommended.

JOHN J. MCGEE, *Clerk Privy Council.*

Hon. the Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 17th December, 1885.

SIR,—I am directed to inform you that a certificate has issued in favor of your company for \$25,201 in payment for work done and materials issued upon the Central Section of the Canadian Pacific Railway, as shown in engineer's progress estimate to the 10th instant.

Distribution as follows :—

Loan .....	\$13,600
Subsidy .....	11,601
	\$25,201

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHAS. DRINKWATER, Esq., Secretary C. P. R. Co., Montreal.

**CANADIAN PACIFIC RAILWAY—JOINT FREIGHT CLASSIFICATION—  
TARIFF PASSENGER FARES AND RATES.**

TORONTO, 23rd March, 1885.

SIR,—I have the honor to enclose herewith certified copy of a by-law adopting the tariff of tolls, rates and fares to be charged for carriage of freight and passengers, and to request you to submit the same for the approval of the Governor General in Council, as required by the Consolidated Railway Act, 1879.

I am, Sir, your obedient servant,

H. W. NANTON, *Secretary and Treasurer.*

A. P. BRADLEY, Esq., Secretary Department Railways and Canals, Ottawa.

OTTAWA, 21st April, 1885.

SIR,—The by-law of the Ontario and Quebec Railway Company, adopting a tariff of tolls, rates and fares proposed to be charged for the carriage of freight and passengers, transmitted by the secretary of the company for submission to the Governor in Council for approval, under cover No. 36221, dated 23rd March, 1885, having been referred to me, I have the honor to report that I have had the rates compared with the tariff of other railways in Canada, and that they appear reasonable, and such as

might be accepted as satisfactory. The passenger fare of  $3\frac{1}{2}$  cents per mile is the same as the maximum for first-class passenger fares of the Grand Trunk Railway, authorized by 16 Vic., cap. 37, sec. 3, and the rates and tolls for freight compared with the mileage tariff of freight rates adopted by the Grand Trunk Railway in freight tariff dated 1st January, 1884, and the classification is that adopted by the Grand Trunk Railway and many other Canadian railways in doing exchange traffic business. I therefore recommend it for approval.

I am, Sir, your obedient servant,

COLLINGWOOD SCHREIBER.

A. P. BRADLEY, Esq., Secretary Department Railways and Canals, Ottawa.

(*Memorandum.*)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 22nd April, 1885.

The undersigned has the honor to represent that, under date the 23rd of March last, the Ontario and Quebec Railway Company have submitted, for the approval of Your Excellency in Council, as required by the Consolidated Railway Act of 1879, a tariff of the tolls, rates and fares proposed to be charged for the conveyance of freight and passengers over their line, the same being embodied in a by-law (No. 31) enacted and passed at a meeting of the Board of their directors, held on the 14th of March, 1885.

That the said tariff has been examined by the Chief Engineer of Government railways, whose report thereon, dated the 21st instant, shows that the maximum passenger fare proposed, viz.,  $3\frac{1}{2}$  cents per mile, is the same as the maximum for first-class passengers on the line of the Grand Trunk, as fixed by their Act of incorporation, and that the rates and tolls for freight compared with the mileage tariff of freight rates adopted by that railway in freight tariff dated the 1st of January, 1884, and that the classification is the classification adopted by the Grand Trunk and many other Canadian railways in doing exchange traffic business. The Chief Engineer advises that the present proposed tariff be approved.

The undersigned recommends the said by-law (No. 31), establishing the maximum rates and tolls for passengers and freight on this line, be approved and sanctioned by Your Excellency in Council.

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 5th May, 1885.*

On a memorandum, dated 22nd April, 1885, from the Acting Minister of Railways and Canals, representing that the Ontario and Quebec Railway Company have submitted for the approval of Your Excellency in Council, as required by the Consolidated Railway Act of 1879, a by-law (No. 31) enacted and passed at a meeting of the Board of their directors, held on the 14th of March, 1885, embodying a tariff of the tolls, rates and fares proposed to be charged for the conveyance of freight and passengers over their line.

The Minister further represents that the Chief Engineer of Government railways has examined the said tariff, and he reports that the maximum passenger fare proposed, viz.,  $3\frac{1}{2}$  cents per mile, is the same as the maximum for first-class passenger fares on the line of the Grand Trunk Railway, as fixed by their Act of incorporation; that the rates and tolls for freight correspond with the mileage tariff of freight rates adopted by that railway in freight tariff dated the 1st of January, 1884, and that the classification is the classification adopted by the Grand Trunk and many other Canadian railways in doing exchange traffic business, and advises that the present proposed tariff be approved.

The Minister, on such report, recommends that the said by-law (No. 31), establishing the maximum rates and tolls for passengers and freight on this line, be approved.

The Committee submit the same for Your Excellency's approval and sanction accordingly.

JOHN J. MCGEE, *Clerk Privy Council.*

## CANADIAN JOINT FREIGHT CLASSIFICATION.

*No. 3, 1st April, 1885.*

ADOPTED BY Canadian Pacific Railway.  
 Canada Atlantic Railway.  
 Central Ontario Railway.  
 Central Vermont Railroad (in Canada).  
 Erie and Huron Railway.  
 Grand Trunk Railway.  
 Intercolonial Railway (through Canadian traffic).  
 International Railway.  
 Kingston and Pembroke Railway.  
 Manitoba and North-Western Railway.  
 Michigan Central Railroad (Canada Division).  
 Northern and North-Western Railways.  
 North Shore Railway.  
 Quebec Central Railway.  
 South-Eastern Railway.  
 { Bay of Quinté Railway and Navigation Company.  
 { Napanee, Tamworth and Quebec Railway.  
 { Thousand Islands Railway.

### *Explanation of Terms and Characters used.*

The number of the class is given opposite each article:—1, 2, 3, 4, 5, 6, 7, 8, 9, 10, stand for first, second, third, fourth, fifth, sixth, seventh, eighth, ninth, and tenth classes respectively; 1½ stands for once and a-half first class; D-1 for double first class; 3-1 for three times first class; 4-1 for four times first class; C.L. stands for car load; L.C.L. for less than car load; O.R. stands for owner's risk; K.D. stands for knocked down; S.D. stands for single deck; D.D. for double deck.

Articles not enumerated should be classed with similar or analogous goods.

### SPECIAL REGULATIONS AND CONDITIONS.

1. The minimum weight for carloads of 1st, 2nd, 3rd, 4th, 5th, 6th and 9th class freights is 20,000 pounds per car; and for 7th, 8th and 10th class freights, 24,000 pounds per car, unless otherwise specially stated. Carloads to be entitled to C.L. rate must be from one shipper to one consignee. All cars must be loaded up to their full capacity at L.C.L. or C.L. rates, as the case may be.

2. Mixed freight will not be taken at C.L. rate, but each description must be weighed and charged as per classification, except as otherwise provided for in this classification.

3. Freight from one shipper to one consignee should not be charged more for a smaller than for a greater quantity where varying quantities of the same description of goods are classed differently. For instance, 4 barrels of ale, &c., should not be charged more than for 5 barrels; 49 barrels of apples and under should not be charged more than for 50 barrels; 129 barrels or under should not be charged more than 130 barrels; 120 flour barrels should not be charged more than 125 barrels; nor should an L.C.L. weight at a higher class be charged more than the sum for a C.L. where C.L. classification of the same freight is given.

4. Where C.L. is not quoted, the classification given is to apply irrespective of quantity.

5. All articles, except as otherwise specified, will be taken at actual gross weight.

6. All articles marked at O.R. in this classification must be so receipted for by agents, and the words "owners' risk" written in full on the shipping notes and receipts. All articles marked "Released" must also be receipted for, and shippers or owners must duly execute a release in duplicate on the company's forms.

7. Special attention is directed to articles marked as "Not taken unless by special contract, &c." Agents must always apply for rates, and for permission to carry such traffic before accepting or receipting for it.

8. Dynamite, dualine, gun cotton, giant powder, Hercules powder, or other explosive compounds, not provided for in this classification, will not be received or transported.

9. Grain, bran, feed, malt, &c., in bulk, and all other bulk freight, must always be receipted for "more or less," and these words written in full. Agents, however, must in all cases obtain from shippers a full statement or declaration on shipping bills of the correct quantity of all bulk freight loaded in or on each car; such declaration should show quantity, weight or measurement in accordance with the common or commercial standard under which such traffic is sold, such as:—Bush. wheat, peas, barley, potatoes, &c. Tons bran, feed, &c. Square feet, or toise stone, &c. Feet (board measure) lumber, &c. Thousands lath, shingles, stave, &c. Cords wood, stave bolts, bark, posts, shingle bolts, slabs, poles, &c.—with statement as to description, and whether "green," "partly seasoned," or "dry," of all forest products. In signing receipts, agents must be particular to note "said to be" as to quality and "more or less" as to quantity.

10. All heavy freight, of 1,000 lbs. or over per piece or package, of 1st, 2nd, 3rd, 4th and 5th classes; also heavy freight, and all bulk freight, in 6th, 7th, 8th, 9th and 10th classes, is to be loaded and unloaded by owners. At points where the companies provide a cartage service, it must be understood that heavy articles, and bulk freight above referred to, will not be carted or handled by the companies, unless by special arrangement, and at the expense of the owner, in addition to the rate.

11. Bulk freight in less than car loads will not be taken.

12. When fruit, vegetables and other property, liable to damage by frost, are shipped in winter (1st Nov. to 30th April) one man will be passed free with one or more cars to care for the fires and protect the property from freezing. No return pass to be given. The stoves, if returned, to be charged same as "empties returned." When shippers put stoves in cars, agents must see that all reasonable precaution against damage to the car or train is taken, and receipts in all such cases must be given at "owners' risk of fire." Passes will not be given to men in charge of trees or shrubbery.

13. Agricultural implements, machinery, vehicles, and other bulky traffic on flat cars should not be loaded to exceed eleven feet six inches in extreme height above the top of the rail, and nine feet in extreme width, and should be well secured by iron rods, wire, or wooden bars passing over the load and connecting the upper ends of the stakes in such a manner as to prevent spreading. When these conditions are not complied with, the companies reserve the right to either refuse the freight, or to remove any excess from the car and forward it on another car, at full rates as per classification.

14. No single shipment will be taken for less than 100 lbs. as per classification, but not lower than 1st class; minimum charge, 35 cents. Articles from one consignor to different consignees, or from different consignors to one consignee, are to be charged for separately.

## CLASSIFICATION.

## A.

		C.L.
Acetate of Lime, in packages.....	4	7
Acids, less than 15 carboys or drums, O R.....	D 1	
do 15 carboys or drums and upwards, O.R.....	1	
do in carboys or drums, C.L., O. R.....		4
Acids must not be taken for shipment by water, unless by special contract.		
Actinolite.....	4	10
Advertising Boards, in bundles, prepaid.....	1	
Aerated Waters.—Same as Ale.		
Agate Ware, not otherwise specified.....	1	
do do nested.....	2	4
Agolite or Mineral Pulp.....	4	7
Agricultural Implements, as follows: (Subject to note at foot of this article.)		
Binders, set up.....	D 1	
do K.D.....	1	
Corn Cutters, Planters, Shellers.....	D 1	
Cleaners, Grain.....	D 1	
Clover Hullers.....	D 1	
Crushers, Clod.....	1½	
do Grain.....	1	
Cradles, Grain, set up.....	4-1	
do K.D. and boxed.....	D 1	
Cultivators, set up.....	D 1	
do K.D.....	1	
Cutters, Feed, set up.....	D 1	
do K.D.....	1	
Drills, Grain and Seed.....	D 1	
Fanning Mills, set up.....	D 1	
do K. D. and tied in bundles.....	1	
Harrows, set up.....	D 1	
do K. D. in bundles.....	1	
Harrow Frames, without teeth, K. D., in bundles.....	2	
Hay Loaders, K. D., and closely packed.....	1	
Hay Pitchers, K. D.....	1	
Hay Tedders, set up.....	D 1	
do K.D.....	1	
Manure Spreaders, on wheels set up.....	1½	
do do wheels off, K.D.....	1	
Mowers, Field, K. D.....	1	
do Lawn, set up.....	1½	
do Lawn, K. D., boxed, handles in bundles.....	1	
Ploughs, Common, set up.....	D. 1	
do do handles detached.....	1	
do do K. D., and boxed.....	2	
do Gang, Shovel or Sulky, set up.....	D 1	
do Gang, Shovel or Sulky, K. D.....	1	
Powers, Dog.....	D 1	
do Horse, Pitt's or Sweep.....	1½	
do Horse, Tread or Endless Chain.....	3-1	
do Steam (Portable Engines).....	1	
Presses, Hay, K.D.....	1	

		C.L.
Rakes, Horse, set up.....	D 1	
do Horse, K.D.....	1	
do Hand.....	1	
Reapers, single (or Harvesters), K. D.....	1	
Reaper and Mower Knives.—See Hardware.		
Reaping and Mowing Machines (combined), shipped in pieces.....	1	
Rollers, Field and Garden.....	1½	
Sowers, Grain or Seed.....	D 1	
Threshers or Separators.....	3-1	
Agricultural Implements, not otherwise specified, light and bulky.....	D 1	
do do All kinds.....		6
NOTE.—Agricultural Implements of 1,000 lbs. per piece or over, to be loaded and unloaded by owners.		
NOTE.—Agricultural Implements are at owner's risk of breakage and chafing, and loss of small parts, in each and every case. Any shipment of Agricultural Implements requiring a whole car for carriage (whether full capacity of car be occupied or otherwise), if 12,000 lbs. or under, to be charged 20,000 lbs.....		10
If over 12,000 lbs., to be charged C. L.....		6
Air Brake Appliances.....	3	5
Alabastine.....	4	7
Alcohol—See Liquors.		
Ale, Beer and Porter (bottled), in open cases, O. R., released.....	D 1	
do do do in boxes or barrels, O. R.....	3	4
do do in wood, less than 2,000 lbs., O. R.....	3	
do do do lots of 2,000 lbs. and over, O. R.....	4	5
Ale, Beer and Porter must be prepaid between 1st November and 30th April.		
Almonds.—See Nuts.		
Alum, in boxes.....	2	4
do in barrels or casks.....	3	4
Ammoniacal Liquors, in wood.....	3	4
do Waters in carboys.....	1	4
do in bottles, packed in wood.....	1	
do in brls. or drums.....	3	4
Ammonia, Carbonate, in jars, packed in wood.....	1	
do in kegs.....	2	4
do Sulphate of, in casks or brls.....	2	4
Ammunition.—Taken by special contract only.		
Anchors.—See Iron.		
Animal Pokes.....	1	6
Annaline Oil, in cans, packed in wood.....	3	4
Annato, in glass, O.R.....	1	
do in stone jars, packed in wood.....	2	4
Anthracine (dry), in barrels.....	2	4
Antimony.....	2	4
Anvils.—See Iron.		
Apples.—See Fruits.		
Argols.....	3	
Arrowroot, in boxes or barrels.....	1	
Archery, in boxes.....	D 1	
Arsenic, in boxes or barrels.....	1	
do crude, in barrels.....	2	4
Asbestos, Manufactured, in packages.....	2	4
do crude.....	3	6
Ashes, Pot, Pearl and Soda, in boxes, barrels or casks.....	4	5
do Coal or Wood, in bulk.....		10

		C.L.
Ash Boilers and Kettles.....	2	4
Asphaltum.....	3	5
Axes, in boxes, barrels or casks.....	3	5
Axle Grease, in cans or buckets.....	3	5
do in boxes, barrels or casks.....	4	5
Axles, Iron, carriage or waggon.....	3	5
do Wood.....	3	6
Awnings.—See Tents.		

## B.

Babbit Metal.....	3	5
Baby Jumpers, in boxes.....	1	
Backing, for Picture and Looking-glass Frames, in bundles.....	4	7
Bacon, loose or in bags, O.R.....	2	4
do in boxes, barrels or casks.....	3	5
Baggage, Military. Taken by special contract only.		
Baggage Trucks or Barrows—See Vehicles.		
Bags and Bagging, in bales.....	3	5
Bags, in bags.....	2	5
do used in transporting Flour, Grain or Vegetables over this Road.—See Empties Returned.		
Baking Powder.....	2	4
Balls, Sportsmen's Glass, in boxes or barrels, O.R.....	1	
do Cricket, Baseball &c.....	2	
Ballusters.—See Joiners' Work.		
Band Boxes, not boxed, O.R.....	4-1	
do nested and crated, O.R.....	3-1	
do nested and boxed, O.R.....	D 1	
Barilla.....	2	4
Bark, Extract of, in casks, O.R.....	1	4
do Tanners, 28 feet box cars to be charged 20,000 lbs., flat cars and large box cars, 24,000 lbs.....		7
do Ground, in barrels, casks or sacks.....	3	5
do Slippery Elm, in boxes, barrels or bundles.....	1	
Barley, Pearl, Pot and Common.—See Grain.		
Barrels, Empty—Flour, Sugar and Apple, prepaid.....	D 1	
do Ale, Oil and other iron hooped barrels and casks, prepaid.....	1½	
do all kinds, C.L. 20,000 lbs., prepaid returned.—See Empties Returned.....		10
Barrel Covers.....	1	7
Barytes.....	3	5
Baskets, wicker.....	4-1	
do stave and splint, nested.....	D 1	
do all kinds, C.L. 20,000 lbs.....		10
Bath Brick, in barrels or boxes.....	3	
Bath Tubs, wood or tin.....	D 1	6
do do nested.....	1	6
Batting, in bundles, O.R.....	D 1	
do pressed, in bales or cases.....	1	
Baseball Bats, in bundles.....	2	
do in boxes.....	3	
Bay Rum, in glass or stone, packed in wood, O.R.....	1	
do in wood.....	2	
Beans.—See Grain.		
Bedding.—See Household Goods.		
Bedsteads, Iron.—See Iron.		
Bedsteads, Wood.—See Furniture.		

		C.L.
Bees Hives, set up.....	D 1	4
do nested.....	1	4
do K D., in burlles, or packed in boxes or hives.....	3	5
Bees, in Hives, O. R., released.....	3-1	3
Owners to load and unload. Man in charge of carload lots passed free.		
Bees' Wax.....	1	
Beer.—See Ale.		
Beets.—See Vegetables.		
Bellows, O. R., released.....	1	
Bells, O. R.....	1	
do Small, in cases.—See Hardware.		
Belting, Leather or Rubber, O. R.....	2	4
Bent Stuff.—See Carriage Goods.		
Benzine or Benzole, in wood.—Same as Coal Oil.		
Must not be taken for shipment by water.		
Berries.—See Fruit.		
Bicycles.—See Vehicles.		
Billiard Tables and Fittings, K.D., boxed, O.R.....	1	
do not boxed. Not taken.		
Binders' Boards, O.R.....	3	5
Bird Cages, in boxes, O. R.....	D 1	
Biscuits, in boxes or barrels.....	2	4
Bitters.—Same as Liquors.		
Blacking.....	2	4
Black Lead.....	2	4
Blankets, in bales.....	1	
Bleaching Salts.....	4	5
Blinds, Wooden.—See Joiners' Work.		
Block Shells.....	3	5
Blocks, Butchers'.....	3	
do Pully or Tackle.....	3	5
Blowers, Iron Rotary.....	2	
Blue Stone or Vitriol, in kegs or boxes.....	2	4
Blueing, Liquid, Cake or Ball.....	1	
Boats, Racing.—Taken by special contract only.		
Canoes, 20 feet and under, estimated weight 700 lbs. each, O. R., released.....	1	
Skiffs and Pleasure Boats, 15 feet and under, estimated weight 800 lbs. each, O. R., released.....	1	
Boats, 20 feet and under, estimated weight 1,200 lbs. each, O. R., released.	1	
do 30 feet and under, estimated weight 2,000 lbs. each, O. R., released...	1	
do over 30 feet long. Taken by special contract only.		
do under 30 feet long, C.L. 20,000 lbs., O. R., released.....		6
do Lumbermen's and Batteaux, 30 feet and under, estimated weight 2,000 lbs. each, O. R., released.....	1	
do Lumbermen's and Batteaux, C.L. 20,000 lbs., O. R., released.....		10
Boilers, 28 feet and under, loaded and unloaded by owners... ..	1	6
do over 28 feet long. Taken by special contract only.		
Boiler Flues or Tubes.....	2	4
Boiler Plates.—See Iron.		
Bolster Plates.—See Iron.		
Bolsters—Feather, Hair, &c.....	D 1	
Bone Black.....	3	5
Bone Dust, in barrels or casks.....	1	5
Bones, in sacks or casks, less than 10,000 lbs.....	3	
do do over 10,000 lbs.....	4	
do in sacks, casks or bulk, C.L.....		10

		C.L.
Bonnets.—See Millinery.		
Books, in boxes or cases.....	1	
Boots and Shoes, in trunks, O. R.....	1½	4
do in cases, O. R.....	1	4
Boot Crimps.....	1	
Boralumine.....	3	5
Borax.....	3	
Bottles.—See Glassware.		
Bows.—See Carriage Goods.		
Boxes, Wooden, Empty, prepaid.....	D 1	
do do nested, or with inside divisions for bottles.....	1	
do do C. L. 20,000 lbs.....		10
do Butter, Cheese, Grease, Fig, Spice or Bail, in crates, boxes or cases...	1	
do Paper, Empty, not boxed, O. R.....	4-1	
do do nested and crated, O. R.....	3-1	
do do nested and boxed, O. R.....	D 1	
Box Stuff, in bundles or shooks.....	3	6
Brackets.—See Furniture.		
Bran.....	4	8
Brandy.—See Liquors.		
Brass, Car Brasses or Bearings.....	2	5
do manufactured, not otherwise specified.....	1	4
do in Sheets, Rolls, Rivets or Tubing.....	2	4
do Scrap.....	3	6
Bread, prepaid, O. R.....	1	
Bricks, Common.....	4	10
do Fire.....	3	7
Brick, for stove lining, loose, O. R.....	1	7
do do in boxes or barrels, O. R.....	3	7
Brick Machines, set up.....	1	6
do K. D.....	3	6
Brimstone, in packages.....	2	4
Bristles, in packages.....	1	
Britannia Ware, boxed.....	1	
Bromide of Ammonia, in boxes or barrels.....	2	4
do Potash, do do.....	2	4
do Soda, do do.....	2	4
Bromide, in iron drums.....	3	4
do in glass, packed in wood.....	1	
Brooms, in bales, bundles or racks.....	1	5
do boxed, handles detached.....	2	5
Broom Corn, pressed, in bales, O. R.....	1	5
Broom Handles.—See Handles.		
Bronzeware, in boxes or cases.....	1	
Brush Backs, Wooden, in boxes.....	3	5
Brushes, in boxes.....	2	4
Buckets, Iron.—See Iron.		
Buckets, Wooden.—See Woodenware.		
Buckwheat.—See Grain.		
Buckwheat Meal.—See Flour and Meal.		
Buffalo Robes, in bales, O. R.....	1	3
Buggies.—See Vehicles.		
Bulbs and Roots, in packages, prepaid, O. R.....	1	
Bungs, Wooden, in bags.....	2	4
do in boxes or barrels.....	3	4
Burial Cases, Wooden or Metallic, O. R., released.....	1½	4
do do do nested, O. R., released.....	1	4

		C.L.
Burlaps.....	3	5
Burr Stones or Blocks.....	3	5
Butter, in crocks, jars, baskets or pails, O.R.....	1	3
do in tubs, firkins, kegs or barrels, O.R.....	2	3
Butter Tubs and Firkins.....	1	6
do do nested, covers in bdls.....	2	6
Butter-Workers, set up.....	1½	
Buttons, in cases or boxes.....	1	

C.

Cabbage.—See Vegetables.		
Cables, Chain.—See Chain.		
Calamine, in packages.....	3	
Caloric Engines.....	1	
Camphene, in wood only, O.R.....	1	
This freight must not be taken for shipment by water except by special contract.		
Camphor Gum.....	1	
Canada plate.....	3	5
Candied Peel, in boxes or barrels.....	1	
Candles, Tallow.....	3	5
do Wax and Paraffine.....	2	4
Canes, Walking, in bundles.....	D 1	
do do in boxes.....	1	
Cane Splints, in bundles.....	1	
Canned Goods—Fish, Vegetables, Berries, Fruit and Potted Meats.....	3	5
Cannon and Cannon Balls. Taken by special contract only.		
Cant Hooks and Peaveys.....	2	
Canvas in rolls.....	1	
do in bales.....	2	
Capstans.....	2	
Carbon Points (Electric Light).....	1	
Carboys, empty, O.R.....	1	6
Car Brasses,—See Brass.		
Cardboard, in cases.....	2	
Cards, in cases.—Same as Stationery.		
Carpenters' Tools, in chests.....	1	
Carpets and Carpeting, in bales, O.R. of chafing.....	1	3
Carpet Sweepers, loose, O.R.....	D 1	
do do boxed.....	1	
Carriages.—See Vehicles.		
Carriage Goods, as follows :—		
Bodies, unfinished, without springs or wheels.....	1½	
Bows, in bundles.....	1	
Carriage Stuff, not otherwise specified.....	2	
Hubs.....	3	
Hub-Blocks.....	4	10
Running Gear, wheels off.....	1½	
Rims or Felloes.....	3	
Shafts, unfinished in bundles, Tongues and Poles.....	3	
Spokes, in bundles.....	3	
Thills, unfinished, in bundles.....	3	
do finished.....	D 1	
Thimble Skeins, loose or in bundles.....	1	
do in boxes.....	3	
Wheels, finished.....	1½	

		C.L.
Wheels, unfinished, in white.....	1	
Whiffletrees, unfinished, in bundles.....	3	
Carriage Goods and Bent Stuff (except Hub Blocks).....		6
<b>Cars, Railway, on own wheels, O. R., released :—</b>		
Sleeping Cars.....each 15c. per mile.		
Passenger Cars.....do 12c. do		
Mail, Baggage or Express Cars.....do 10c. do		
Freight Box Cars.....do 8c. do		
Platform and Coal Cars.....do 6c. do		
4-Wheel Box, Platform or Coal Cars.....do 5c. do		
Minimum charge, \$6.		
Railway cars requiring transportation on other cars, taken by special contract only.		
Cars, Street, 1-Horse, estimated weight 6,000 pounds.....	1	4
do do 2-Horse, do 8,000 do.....	1	4
Cars, Hand or Push, set up.....	1	6
do do K. D.....	3	6
Car Pushers.....	3	
Car springs, Rubber, Spiral or Elliptic.....	3	5
Car Wheels and Axles.....	4	7
Cartridges, Metallic (when authorized to be taken), closely and securely boxed.....	1	
Carts.—See Vehicles.		
Cassia, in bales or boxes.....	1	
Castor Oil, in tin or glass, boxed.....	1	4
do in casks, O. R. of leakage.....	2	4
Catsup, in glass, boxed, O. R.....	1	
do in kegs or casks, O. R.....	3	
Cattle Food, Patent or Concentrated, in boxes, barrels or bags.....	3	5
do Chopped Straw, hay, Versilage and similar common Cattle Food.....	4	8
Cattle Tails.....	2	
Cedar Posts and Ties. Taken by special contract only.		
Cement, in sacks or barrels.....	4	10
Chain, other than Cable, loose.....	2	4
do do in boxes or barrels.....	3	5
do Cable.....	3	4
Chalk, in boxes.....	2	
do in barrels or casks.....	4	
Charcoal, in sacks or Barrels.....	2	7
Cheese, in boxes or casks, O. R. from weather.....	3	4
Cheese Presses.—See Machinery.		
Cheese Safes.....	4-1	
Cheese Setters.....	1	
Cheese Vats, set up.....	D 1	
do requiring a whole car for carriage (whether full capacity of car be occupied or otherwise), if 12,000 pounds or under, to be charged 20,000.....		10
do if over 12,000 pounds, to be charged C. L.....		6
Cheese Box Stock.....	3	6
Chicken Coops, prepaid.....	D 1	
Chicory, in cases.....	2	5
do in bags or barrels.....	3	5
Children's Carriages, sleds, &c.—See Vehicles.		
Chimney Pots, Earthenware.....	2	4
Chimney Pots, Zinc.....	D 1	5
Chlorate of Potash, in kegs.....	3	5

		C.L.
Chloride of Lime, in boxes .....	3	5
do in casks or barrels.....	4	5
Chloride of Calcium, in boxes or barrels.....	1	
do in drums .....	3	
Chocolate, in boxes.....	1	
Churns, loose .....	D 1	6
do boxed or racked .....	1	6
Cider. Same rates and conditions as Ale.		
Cider Mills and Presses.— See Machinery.		
Cigars, in cases, securely strapped .....	1½	
do not strapped. Not taken.		
Cinnamon.—See Spices.		
Cisterns, Wooden.....	D 1	
do requiring a whole car for carriage (whether full capacity of car be occupied or otherwise), to be charged 20,000 lbs.		10
Clams.—See Oysters.		
Clay, Fire Pottery, &c .....	4	10
Clocks and Weights, boxed, O. R.....	1	
Clothes Lines.—See Cordage		
Clothes Frames or Horses.....	1	
Clothes Pins, less than 50 boxes.....	2	
do 50 boxes and over.....	3	5
Clothes Wringers and Washers, not boxed .....	1½	
do boxed.....	2	
Clothing (not personal effects) in trunks.....	D 1	
do boxed .....	1	
Clover Seed.—See Seed.		
Cloves.—See Spices.		
Coal, Mineral and Coke.....	4	10
Coal Facings .....	3	5
Coal Hods or Scuttles, O. R.....	1	
Coal Oil.—See Oils.		
Cocoa, in boxes.....	1	
Cocanuts, in bags .....	1	4
do in boxes, barrels or casks .....	2	4
do (dessicated), in boxes.....	1	4
do in barrels .....	2	4
Cocoa Matting.—See Matting.		
Coffee, Essence or Extract, in cases.....	1	
do roasted, ground or unground, in sacks, boxes, barrels, or tins crated.	3	5
do green, in sacks or barrels.....	4	5
Coffee Mills.....	1	
Coffins.—See Burial Cases.		
Cogs, wooden, in boxes or barrels .....	3	
Combs, in cases.....	1	
Concentrated Lye .....	2	
Confectionery, O. R.....	1	4
Coopers' Flags.....	1	
Copperas .....	2	4
Copper Stills and Worms.....	D 1	
do Bottoms, Bolts, Nails, Sheets, Rod, Wire and Ingots.....	2	4
do Vessels, very large. Taken by special contract only.		
do Scrap and Pig.....	3	6
do Ore.....	4	10
do Oxide.....	3	
do Manufactured, not otherwise specified.....	1	
Copying Presses .....	1	

C.L.

Cordwood. Taken by special contract only.		
Cordage, Rope and Rigging .....	3	5
do Clothes Lines, Small Cord and Twine .....	2	4
do Binding Cord for Harvesters, in bales or boxes.....	3	5
Corks and Corkwood .....	1	4
Cork, ground, compressed in packages.....	3	5
Cornices, Metallic, in frame or open box .....	3-1	
do K. D., well boxed.....	1	
Cornices, Wooden.....	1	6
Cornice Poles, in bundles or cases .....	1	
Corn.—See grain.		
Corn Cakes, in cases.....	1	
Corn Meal. Same as Flour and Meal.		
Corn, Pop Corn.....	2	
do parched or popped.....	1	
Corn Sweet, dried .....	2	
Corn Cobs, C. L. 20,000 lbs.....		10
Corn Husks. Same as Husks.		
Corn Poppers.—See Hardware.		
Cotton, raw, pressed in bales, O. R. of fire.....	3	5
do not pressed, in bags or sacks, O. R. of fire.....	1	4
Cottons, Domestic, in bales.....	2	4
do in cases.....	1	
Cotton Goods.....	1	
Cotton Seed Meal .....	4	8
Cotton Waste, not pressed, in bags or sacks, O. R. of fire.....	1	4
do pressed in bales, O. R. of fire .....	3	5
Crackers, in boxes or brls.....	2	4
Cracklings .....	4	7
Cranberries.—See Fruits.		
Cricket Bats, Wickets, &c., in boxes.....	1	
Crowbars.—See Hardware.		
Crayons, in boxes or barrels, O. R.....	1	
Cream Tartar, in cases.....	1	
Crockery and Stoneware, in barrels or boxes, O. R.....	2	5
do in crates or hogsheads, O. R.....	3	5
Cross Arms.—See Telegraph Supplies.		
Croquet Sets.....	1	
Crucibles, O. R.....	1	
do in boxes or casks.....	3	
Cultivator Teeth, in bundles .....	2	4
do in boxes or casks.....	3	4
Curling Stones, O. R .....	1	
Currants.—See Fruit.		
Curtain Fixtures, boxed or crated .....	1	
do Rollers and Slats, in bundles or boxes.....	2	
Cushions, Carriage or Sleigh, boxed.....	D 1	
These articles must not be received for as part of any vehicle forwarded by railway.		
Cutlery.—See Hardware.		

D

Dates.—See Fruits.		
Deck, Vault or Floor Lights.—See Glass.		
Deer, in carcass, O.R.....	D 1	
Dental Goods.....	1	

	D	C.L.
Demijohns, Empty, O.R.....	1	4
do in casks or cases, O.R.....	1	4
Derricks, too large to go into an ordinary box car, and necessitating a platform car for carriage, if 12,000 lbs. or under, to be charged 20,000 lbs .....		10
do if over 12,000 lbs. to be charged C.L.....		6
Desks.—See Furniture.		
Dirt Scrapers.....	1	
Dressed Hogs, O.R. of weather.....	3	5
Drugs and Medicines, in boxes, barrels or casks, not otherwise specified.....	1	
Drums, in cases.....	4-1	
Dry Goods, in trunks, O.R.....	D 1	
do in boxes or bales, O.R. of chafing.....	1	
Dualine. Not taken.		
Duck, in bales.....	2	
Dumb-Bells, in boxes.....	3	
Dye Stuff, not otherwise specified.....	1	
do in sticks or bundles.....	2	4
do in boxes, barrels or bags.....	3	5
Dynamite. Not taken.		

**E**

Earth Closets, loose.....		1½
do racked.....	1	
Earthenware, in boxes or barrels, O.R.....	2	5
do in crates or hhds., O.R.....	3	5
do Loose, O.R., taken in C.L. only.....		6
do loaded and unloaded by owners .....		10
do Drain or Sewer Pipe.....	4	
Eavetroughs, Metallic.....	3-1	6
do Wooden.....	2	7
Edge Tools.—See Hardware.		
Eggs, in baskets or pails, O.R.....	D 1	
do in boxes or barrels, O.R.....	2	4
do in patent carriers, O.R.....	2	4
Egg Cases and Carriers.....	D 1	
do do C.L., 20,000 lbs.....		10
Elbows, corrugated.—See Stove Pipe.		
Electrotype Plates, boxed, O.R., released.....	1	
Elevator Buckets, Tin or Iron, in bundles, crated or boxed.....	1	
Elevators, for buildings.....	1	6
Emery, in cases.....	2	
Emigrants' Movables.—See Household Goods.		
Empties, not otherwise specified, prepaid .....	D 1	
do do do C.L., 20,000 lbs.....		10
do returned from original consignee to original shipper, every package to be fully marked or addressed, any quantity, prepaid.....	4	
do not fully marked or addressed. Not taken.		
Engines, Locomotive and Tenders on their own wheels, actual weight—Shippers must declare weight—O.R. released.....		6
Locomotive Engines must be accompanied by a person fully competent to take charge of and travel with them, who will be passed free under the same conditions and regulations as in case of man traveling in charge of live stock.		
Engines, Portable or Stationary.—See Machinery.		
Engravings.—See Pictures.		
Epsom or Glauber Salts.—See Salts.		

		C.L.
Essences and Extracts, in packages, not otherwise specified.....	1	
Evaporators.....	D 1	
Excelsior, in bales.....	1	4
This Freight must not be taken for shipment by water.		

## F

Fancy Goods, in cases.....	1½	
Fans, Palm Leaf, in cases.....	1½	
Farina, in cases.....	2	5
do in bags or barrels.....	3	5
Faucets, Wooden, in barrels or boxes.....	2	
Feathers, in boxes.....	4-1	
do in sacks.....	D 1	
Feather Dusters, in boxes.....	D 1	
Feed Steamers and Evaporators, O.R.....	D 1	
Felt Clippings, in boxes, barrels or bags.....	3	5
do for roofing.....	4	5
do boiler and pipe covering.....	2	4
Fence Posts and Rails. Taken by special contract only.		
Fenders and Fire Irons, in boxes.....	2	
Fertilizers, in bags or barrels.....	4	7
Figs.—See Fruit.		
Files.—See Hardware.		
Filters, O.R.....	1	
Findings, Shoe and Leather, in cases.....	1	
Fire Arms, in boxes (not Government property).....	1	
Fire Crackers and Fire Works, securely boxed, and marked to show contents, O.R.....	D 1	
Fire Engines, Hand-brake, estimated weight 4,000 lbs., O.R.....	1	6
do Steam, estimated weight 8,000 lbs., O.R.....	1	6
Fire Extinguishers, Chemical, in boxes, O.R.....	1	
do do set up.....	D 1	
do do 2-wheel, estimated weight 2,000 lbs., O.R...	1	6
do do 4-wheel, estimated weight 6,000 lbs., O.R...	1	6
Fire Kindlers, Wood, boxed.....	3	6
do Composition.....	1	
Fish, Fresh or Frozen, in packages or fish safes on wheels, prepaid or guaranteed, O.R.....	1	
Fish, Fresh, in packages or frozen in bulk, prepaid or guaranteed, O.R.....	4	
do in fish safes on wheels, prepaid or guaranteed, O.R.....	6	
Fish in bulk or in fish safes on wheels to be loaded and unloaded by owners.		
do Salted, dried or smoked, in hampers, O.R.....	1	4
do do do in bundles, boxes or barrels, O.R.....	2	4
do Pickled, in barrels.....	4	5
do Canned.—See Canned Goods.		
Fishing rods, in bundles or cases.....	D 1	
Flax, in boxes, O.R.....	2	
do in bales, O.R.....	3	5
Flax Seed.—See Seeds.		
Flax Seed Meal, in bags or barrels.....	4	8
Flocks, in sacks or boxes, O.R.....	1	
do Hard Pressed, in bales.....	3	5
Flour and Meal, in boxes and paper sacks, O.R. released.....	3	6

		O.L.
Flour and Meal, in bags or barrels, estimated weight 200 lbs. per brl.....	4	8
do mixed, in bags or brls.....		8
Flour Spar, in packages.....	3	6
Fluters.—See Hardware.		
Fly Traps, in boxes.....	D 1	
Foots.....	4	5
Forges, Portable, O.R.....	2	
Forks, Hay and Manure, in bundles, O.R.....	2	5
do Wooden, in bundles, O.R.....	1	5
Fountains and Fixtures, Soda, boxed, O.R.....	D 1	
Fowls.—See Poultry.		
Frames, Picture or Looking Glass, in bundles, O.R.....	D 1	
do do in boxes.....	1	
Freezers, Ice Cream.....		1½
Fruits:—		
Apple Cores or Parings, in boxes or barrels.....	4	7
Apple or Fruit Butter or Sauce, in glass or stone, O.R.....	1	4
do do in cans or wood, O.R.....	2	4
Apples, Evaporated or Dried, in bags.....	1	4
do do in boxes.....	2	4
do do in barrels.....	3	5
do Green, only carried at owner's risk of freezing; must be prepaid and released between the 1st of November and 30th April, as follows:—		
do In bags or boxes.....	1	
do In brls., estimated at 150 lbs. per brl., as follows:—		
do Under 50 barrels.....	2	
do Over 50 and under 100 barrels.....	3	
do 100 to 129 barrels.....	4	
do Carloads of 130 barrels and over.....		5
do In bulk.....		8
Cranberries, prepaid, O.R.....	2	4
Oranges and Lemons, in packages, O.R.....	1	3
Must be prepaid and released between the 1st of November and 30th April.		
Fruit, Fresh, not otherwise specified, prepaid, O.R.....	1	3
do dried—Dates, Figs in drums, Raisins in boxes, not strapped.....	1	
do do Raisins in boxes, strapped, currants, prunes, figs and berries, in boxes.....	2	4
do do Currants, Raisins and Prunes, in barrels.....	3	5
do Canned.—See Canned Goods.		
do preserved, not otherwise specified.....	1	
do grapes, pressed in barrels, for wine making purposes.....	3	5
do driers, galvanized iron.....	D 1	
Fuller's earth, in cases.....		2
Furnaces and Furnace Castings.—See Stoves.		
Furniture. In less than carloads, O. R., released in each case, as follows:—		
do Common, in white, set up.....		1½
do do K.D., and closely boxed.....		2
do Willow or Rattan.....		4-1
do Tables (extension), common.....		1½
do Bureaus, Wardrobes, Dressing Cases, Desks, Sideboards, wrapped or crated.....		1½
do Bureau Glass Frames, K.D., in bundles.....		1
do do K.D. and closely boxed.....		2
do Bedsteads, wooden, common, set up.....		4-1

		C.L.
<b>Furniture.</b>	Bedsteads (common), finished, K.D.....	2
do	do do in white, K. D., and bundled.....	3
do	do extra valuable, carved or elaborately finished, wrapped or crated.....	D 1
do	do (iron), set up.....	D 1
do	do do K.D.....	1
do	Camping Tables and Ironing Stands (combined) K. D., and tied together .....	1
do	Chairs, set up and closely boxed.....	1
do	do do do crated .....	D 1
do	do do Wood Seat, common, set up.....	D 1
do	do do do K. D.....	2
do	do do Cane, Reed, Split and perforated wood and hair seat, K.D., bundled or boxed.....	1
do	do do Cane, Reed, Split and perforated wood seat, set up.....	3-1
do	do do Willow or Rattan.....	4-1
do	do do Camp, in bundles .....	1½
do	do do Folding.....	D 1
do	do do Stuffed Parlor Furniture, tête-à-têtes, and Sofa Lounges, set up.....	D 1
do	do do Dentists' or Barbers'.....	D 1
do	do do Chair or Lounge Frames, set up.....	3-1
do	do do do backs and legs off.....	1½
do	do do Cradles, Children's, wood or wicker work.....	3-1
do	do do do iron.....	1½
do	do do Folding Beds or Cots, folded .....	1
do	do do not otherwise specified, set up, wrapped or crated.....	D 1
do	do do do and closely boxed.....	1
do	do do Spring Beds, set up.....	D 1
do	do do do rolled in bundles.....	1
do	do do Spring Bed frames .....	D 1
do	do do Marble Slabs for Furniture, boxed or crated .....	1
do	do do Mattresses, wire, K. D., and securely boxed.....	3
do	do do do wire, hair, &c., set up.....	D 1
do	do do do wire, rolled or K. D., in bundles.....	1
do	do do Bed, Sofa, or Chair Springs, in bundles.....	D 1
do	do do do in boxes or bbls .....	1
do	do do do do nested, in covered bundles.....	1
do	do do Night Commodes.....	1
do	do do Brackets, Wood, boxed.....	1
do	do do Rattan, in bundles.....	1
do	do do School Furniture, K. D., and packed.....	2
do	do do do set up.....	1
do	do do Church Furniture, K.D., Pew Ends, Backs, Seats, Mouldings, Chancel Rails, Altars, Pulpits, .....	1
do	do do Furniture and Chair Stock, in rough.....	3
do	do do Furniture of all kinds, O. R. released.....	6
do	do do Furs, in bales, not otherwise specified.....	D 1
do	do do do in barrels or boxes.....	1
do	do do Fuse.....	1½

G.

Gambier.....	3	5
Gamboge, in cases.....	1	
Game, in boxes or barrels, prepaid, O.R.....	1	
Game Traps.....	1	

	C.L.	
Garden Seats, Rustic.....	1	
do Iron.....	2	
Gas Fixtures, in boxes, barrels or casks.....	1	
Gas Machines, O.R.....	D 1	
do requiring a whole car for carriage (whether full capacity of car be occupied or otherwise), if 12,000 lbs. or under, to be charged 20,000 lbs.....	10	
If over 12,000 lbs., to be charged C.L.....	6	
Gas Meters.....	D 1	
Gas Retorts.—See Retorts.		
Gasoline.—Same as Coal Oil. Must not be taken for shipment by water.		
Gelatine, in boxes.....	1	
Ginger, in cases.....	1	
Ginger Ale.—Same as Ale.		
Ginseng.....	1	
Glass, Plate, boxed, loaded in box cars, O.R., released.....	D 1	
do requiring a whole car for carriage (whether full capacity of car be occupied or otherwise) if 12,000 lbs. or under, to be charged 20,000 lbs., O.R., released.....	10	
If over 12,000 lbs., to be charged C.L., O.R., released.....	6	
Plate glass not in box cars to be loaded and unloaded by owners.		
do Signs, O.R., released.....	D 1	
Glass, Showcards, boxed, O.R., released.....	D 1	
do Stained, boxed, O.R., released.....	D 1	
do Common Window, boxed, O.R. released.....	3	5
do Broken or Scrap, in packages.....	4	7
do Lights—Deck, Vault or Floor.....	3	5
do Mirrors, well boxed, O.R. released.....	D 1	
do Insulators, in barrels or boxes.....	3	5
Glassware, Bottles—Ale, Beer, Porter, Soda, Mineral Water, Brandy, Wine, Bitters, Fruit Jars, in packages.....	3	5
do not otherwise specified, in boxes or casks, O.R.....	1	4
do in crates.....	2	4
Gloves, Leather, Woollen or Cloth.....	1	
Glue, in boxes or barrels.....	2	5
Glue, Stock or Scrap, in sacks or barrels.....	3	5
do do in bulk.....	7	5
Glucose, in packages.....	4	5
Glycerine, Refined, in glass or tin.....	1	
do Crude, in barrels or drums.....	2	4
do Nitro. Not taken.		
Government Supplies. Taken by special contract only.		
Grain, as follows:—		
Barley, Pearl and Pot, in boxes or barrels.....	3	5
do Common.....	4	8
Beans, in bags, boxes or barrels.....	4	8
Buckwheat.....	4	8
Corn, Sweet, Pop, &c.—See Corn.		
do Common.....	4	8
Malt.....	4	8
Oats.....	4	8
Peas, Dried or Split, in boxes.....	3	5
do Dried, Split, in bags or brls.....	4	8
do Dried, Common.....	4	8
Rye.....	4	8
Wheat.....	4	8

		O.L.
Granite.—See Marble.		
Grates and Grate Castings, O.R.....	1	
Gravel.....		10
Gravestones.—See Marble.		
Grease, in cans or buckets .....	2	
do in boxes or barrels.....	4	5
Grindstones, O.R.....	4	5
Groceries, not otherwise specified.....	1	
Guano.—Same as Fertilizers.		
Gum, in packages.....	1	
Gun Stocks and Barrels, in boxes .....	1	
do in the rough, in boxes or bundles.....	2	
Gunny.....	3	5
Guns.—See Fire Arms.		
Gunpowder. Taken by special contract only, and under special regulations.		
Gutta Percha and Gutta Percha Goods.....	1	
Gypsum.....	4	10

## H.

Hair, in sacks.....	1	
do Curled or Rope, pressed in bales.....	2	4
Hair, Plasterers', in sacks.....	1	
do in barrels.....	2	
do pressed in bales.....	3	5
Hams.—See Meats.		
Handles, Wood—Finished.....	3	6
do Rough.....	4	7
Hardware, in trunks.....	1	
Hardware :—		
Bells, O.R.....	1	
Cant-dogs, Clawbars, Crowbars.....	3	5
Cutlery, Corn Poppers.....	1	
Cutter Bars.....	3	5
Drag Teeth, in packages.....	3	5
Files, in packages.....	2	
Fluters.....	1	
Forks, Hand, in bundles.....	2	5
Hay Knives, in bundles.....	1	
do in boxes.....	2	
Hammers, Sledge.....	3	
Harrow Teeth, in packages.....	3	5
Hoes, in bundles.....	1	5
Jacks, Hand, loose.....	2	
do boxed or crated.....	3	
Pick-Axes, loose or in bundles.....	2	
do in boxes or casks.....	3	
Plough Beams, Iron.....	3	5
Plough Castings, Plough Points.....	2	
Post Augers.....	2	
Punches, Iron (power).....	3	
Rake Heads, Iron, in boxes.....	3	
Rake Teeth, in packages.....	3	5
Reaper and Mower Knives.....	3	
Rings (Bull or Hog), in boxes.....		
Sad Irons, in boxes or barrels.....	3	

		C.L.
Scoops, in bundles.....	2	5
Screws, Iron or Steel, in boxes.....	3	5
Screw and Strap Hinges.....	3	5
Scythes, in bundles.....	1	5
do in boxes.....	2	5
Scythe Snaths, in bundles.....	1	5
Shot, in bags.....	1	5
do in boxes or kegs.....	3	5
Shovels and Spades, in bundles.....	2	5
Tacks, in boxes.....	2	
T and Band Hinges, in bundles and packages.....	3	5
Wrenches, in packages.....	3	
General Hardware, not otherwise specified.....	2	
Harness.—See Saddlery.		
Hats and Caps, other than straw goods, in boxes.....	1	
do in trunks.....	D 1	
Hay, in bales.....	3	10
Ordinary 28 feet cars, minimum weight 20,000 lbs., larger cars, 24,000 lbs. Large hay cars, by special agreement. Hay must not be taken for shipment by water, unless specially authorized.		
Heading.—See Lumber.		
Headlights, not boxed, O.R.....	D 1	
do boxed, O.R.....	1	
Hemp, in boxes, O.R. of fire and water.....	2	5
do in bales do do do.....	3	5
do Seed.—See Seed.		
do Machines.—See Machinery.		
Hercules Powder. Not taken.		
Herrings.—See Fish.		
Hides and Skins :—		
Hides, Dry, loose.....	1	3
do do pressed in bales.....	3	5
do Green, loose.....	1	3
do do booked or bundled.....	3	5
do Salted or Pickled, in barrels.....	3	5
Skins, Dry—Calf and Sheep, loose.....	1	3
do do do in bales.....	2	4
do do Deer and Goat, loose.....	D 1	
do do do in bales.....	2	4
do do Peltries (Fur), loose.....	D 1	
do do do in bales.....	1	
do Green, Calf and Sheep, and Sheep Pelts, loose.....	1	
do do do do in bales.....	2	4
do do Deer and Goat, loose.....	1	
do do do in bales.....	2	3
do do Peltries (Fur), loose.....	D 1	
do do do in bales.....	1	
Hide Cuttings.....	3	5
High Wines.—See Liquors.		
Hinges.—See Hardware.		
Hobby Horses, set up.....	4-1	
do do and boxed.....	D 1	
do K.D., and boxed.....	1	
Hogs, Dressed.—See Dressed Hogs.		
Hominy.....	2	
Honey, in boxes, kegs or cans.....	1	4
do in barrels or casks.....	2	4

C.L.

Hoofs and Horns, in crates or bags, less than 10,000 lbs .....	3	
do 10,000lbs. or over.....	4	10
Hoops, Hop Poles, &c.—See Lumber.		
Hops, in bags or boxes.....	1	
do pressed in bales, actual weight.....	2	3
Horse Nails.—See Nails.		
Horse-Powers.—See Machinery.		
Horse Shoes.—See Iron.		
Hose, Leather, Rubber or other.....	2	4
Household Goods, O.R., released, prepaid.....	1	
do do Any shipment requiring a whole car for carriage, if 5,000 lbs. or under, to be charged 20,000 lbs.....		10
do do If over 5,000 lbs. and under 10,000 lbs., to be charged 20,000 lbs.....		
do do If over 10,000 lbs., to be charged C.L.....		
do do including Live Stock (not over 10 head per car), to be charged C.L.....		6
House Movers' Material.....		6
Houses, Portable.....		7
Hubs.—See Carriage Goods.		
Husks and Hulls, in bags.....	1	10
do in bales.....	2	10

I.

Ice, L.C.L, in tin boxes or safes, or C.L. in bulk, O.R., prepaid.....	3	10
Indigo, in cases.....	1	
Ink, in glass or stone, in packages, O.R.....	1	
do in kegs, barrels or casks.....	3	5
Insulators.—See Telegraph Supplies.		
Iron:—		
Anchors, Anvils, and Heavy Forgings.....	3	5
Bar, Band, Boiler.....	4	5
Bloom.....	4	5
Bolts, Nuts, Rivets, Washers.....	3	5
Bedsteads, set up, O.R.....	D 1	
do K.D., folded.....	1	
Bolsters and Boiler Plates.....	3	5
Bridge Material, in box cars.....	3	5
do too large to go into an ordinary box car, and necessitating a platform car for carriage, if 12,000 lbs. or under, to be charged 20,000 lbs.....		10
Bridge Material, if over 12,000 lbs., to be charged C.L.....		6
Buckets, nested.....	2	
Buggy Seats, set up.....	2	4
do nested.....	3	4
Castings, light, loose, in bundles, O.R.....	1	5
do do in boxes or casks, O.R.....	2	5
do dressed and finished, O.R.....	1	5
do heavy, 100 lbs. per piece or over, O.R.....	3	5
Heavy Castings, over 1,000 lbs. per piece, to be loaded and unloaded by owners.....		
Chairs.....	2	5
Doors.....	2	5
Drums, empty.....	1	5
Fencing, Railing.....	2	5

		O.L.
Filings .....	4	10
Fountains, K. D. ....	1	4
Grates and Fronts, O.R. ....	1	4
do do K. D., and boxed. ....	2	4
Hoops .....	3	5
Horse Shoes.....	3	5
Mantels and Fronts, set up, O. R. ....	1	4
do do K. D., and boxed.....	2	4
Metallic Shingles, in packages .....	3	5
Ore .....	4	10
Pig and Speigle.....	4	10
Pipe (gas and water, light).....	3	5
Pipe, 5 in. diameter and over.....	4	7
do (Hot Air, Steam or Water-Coil).—Same as Radiators.		
Pots, Pans and Stove Furniture.....	1	
Pulleys.....	2	
Pumps.....	1	
Rolls .....	3	5
Roofing.....	3	5
Russia (Sheet), O. R. ....	1	4
Safes, 10,000 lbs. each or over, O. R. ....	2	4
do under 10,000 lbs. each, O. R. ....	3	4
do of 1,000 lbs. each, or over, to be loaded and unloaded by owners.		
Sash—Shutters.....	2	5
Scrap, including old rails, old wheels, &c.....	4	10
Shafting—wheels and pulleys attached.....	1	6
do do detached.....	2	6
do requiring a whole car for carriage (whether full capacity of car be occupied or otherwise), if 12,000 lbs. or under, to be charged 20,000 lbs.....		10
do If over 12 000 lbs. to be charged C. L.....		6
Sheet, Sheet Galvanized, Sheet Tinned .....	3	5
Ship Knees.....	3	5
Sinks.....	1	
Smoke Stacks.....	3-1	
do requiring a whole car for carriage (whether full capacity of car be occupied or otherwise), if 12,000 lbs. or under, to be charged 20,000 lbs.....		10
do If over 12,000 lbs., to be charged C.L.....		6
Statuary and Ornamental Figures, O.R.....	1	4
Stills and Worms.....	D 1	
Tyres, other than R.R. Supplies.....	3	5
Vault and Prison Work.....	3	5
Vases.....	1	4
Vices .....	3	5
Water Wheels.....	2	5
Iron, for Railway Supplies, viz:—		
Fish Plates, Spikes, Bolts.....	4	7
Frogs and Crossings.....	4	7
Chairs, Tyres.....	4	7
Wheels, Axles, Rails.....	4	7
Isinglass, in cases.....	1	
Ivory and Ivory Black, in packages.....	1	
Ivory Nuts, or Blocks, in packages.....	3	4

J.

	C.L.
Jacks, Hand, loose.....	2
do boxed or crated.....	3
Japanware, boxed or crated.....	1
Japonica.....	3 5
Jellies.—See Preserves.	
Jewellers' Scrap or Sweepings.....	1
Joiners' Work (subject to Note at foot of this article) as follows:—	
Blinds, Inside—Door and Window.....	1
do Outside, with Slats, racked, O.R.....	2
Balusters and Turned Work, O.R.....	2
Counters, if in box cars, O.R.....	1
Door Frames, O.R.....	1
Doors, loose and racked, O.R.....	2
Mantels, O.R.....	1
Mouldings, in bundles, O.R.....	1
do in boxes.....	2
Panelled Work, O.R.....	2
Planed and Moulded Boards, O.R.....	3
Shelving, Baseboards, &c., O.R.....	3
Sashes, Glazed, O.R.....	D 1
do Unglazed, O.R.....	1
Shutters, close, O.R.....	2
Joiners' Work, not otherwise specified.....	1 6
NOTE.—Joiners' work, requiring a whole car for carriage (whether full capacity of car be occupied or otherwise), if 12,000 lbs. or under, to be charged 20,000 lbs.....	10
If over 12,000 lbs. to be charged C.L.....	6
Junk.....	3 5
Jute.....	3 6

K.

Kaoline.—Same as Clay.	
Kalsomine.—Same as Paints.	
Knees, Ship.—See Lumber.	
do Iron.—See Iron.	
Knitting Machines, Hand, in boxes.....	1½
do Power.—See Machinery.	

L.

Lacrosses, in bundles.....	D 1
do in boxes.....	1
Ladders.....	D 1 6
do Step.....	1 6
Lamp Black.....	1
Lamps and Lanterns, well packed, O.R.....	1
Lard, in crocks, O.R.....	1
do in boxes or buckets.....	2
do in barrels or casks.....	3 5
Lasts, tied in bundles or sacks.....	1 5
do in boxes.....	2 5
Last Blocks.....	10

	C.L.
Laths.—See Lumber.	
Lawn Tennis Sets, in boxes .....	1
Lead, White or Red, in tins, loose.....	2
do do do packed in wood.....	3 5
do do in kegs, casks or drums.....	3 5
do Bar, Pig Sheet and Pipe.....	3 5
do Scrap.....	4 7
Leather, loose.....	1 4
do in bundles, rolls, boxes or bales.....	3 5
Leather Board.....	3 5
Leather, Patent, in boxes.....	1
Leather Scraps.....	3 5
Leather Belting.—See Belting.	
Lemons.—See Fruit.	
Lemon Syrup, in glass, packed in wood.....	1
do in wood.....	2
Licorice—Stick, Root or Mass.....	1
do Mass or Paste, in boxes.....	2
do Powdered, in barrels.....	3
Lightning Rods, in bundles.....	1
do in boxes.....	3 4
Lime, Common.....	4 10
Linseed.—See Seed.	
Linseed Meal, in bags or barrels.....	3 5
Liquors, in demijohns, O.R.....	D 1
Foreign Wines, Spirits and Cordials, in glass, tins or jugs, securely packed in boxes or barrels, O.R.....	1 3
do Wines, Spirits and Cordials, in wood, less than 5 barrels, O.R.	1
do do do 5 barrels and over, O.R.	2 4
Native Wines, Spirits and Cordials, in glass, tins or jugs, securely packed in boxes or barrels, O.R.....	1 4
do Wines, Spirits and Cordials, in wood, less than 5 barrels, O.R...	2
do do do 5 barrels and over, O.R...	3 5
Litharge.—Same as Lead, Red.	
Lithographic Stones, in boxes, O.R.....	1
Live Stock will only be carried at owner's risk, to be loaded, unloaded and fed by owners or at their expense, as follows:—	
In car loads at not less than the following minimum weights:—	
Horses, 20,000 lbs.....	9
Cattle, 20,000 lbs.....	9
Hogs, S D., 20,000 lbs.....	9
do D.D., 25,000 lbs.....	9
Sheep, S.D., 18,000 lbs.....	9
do D.D, 24,000 lbs.....	9
Hogs, Sheep, Calves or Small Cattle must not be loaded under larger cattle in same car.	
When small and large animals are shipped together in same car they must be kept separate by a partition; this rule, however, will not apply to Milch Cows with their Calves.	
The owners or drovers may be taken free on the same train with their Live Stock, under the following regulations:—	
1, 2 or 3 cars..... one person.	
4, 5 or 6 cars..... two persons.	
7, 8, 9 or 10 cars..... three do	
Over 10 cars in one lot..... four do	
Return passes will not be given.	

C.L.

In less than carloads as follows:—

Bulls, under one year old, 1,000 lbs. each .....	1
do one year and under two years old, 3,000 lbs. each .....	1
do over two years old, 4,000 lbs. each .....	1
Cattle or Horned Animals:—	
One animal, 2,000 lbs.....	1
Two animals, 3,500 lbs.....	1
Three animals, 5,000 lbs.....	1
Each additional animal in same car, 1,000 lbs .....	1
Calves, under six months old, 500 lbs. each.....	1
Cow and Calf, together, 2,500 lbs.....	1
Colts, under six months old, each 1,000 lbs.....	1
Hogs, Goats, Sheep and Lambs not crated not taken, except by special authority.	
Hogs, Sheep, Lambs and other small animals, in boxes or crates, actual weight.....	D 1
Horses, Mules, &c.—One animal, 2,000 lbs .....	
do Two animals, 3,500 lbs .....	1
do Three animals, 5,000 lbs.....	1
do Each additional animal in same car, 1,250 lbs.	1
Mare and Foal, together, 2,500 lbs.....	1
Stallions and Jacks, 4,000 lbs. each.....	1

Minimum charge for any one animal, \$1.00.

Above weights and rates are based upon and intended for animals of ordinary value only.

Race Horses and other valuable animals will be carried at the same weights and rates on condition that the owners sign a written agreement, as follows:—

“At owner’s risk of loss or damage arising from any cause whatever.”

This must be written on the face of the consignment note and receipt.

Lobsters, Fresh, in casks or boxes, O.R..... 1  
do in tins.—See Canned Goods.

Logwood and Logwood Extract.—Same as Dye Stuff.

Looking Glasses.—See Glass Mirrors.

Lumber, Common and other, to be loaded and unloaded by owners, will only be carried at the convenience of the Company and at the risk of the owners, shippers furnishing their own stakes. Lumber, Common, to include:—

Ash, Birch, Beech, Cherry, Cedar, Chestnut, Elm, Hemlock, Hickory, Larch, Maple, Oak, Pine, Poplar, Spruce, Sycamore, Tamarack, Willow, Staves, Laths, Shingles, Clapboards, Bolts, Edgings, Slabs, Shooks, Heads, Hoops, Hoop and Hop Poles, Ship Knees, Blocks, Raftsmen’s Floats, Oars, Traverses, Toggles, and Withes, Poplar and Pulp Wood..... 4 10

Rails, Fence Posts, Telegraph Poles and Ties of all descriptions will only be taken by special contract.

Mahogany, Rosewood, Walnut, Lignum Vitæ and all other valuable hardwoods ..... 3 7

NOTE.—All cars with Lumber should be loaded to their full capacity, as marked upon them, at C.L. rate per 100 lbs. Cars without capacity marked upon them should only be loaded with 24,000 lbs. All excess over the capacity of cars up to 2,000 lbs. each shall be charged proportionate C.L. rate, but if the excess be over 2,000 lbs. the whole excess over the capacity of the car shall be charged

C.L.

L.C.L. rate as above; and the Companies reserve the right to remove all the excess, at the expense of the owner, and forward the same on another car.

## M.

Macaroni.....	1	
Machine or Cattle Cards.....	1	
Machinery (subject to note at foot of this article), at O.R. in each case, as follows:—		
Bark Mills.....	1	
Bolt Cutters.....	1	
Bran Dusters.....	D 1	
Cards, Cotton or Woollen.....	D 1	
Cob Mills.....	1	
Cotton Presses.....	1	
Cider Mill Presses.....	1	
Cheese Presses.....	1	
Ditching Machines.....	1	
Drag Saws, with horse-power, Sweep.....	1½	
Engines, Portable or Stationary.....	1	
Hemp Machines.....	1	
Horse-Powers, Sweep.....	1½	
do Tread.—See Agricultural Implements.		
Knitting Machines, Power.....	1½	
Looms.....	1½	
Nail Machines.....	3	
Planing Machines and Jointers.....	1	
Printing Presses.....	1	
Purifiers, set up.....	D 1	
do K. D., and boxed.....	1	
Saw Mills, Portable.....	1	
Sawing Machines.....	4-1	
Shearing Machines.....	1½	
Shingle Machines.....	1	
Smut Machines.....	1½	
Stumping Machines, K.D., detachable parts removed.....	2	
Machinery, not otherwise specified, in frame, O.R.....	1½	
do do closely boxed, O.R.....	1	
do Heavy, K.D., not otherwise specified, 1,000 lbs. per piece or over, with connections and detachable parts removed and boxed, O.R.....	2	
do All kinds.....		6
NOTE.—Engines or machinery requiring a whole car for carriage (whether full capacity of car be occupied or otherwise), if 12,000 lbs. or under, to be charged 20,000 lbs.....		6
If over 12,000 lbs., to be charged C.L.....		10
Engines or machinery over 1,000 lbs. per piece to be loaded and unloaded by owners.		
Machines, Sewing, set up, not boxed or racked, O.R.....	3-1	2
do set up, boxed or racked, O.R.....	1	4
do K.D., and boxed, O.R.....	1	4
Madder, in cases.....	2	
do in barrels or casks.....	3	
Magazines, returned empty, used in transporting gunpowder.....	4	
Majolica Ware.—Same as Crockery.		

		C. L.
Malt.—See Grain.		
Manilla, in bales, O.R.....	3	5
Manure, Stable, in cattle cars only.....		10
Maple Sugar.—See Sugar.		
Maple Syrup.—See Syrup.		
Marble, Polished, Carved or lettered, not boxed. Not taken.		
do do do boxed, O.R., prepaid.....	1	5
do Slabs, Blocks or Spires, Polished, not Carved or Lettered, boxed, O.R.	2	5
do do do unwrought.....	4	7
do Tile, O.R.....	4	7
do Dust, in barrels.....	4	7
do Blocks, Rough from Quarry.....		10
Marble, in boxes or casks.....	2	
Masts. Taken by special contract only.		
Matches, completely covered in paper or wooden boxes and securely packed		
in cases, O.R.....	D 1	5
do packed as above, lots of 2,000 lbs. and over, O.R.....	1	5
do loose in cases.—Not taken.		
Match Splints.....	3	7
Mattresses.—See Furniture.		
Mats and Rugs.....	1	
Matting—Cocoa, Hemp, &c.....	1	4
Meal, in bags or bbls.....	4	8
Measures, loose.....	D 1	
do nested.....	1	
Meats, Fresh, prepaid, O.R.....	1	4
do Mince, and Sausage, prepaid, O.R.....	1	4
do Salted, Smoked or Dried, loose or in bags.....	2	4
do do do in boxes, barrels or casks.....	3	5
Mechanics' Tools, in boxes.....	1	
Medicines.—See Drugs.		
Melons, prepaid, O.R.....	1	6
Merchandise—Shippers are required to give full description of contents of		
packages; all articles described as merchandise will be charged.....	D 1	
Metallic Packing, in packages.....	3	4
Metallic Shingles.—See Iron.		
Methylated Spirits.—Same as Liquors (Native).		
Mica, Manufactured, in packages.....	1	4
Milk—Taken by special contract only.		
do Condensed.—Same as Canned Goods.		
Mill Boards.—Same as Binders' Boards.		
Millet.—See Seeds.		
Mill Dogs.....	1	
Mill Feed.....	4	8
Mill-Stones.—See Stones.		
Millinery Goods, in cases.....	D 1	
Mineral Waters.—Same as Ale.		
Moccasins.—Same as Boots and Shoes.		
Models for Statuary and Stucco Work.....	D 1	
Molasses, in wood, O.R. of leakage.....	3	5
Mops and Mop Sticks, in bundles.....	1	
do do in boxes.....	2	
Moss, in sacks.....	D 1	
do in bales.....	1	4
Mouldings—Gilt or Finished, in bundles.....	D 1	
do do boxes.....	1	

	C.L.	
Mouldings—Common Building.—See Joiners' Work.		
Mucilage, in glass, packed in boxes or barrels.....	1	
do in wood.....	2	
Musical Instruments, not boxed.—Not taken.		
do Pianos and Organs, boxed and released, O.R.....	1	4
do Church Organs, K.D., loaded and unloaded by owners, O.R.....	D 1	6
do boxed, not otherwise specified, O.R.....	D 1	6
Mustard.....	2	
Mustard Seed.....	2	
<b>N.</b>		
Nails and Spikes, in bags.....	2	5
do in boxes or cases.....	3	5
do in kegs.....	4	5
Naphtha.—Same as Coal Oil. Must not be taken for shipment by water.		
Neck Yokes.....	2	
Nitro-Glycerine.—Not taken.		
Nitrate of Soda.—See Soda.		
Nutmegs.....	1	
Nuts, Edible, in bags, O.R.....	1	
do in boxes or barrels.....	2	4
<b>O.</b>		
Oakum.....	2	4
Oars, Boat.....	1	6
Oats.—See Grain.		
Oatmeal, in packages.....	4	8
Ochre, in cans, kegs or boxes.....	2	
do in barrels or casks.....	3	5
Oil Cans, Glass, in tin jackets, crated or boxed, O.R.....	2	6
Oil, except Coal or Mineral, in glass or stone, well packed, O.R.....	1	
do do in kegs or cans, securely boxed, O.R.....	2	4
do do in wood, O.R.....	3	5
Oil, Coal or Mineral, in cans, securely boxed, O.R.....	2	4
do do in wood, less than 10 bbls., O.R.....	1	
do do do 10 bbls. and over, O.R.....	3	4
Coal or mineral oil must not be taken for shipment by water.		
Oil Cake.....	4	8
Oil Cloth, in rolls, O.R.....	1	
do in boxes.....	2	
do requiring a whole car for carriage (whether full capacity of car be occupied or otherwise, if 12,000 lbs. or under, to be charged 20,000 lbs.....)		10
do if over 12,000 lbs., to be charged C.L.....		5
Onions.—See Vegetables.		
Opticians' Instruments, O.R.....	1	
Oranges.—See Fruits.		
Ore.....	4	10
Organs.—See Musical Instruments.		
Ornaments.—See Plaster of Paris.		
Ox Yokes.....	2	
Oysters and Clams, Fresh, in cans or kegs, O.R.....	1	3
do Shell, in bags or barrels, O.R.....	2	4
do Pickled.—See Pickles.		
Oziers (Willow Reeds), in boxes, bales or bbls.....	2	6

P.

C.L.

Nails.—See Woodenware.			
Paintings and Engravings, contents not to exceed \$50 in value, boxed and released.....	3-1		
do over \$50, not exceeding \$200 in value, boxed and released.....	4-1		
do over \$200. Taken by special contract only. Shippers must declare value.			
Paints, Earth, in boxes, barrels or kegs.....	3	5	
do not otherwise specified, in cases or cans, boxed.....	1	4	
do do in bbls. or kegs.....	3	5	
Palm Leaf, in bundles.....	1½		
Panorama and Theatrical Scenery, O.R.....	D 1	4	
Paper, Stationery, in boxes.....	1		
Paper Goods, such as Collars, &c., in boxes.....	1		
Paper Hangings, in bundles, O.R. of chafing.....	1	3	
do do in boxes or pressed in bales.....	2	4	
do Patterns, in cases, prepaid.....	1		
do Printing or Wrapping, O.R.....	3	5	
do Building and Roofing, O.R.....	4	5	
do Bags, in bundles or boxes, O.R.....	2	5	
do Stock.—See Rags.			
do Boxes.—See Boxes.			
Papier Maché Goods.....	D 1		
Parastboard, in bundles.....	2	5	
do in boxes.....	3	5	
Paraffine Wax.....	2	4	
do Candles.—See Candles.			
Patterns, Wood or Metallic, O.R.....	1½		
Peaches.—See Fruits.			
Peas.—See Grain.			
do Green.—See Vegetables.			
Pears.—See Fruit.			
Peat.....	3	10	
Pelts and Peltries.—See Hides and Skins.			
Pencils, Slate, in boxes.....	2		
do Lead, in boxes.....	1		
Pepper.—See Spices.			
Pepper Sauce.....	1		
Perfumery, in cases.....	1½		
Phosphate.....	4	10	
Photographic Material.....	1		
Pianofortes.—See Musical Instruments.			
Piano Legs and Stools, wrapped or crated.....	1		
do do boxed.....	2		
Pickles, in glass or stone, well packed, O.R.....	1		
do in kegs or barrels.....	3	5	
Pictures, common, in bdl., O.R.....	D 1		
do boxed.....	1		
Picture Frames.—See Frames.			
Picture Frame Backing, in bundles.....	4	7	
Pigs' Feet, in boxes or barrels.....	3		
Pillows, Feather, Hair, &c.....	D 1		
Pill Boxes.....	D 1		
Pile Drivers.—Same as Derricks.			
Piles. Taken by special contract only.			

		C.L.
Pimento, in boxes or barrels .....	1	
Pins, Toilet, in boxes.....	1	
Pine Apples, O.R., prepaid.....	1	3
Pipe Clay.....	3	
Pipe, Drain or Sewer, Cement or Earthen, O.R.....	3	7
Pipe, Iron.—See Iron.		
Pipe, Wooden .....	2	6
Pipes, Smoking, in cases.....	1	
Pitch, in barrels .....	3	5
Plants, in boxes, prepaid, O.R.....	D 1	
Plaster, Land.....	4	10
Plaster of Paris and Stucco, in barrels .....	3	5
do       Ornaments, in packages, O.R., prepaid.....	D 1	
Plated Goods or Ware.....	1	
Plate, Electrotype or Stereotype.....	1	
Plumbago, Crude .....	3	5
Porcelain.—Same as Crockery.		
Pork.—See Meats.		
Porter.—See Ale.		
Potatoes, Evaporated.—Same as Fruits (Apples), Evaporated.		
do   Sweet, in bags or boxes, O.R.....	1	
do   Common .....	4	8
Potatoes at O.R. of frost, and must be prepaid between 1st Nov. and 30th April.		
Pottery.—Same as Earthenware.		
Poultry, Live, in coops, minimum weight, S.D., 20,000 lbs. ....		9
do       do       do       D.D., 25,000 lbs.....		9
do   Dressed, O.R., prepaid.....	1	3
Preserves, in glass or stone, well packed, O.R.....	1	
do   in kegs or casks.....	2	4
Printed Matter, unbound, in bundles, O.R., prepaid. ....	1	
do   do       do   in cases, prepaid.....	2	
Prunes.—See Fruits, Dried.		
Pulleys and Blocks.—See Blocks.		
Pumice Stone.....	2	
Pumps, Iron or Wood . ....	1	4
Putty, in barrels or casks .....	3	

**Q.**

Quicksilver in iron flasks.....	1	
Quinces.—See Fruit.		
Quills, in boxes .....	D 1	

**R.**

Radiators .....	2	4
Rags and Paper Stock, in sacks .....	3	10
do       do       pressed in bales.....	4	10
Raisins.—See Fruit.		
Rattan.—See Furniture.		
Refrigerators .....	1	
Rennets, in wood.....	2	
Retorts, O.R.....	2	
Resin.....	3	5
Rice, in packages .....	3	5
Road Scrapers.—See Machinery.		

		O.L.
Roofing composition, in barrels or casks .....	4	7
do Material and Implements, in mixed lots.....	4	7
Roots, Garden.—See Bulbs and Roots.		
Ropes.—See Cordage.		
Rosewood.—See Lumber.		
Rubber, Crude.....	3	5
Rubber Goods, in packages.....	1	4
do Belting, Hose and Packing .....	2	4
do Old, Scrap.....		5
do Springs.—See Car Springs.		
Rugs, in bales.....	1	
Rum.—See Liquors.		
Rushes, in bales or boxes.....	1	
Rye.—See Grain.		
Rustic Work, light and bulky.....	D 1	6

## S.

## SADDLERY:—

Saddles and Harness, loose or in bundles.....	D 1	
do do in boxes .....	1	
Saddle Trees.....	1	
Hames, in bundles.....	1	
do in boxes or casks .....	2	
Horse Collars, in sacks or bundles.....	D 1	
do in boxes or barrels.....	1	
Saddlery Hardware, in boxes or barrels .....	2	
Saddlery and Harness.....		4
Safes, Bread, Meat, Milk or Cheese .....	4-1	
do Iron.—See Iron.		
Saleratus, in boxes or brls .....	2	
Salt, in small bags or boxes.....	3	
Salt, in sacks or barrels (or C.L. in bulk).....	4	10
Salts, Epsom and Glauber.....	1	
Saltpetre, in boxes.....	2	5
do in barrels.....	3	5
Sago.....	1	
Sand.....		10
Sandpaper.....	2	5
Sand Screens .....	D 1	
Sardines.—Same as Canned Goods.		
Sashes.—See Joiners' Work.		
Sashweights, in boxes.....	2	
Saur Kraut.—Same as Pickles.		
Sausage Casings, in barrels or kegs.....	2	5
Sausages.—See Meats.		
Sawdust and Shavings .....	3	10
Sawbucks, Wooden, packed in bundles.....	2	
Saws, loose or on boards.....	1	
do boxed .....	2	5
do Buck, in bundles.....	1	
Sawing Machines.—See Machinery.		
Saw Mills, Portable.—See Machinery.		
Scales and Scale Beams, not boxed .....	1	
do do boxed.....	2	
Scale Boards.....	2	5
do Weights, Metal .....	3	5

	C.L.
Scoops, Spades and Shovels.—See Hardware.	
Screws, Wooden.....	2 5
Sculpture, prepaid, O.R., released.....	D 1
Scythe Snaths.—See Hardware.	
Scythe Stones, in boxes.....	3 5
Sea Grass, pressed, in bales.....	3 7
Seed, Bird, in packages, O.R.....	1
do Garden, in boxes, O.R.....	1 4
do Blue Grass or Orchard, in bags or barrels, O.R.....	1
do Clover, Timothy or Red Top, O.R.....	3 5
do Flax or Hemp.....	3 8
do Field, not otherwise specified, in bags, boxes or barrels.....	2 5
Sewing Machines.—See Machinery.	
Shavings (Brewers') in bales.....	2 4
Shellac, Gum, in boxes or barrels.....	1
Shells, Sea, in packages, O.R.....	1
Shoddy.....	2 5
Shoes.—See Boots and Shoes.	
Shoe Findings.....	1
do Pegs, in boxes.....	1 5
do do in barrels or casks.....	2 5
Shooks.—See Lumber.	
Shorts.—See Bran.	
Short.—See Hardware.	
Shower Baths.....	D 1
Show Cases, O.R., released.....	3-1
Shrubbery, loose, prepaid, O.R.....	D 1
do in boxes or bundles, prepaid.....	1 5
Sieves.....	D 1
do nested and boxed.....	1
Sign Boards.—Same as Advertising Boards.	
Sizing, in sacks or barrels.....	2
Slag, Mill, and Cinders, prepaid.....	10
Slate, Floor, in barrels or casks.....	4 5
do School, in boxes.....	2
do Roofing, O.R.....	3 10
do Manufactured or Marbleized, well boxed, O.R.....	1 4
Sleds and Sleighs, Children's or Hand.—See Vehicles.	
Sleigh Stuff.—See Carriage Goods.	
do Shoes, Iron and Steel.....	3 5
Smoke Stacks.—See Iron.	
Snowshoes, in bundles.....	D 1
do in boxes.....	1
Snow Shovels, Wooden, in bundles.....	1
Snuff, in jars or bladders.....	1½
do in boxes, barrels, casks or kegs.....	1
Soap, Common, in boxes.....	4 5
do Fancy, in boxes.....	1
do Oil or Soft, in barrels.....	4 5
Soapstone, Crude.....	4 10
do Slabs and Manufactured Articles, O.R.....	1
do Dust.....	4 7
Soda, Bi-Carbonate, in boxes, kegs or barrels.....	3 5
do Ash or Sal Soda, in boxes, barrels or casks.....	4 5
do Caustic, in iron drums.....	4 5
do Nitrate, in iron drums.....	3 5

		C.L.
Soda, Salt Cake, in casks.....	4	5
do Water.—See Mineral Water.		
Solder, in packages.....	2	
Spark Arresters.....	D 1	
Spars. Taken by special contract only.		
Spelter .....	3	
Spices—Cloves, Cinnamon, Pepper, Allspice, Nutmegs, &c.....	1	
Spinning Wheels.....	1	
do do Heads.....	D 1	
Spirits.—See Liquors.		
Spirits of Turpentine, in barrels, or in cans securely boxed, O.R. of leakage.	2	4
This freight must not be taken for shipment by water.		
Spoke Drivers.....	1½	
Sponges.....	D 1	
Spools, in crates.....	2	5
do in cases.....	3	5
do in bulk.....		7
Springs, with Axles attached, wheels off.....	1½	
do Rubber, Steel, Volute, Spiral.....	3	5
do Carriage, Waggon and Seat.....	2	5
do Wire, coiled in bundles.....	D 1	
do Wire, in boxes, barrels or casks.....	1	4
Stamped Ware, nested in boxes or barrels.....	2	5
do do in crates, O.R.....	1	
Starch, in boxes.....	2	5
do in barrels or casks.....	3	5
Stationery, in boxes.....	1	4
Statuary.—See Sculpture.		
Stearine .....	3	5
Steam Gauges, boxed.....	2	
Steel.—Same as Iron.		
Steel Castings.—See Iron.		
Steam Shovels.—See Machinery.		
Stone, Polished, Carved or Lettered, not boxed. Not taken.		
do Polished, Carved or Lettered, boxed, prepaid, O.R.....	1	5
do Slabs, Blocks, Spires, Polished, not carved or lettered, in boxes, O.R.	2	5
do Slabs, in Blocks, Unwrought.....	4	10
do Coursing and Dimension .....	4	10
do Tiling (Floor) .....	4	7
do Rubble, Cobble and Field.....		10
Stones, Grind.....	4	5
do Scythe and Whet.....	3	5
do Mul, Finished, O.R.....	2	4
do do Rough.....	3	5
Stoneware.—See Crockery.		
Stoves, and Stove Furniture shipped with Stoves, O.R.....	2	4
do Oil, packed in boxes or crates, O.R.....	1	
do Gas O.R.....	2	4
Furnaces, O.R.....	2	4
do requiring a whole car for carriage (whether full capacity of car be occupied or otherwise), if 12,000 lbs. and under, to be charged 20,000 lbs.....		10
if over 12,000 lbs. to be charged C.L.....		4
Stove Boards, loose, O.R.....	1	6
do racked, O.R.....	2	5
Stove Brick or Lining.—See Fire Brick.		

		C.L.
Stove Plates, O.R.....	2	
do boxed or crated.....	3	5
Stove Pipes and Elbows, Corrugated or other, loose or in bundles, O.R., released.....	4-1	5
do in crates or boxes, O.R., and released.....	D 1	5
Stove Polish, Liquid.....	1	
Straw.—Same as Hay.		
do Boards.....	3	5
do Goods, in cases.....	D 1	
Stretcher Stock, in bundles.....	4	7
Stucco and Stucco Work.—See Plaster of Paris.		
Sugar, in boxes or kegs.....	2	5
Sugar, in bags, barrels or hogsheads.....	4	5
do Lemon, Grape or Maple.....	2	5
do and Syrup, mixed, bbls, hhd., O.R. leakage.....		5
Sugar Evaporators.—See Evaporators.		
Sulphate of Copper.....	2	4
do Iron.....	2	4
do Zinc.....	1	
Sulphur, in boxes or kegs.....	2	5
do in barrels or casks.....	3	5
Sumac.—Same as Dye Stuffs.		
Superphosphate of Lime, in barrels.....	4	7
Surgical Instruments, O.R.....	1	
Syrup, in glass or jugs, boxed, O.R.....	2	
do in kegs or barrels, O.R. of leakage.....	3	5
do Maple, in glass or tins, well packed.....	2	4
Switch Gates and Signal Material, Iron or Wood.....	4	7

## T.

Talc.....	4	7
Tallow.—Same as Grease.		
Tamarinds, in jars, boxed.....	1	
Tanner's Scrap, in packages.....	3	5
Tapioca, in packages.....	1	
Tar, in kegs or buckets.....	2	
do in barrels.....	4	7
Tarpaulins.....	2	
Tartaric Acid, in cases or barrels.....	1	
Tea, in boxes, not matted.....	1	3
do do matted.....	2	4
Teasels.....	D 1	4
Telegraph and Telephone Instruments and Fixtures, O.R.....	1	
Telegraph Supplies, viz. :—		
Top Pins, in bags or boxes.....	3	5
Cross Arms, in bundles.....	4	7
Insulators, in bbls. or boxes.....	3	5
Tents, Awnings and Fixtures.....	1	
Tentpoles, in bundles.....	2	
Terra Alba Clay, in packages.....	4	10
Terra Cotta, O.R.....	1	
Terra Japonica.—Same as Japonica.		
Theatrical Scenery, O.R.....	D 1	4
Thimble Skeins.—See Carriage Goods.		
Thread, in boxes.....	1	

O.L.

Pieces, Empty.—See Empties.			
Pies.—See Lumber.			
Piles, Drain or Sewer.....	4	10	
do Roofing.....	3	7	
do Encaustic or Enamelled, for floor, O.R.....	1	4	
Tile Machines.—Same as Brick Machines.			
Timber and Logs, under 28 ft. long.—Same as Lumber.			
do do over 28 ft. long.—Taken by special contract only.			
Tin Foil.....	1		
Tin, Pig or Plate.....	3	5	
Tin Troughs.—Same as Eavetroughs.			
Tinware, loose, O.R.....	D 1		
do nested, O.R.....	1½		
do in crates, O.R.....	1½		
do in boxes or barrels.....	1	4	
Tobacco, Unmanufactured, in bales.....	1	5	
do do in hogsheads and cases.....	3	5	
do Cut, in pails, loose or tied together.....	D 1	4	
do do do two or more, strapped together with metal or wood..	1	4	
do do in boxes or barrels.....	1	5	
do Plug, in caddies, loose or together.....	D 1	4	
do do do two or three, strapped together with metal or wood	1		
do do do four or more do do	3	5	
do do in boxes or barrels.....	3	5	
do Stems, in cases or hogsheads...	3	5	
Toboggans.....	3-1		
Tooth Picks, in boxes.....	1		
Top Pins.—See Telegraph Supplies.			
Tow, in boxes, O.R.....	2		
do pressed in bales.....	3	5	
Tows, in boxes or crates, O.R.....	D 1		
do loose or in bundles, O.R.....	4-1		
Trays, in racks or cases.....	1		
Trees.—See Shrubby.			
Tricycles.—See Velocipedes.			
Tripe, salted or pickled.....	3	5	
Tripoli.....	2		
Trunks, empty, O.R.....	D 1	4	
do filled with Valises and Satchels, O.R.....	1½	4	
Trunks containing wearing apparel and personal effects will not be taken as freight unless with shipment of household goods. When they are offered for shipment, Agents will refer parties to Express Companies.			
Tubs, in nests.—See Woodenware.			
Turned Stuff.—See Joiners' Work.			
Turnips.—See Vegetables.			
Turpentine.—See Spirits of Turpentine.			
Twine.—See Cordage.			
Type, in boxes.....	2	5	
Type Writers or Caligraphs, boxed or crated, O.R., released.....	D 1		

## U.

Umbrellas, in boxes.....	1		
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## V.

		C.L.
Valises, loose, O.R.....	D	1
do in trunks, O.R.....		1½ 4
do in cases.....		1 4
Varnish, in cans when boxed, O.R.....		1
do in wood, O.R. of leakage.....		2
This freight must not be taken for shipment by water.		
Vats Empty.—Same as Cheese Vats.		
Vegetables, Evaporated.—Same as Fruits (Apples) Evaporated.		
do Green, O. R. prepaid—Beans, Beets, Cabbage, Carrots, Cauli- flowers, Cucumbers, Onions, Parsnips, Peas and Tur- nips, in bags or crates.....		1
do do in boxes or barrels.....		3
do do in packages or bulk.....		1 8
do do not otherwise specified.....		1 8
Vehicles at O. R. of chafing and breakage in each case, and subject to Note at foot of this article:—		
Omnibuses, Stage Coaches, 5,000 lbs. each.....		1
Hearses, Waggon and Sleighs, extra large, 5,000 lbs. each.....		1
2-Horse Buggies, Carriages, Hacks, Sleighs, Waggon, Express and Peddlers' Waggon, 3,000 lbs. each.....		1
1-Horse Buggy or Carriage, with Covered Top, 3,000 lbs. each.....		1
1-Horse Carriage, Buggy, Chaise, Waggon, Express or Peddlers' Waggon, Cab, Gig, Phaeton or Sleigh, 2,000 lbs. each.....		1
1-Horse Cariole, Calèche or Cutter, 1,000 lbs. each.....		1
1-Horse Carts, 2 Wheels, 1,000 lbs. each.....		1
1-Horse Sulky, 800 lbs. each.....		1
Lumber Waggon, Common, set up, 2,400 lbs. each.....		1
do do K. D., 1,200 lbs. each.....		1
Farmers' Waggon, 1-Horse, set up, 2,000 lbs. each.....		1
do do K. D., 1,000 lbs. each.....		1
do 2-Horse, set up, 2,400 lbs. each.....		1
do do K. D., 1,200 lbs. each.....		1
Buck-board Buggies, set up, 1,000 lbs. each.....		1
do K. D., 800 lbs. each.....		1
Bob Sleds, set up, actual weight.....		1½
do K. D., in pieces.....		1
Buggies, Carriages and Sleighs, crated (wheels, shafts and poles removed and shipped separate).....		3-1
Buggies, Carriages and sleighs (wheels, shafts and poles taken off), all completely and closely boxed.....	D	1
Buggy and Sleigh Bodies, Unfinished in White, crated.....		1½
Buggy and Sleigh Bodies, Unfinished in White, closely boxed.....		1
Hose Carts or Reels, 1,500 lbs. each.....		1
Hook and Ladder Waggon, 5,000 lbs. each.....		1
Baggage Truck or Barrows, set up.....		1½
do do K. D.....		1
Vehicles—At O.R. of chafing and breakage in each case, and subject to note at foot of article.		
Warehouse Trucks or Barrows, set up.....		1½
do do K. D. ....		1
Wheelbarrows, set up.....		1½
do K. D. and nested.....		1
Children's Carriages, set up.....		4-1
do K. D. and crated.....	D	1
do K. D. and boxed.....		1

<i>Vehicles—Continued.</i>		C.L.
Children's Carriage Bodies, Wicker or Willow, nested.....	D 1	
do Sleds or Sleighs, set up, loose or in bundles.....	D 1	
do do crated or boxed.....	1	
do Express Waggon, set up.....	D 1	
do do nested and racked, wheels separate.....	1½	
do do K.D. and boxed.....	1	
Velocipedes, Bicycles and Tricycles.....	D 1	
do do do crated.....	1½	
do do do closely boxed.....	1	
do Children's.....	4-1	
Vehicles, all kinds, C. L.....		6
NOTE.—Above estimated weights are for Vehicles not too large to be loaded in an ordinary box car. Any single Vehicle too large to go in an ordinary box car, and necessitating a platform car for carriage, will not be taken at less than 5,000 lbs.....		
Veneering, Foreign, in boxes.....	1	
do Native.....	3	3
Venison, prepaid, O. R.....	1	7
Vermicelli, in boxes.....	1	4
Vinegar, in demijohns, O.R.....	1	
Vinegar, not otherwise specified.—Same rates and conditions as Ale.		
Vitriol, Blue.—See Blue Stone.		
Vitriol, Oil of.—Same rates and conditions as Acids.		
<b>W.</b>		
Wadding.....	D 1	
do pressed in bales or cases.....	1	
Warp Beams, Empty, not boxed..	D 1	
do do boxed.....	1	
do Wrapped with Warp, not boxed, O.R.....	D 1	4
do do crated or boxed.....	1	4
Warp, pressed in bales, O.R. of chafing.....	3	5
Washboards, Zinc and Wood.....	2	5
Washing Machines, set up, not boxed.....	1½	
do do boxed.....	2	
Water Lime.—See Cement.		
Water Pipe.—See Iron.		
Water Wheels, iron.—See Iron.		
Wax, in boxes or barrels.....	1	
do Paraffine.—See Paraffine Wax.		
Weights.—See Scales.		
Whalebone.....	1	
Wheat.—See Grain.		
Wheat Cracked, in boxes.....	3	
do do in bags.....	4	8
Wheelbarrows.—See Vehicles.		
Whips, in bundles.....	3-1	
do in boxes.....	1	
Whiskey.—See Liquors.		
White Lead.—See Leads.		
Whiting, in boxes.....	2	5
do in barrels or casks.....	4	5
Wicker Work, not otherwise specified.....	4-1	
Wicking.....	1	
Willow Ware or Work, not otherwise specified.....	4-1	
do Reeds.—See Oziers.		

		C.L.
Window Frames.—See Joiners' Work.		
do Shades and Curtains, boxed .....	1	
Windmills, boxed or crated, K. D.....	1	6
Wine.—See Liquors.		
Wire, Fine, in boxes.....	2	4
do Barb, Fence, and Telegraph, in coil.....	4	5
do Binding, for Harvesters .....	4	5
do Cloth .....	1	4
do do in rolls, 150 lbs. each or over .....	2	4
do Common, in coil.....	3	5
do Fencing or Railing.....	1	4
do Rope, in coil.....	3	5
do Truss Hooping in coil.....	3	5
do Work, not otherwise specified .....	D 1	
Wood Board.....	3	5
Wood Cuts, in boxes, O. R.....	1	
Wood Pulp.....	4	10
Wood Spirits or Alcohol.—Same as Liquors.		
Wood, Turned.—See Joiners' Work.		
Woodenware— Buckets, Pails and Tubs, nested .....	1	6
do Not otherwise specified.....	1	6
Wool, Domestic, in sacks, any quantity.....	1	
do Foreign Compressed, in bales.....	3	5
Woollen Goods.....	1	
Wool Waste.—Same as Cotton Waste.		

**Y.**

Yarn, in bundles or boxes .....	1	4
do pressed in bales .....	2	4
Yeast, in kegs or barrels.....	1	
do Powder and Cakes, in boxes.....	2	

**Z.**

Zinc, in Sheet or Rolls.....	2	5
do Slabs or Pigs.....	3	5
do Scrap.....	4	10

TABLE of Estimated Weights only to be used when Actual Weights cannot be ascertained.

	Lbs.
Alcohol, per bbl.....	420
Ale, Beer and Porter, per Imperial gallon .....	10·60
do do per wine do .....	8·85
Lager Beer, per Imperial gallon.....	10·50
do per wine do .....	8·75
(Weights of barrels to be added.)	
Apples, Green, per bushel.....	56
do per bbl.....	150
Barrels, Empty—Ale, Beer and Porter, per hhds.....	125
do do do bbl.....	75
do do do $\frac{1}{2}$ bbl.....	50
do do do $\frac{1}{3}$ bbl.....	35
do Lager Beer, per bbl.....	85
do do $\frac{1}{2}$ bbl.....	52

	Lbs.
Barrels, Empty—Lager Beer, per $\frac{1}{4}$ bbl.....	32
do do do $\frac{1}{8}$ bbl.....	20
do do do $\frac{1}{16}$ bbl.....	12
Beef, per bbl.....	350
do per tierce.....	480
Brick, Common, each.....	4 $\frac{1}{2}$
do pressed do.....	7
do Fire do.....	7
Charcoal, per bushel.....	22
Cider, per bbl.....	400
Clay, per cubic yard.....	3,000
Coal, Anthracite:—	
Nut, per cubic foot.....	50
Stove do.....	53
Egg do.....	55
Bituminous:—	
Blossburg, per cubic foot.....	53
Cumberland do.....	53
Pittsburg do.....	46
Clover Hill do.....	45
Pictou do.....	49
Coke, per bushel.....	40
Fish, Salted or Pickled, per bbl.....	300
do do $\frac{1}{2}$ bbl.....	160
do do $\frac{1}{4}$ bbl.....	80
do do kit.....	40
Grain:—	
Barley, per bushel.....	48
Beans do.....	60
do per bbl.....	280
Buckwheat, per bushel.....	48
Corn (shelled) per bushel.....	56
do (in ear) do.....	70
Malt, per bushel.....	38
Oats do.....	34
Peas do.....	60
do (whole), per bbl.....	260
do (split) do.....	240
Rye, per bushel.....	56
Wheat do.....	60
Gravel, per cubic yard.....	3,500
High Wines, per bbl.....	420
Ice, per cubic foot.....	57
Lime, per bushel.....	75
Nails, per keg.....	106
Oils, per bbl.....	400
Oil, Petroleum, in bulk, in tank cars, per Imperial gallon.....	8
Onions, per bushel.....	56
do per bbl.....	170
Pitch, per bbl.....	400
Pork do.....	320
Potatoes, Common, per bbl.....	180
do do per bushel.....	60
Resin, per bbl.....	280
Salt, per bushel.....	60
do per bbl.....	300

	Lbs.
Sand, per cubic yard.....	3,000
Seed, Blue Grass, per bushel.....	14
do Clover do .....	60
do Flax do .....	56
do Hemp do .....	44
do Hungarian do .....	45
do Millet do .....	45
do Timothy do .....	45
Stone, Cobble or Rubble, per cord of 128 feet.....	13,000
do do per toise of 216 feet.....	22,000
do Granite, dressed, per cubic foot.....	166
do Limestone do do .....	170
do Marble do do .....	170
do Sand or Free do do .....	150
do Slate do do .....	170
do Quartz, per cubic foot.....	166
Tar, per bbl.....	400
Turnips, per bushel.....	56
Vinegar, per bbl.....	400
Whiskey.....	450

## CORDWOOD.

		Green. Lbs.	Dry. Lbs.
Hickory, per cord of 128 ft.....		5,000	4,000
Beech and Maple do .....		4,500	3,750
Pine and Hemlock do .....		3,500	2,500
Poplar do .....		5,000	4,000

## STAVE BOLTS.

		Lbs.
Oak, green, per cord.....		5,300
Ash and Elm do .....		4,600
Maple do .....		4,500

"Dry" Cordwood should be cut and piled at least 6 months.

To ascertain contents of a car of Cordwood or Stave Bolts:—Multiply the length, breadth and height (in feet) together, and divide by 128.

Thus:—Car 30 ft. long, 3 ft. 6 in. high, 8 ft. wide:—

30 ft. × 3 ft. 6 in. × 8 ft. = 840 ÷ 128 ÷ 656 cords.

## TABLE of Estimated Weights, &amp;c.

Lumber, Etc.	Green. Lbs.	Partly Seasoned. Lbs.	Dry. Lbs.
White pine, white wood, basswood, per 1,000 feet.....	3,500	3,000	2,700
Butternut, chestnut, red pine, Norway or yellow pine, hemlock, spruce, per 1,000 feet.....	4,000	3,500	3,000
Ash, elm, maple, cherry, per 1,000 feet.....	4,500	4,000	3,500
Oak, walnut, hickory, birch, beech, per 1,000 feet.....	5,000	4,500	4,000
Shingles (18-inch), per 1,000.....	375	350	325
do (16-inch), per 1,000 .....	350	325	300
Lath, per 1,000.....	600	525	450
Bark, per cord .....	3,500	3,000	2,400
Staves, finished, for oil, pork and beef barrels, per 1,000.....	3,750	3,375	3,000
Staves, sawed, unfinished, for oil, pork and beef barrels, per 1,000.....	4,375	3,925	3,500
Staves, rough, for oil, pork and beef barrels, per 1,000.....	5,000	4,500	4,000
Staves, manufactured, for flour barrels, per 1,000.....	1,250	1,125	1,000

TABLE of Estimated Weights, &c.—Continued.

Lumber, Etc.	Green, Lbs.	Partly Seasoned. Lbs.	Dry- Lbs.
Cedar posts, or bolts, for block paving, per cord.....	3,500	3,000	2,500
Shingle bolts, per cord.....	3,500	3,000	2,500
Slabs—Hardwood, per cord.....	5,000	4,000	3,000
Pine, spruce and hemlock, per cord.....	4,000	3,000	2,400
Telegraph poles, per cord.....	4,000	3,500	3,000
Ties—Hemlock, pine, spruce, tamarac, each about.....	160	150	130
Cedar, sawn, pine, each about.....	140	120	100
Hoops, hoop poles, hop poles, per cord.....	3,500	3,250	3,000

Above estimates are for "Dry Lumber," cut and piled 4 months or over; "Part Seasoned," cut and piled at least 2 months, and all under 2 months cut is "Green."

To find contents in each measure of a car of lumber, multiply the length in feet, the width in feet, and the height in inches together, the product will give the number of feet, inch measure.

Thus:—Car 14 ft. long, 8 ft. wide, 60 in. high:— $14 \times 8 \times 60 = 6,720$  feet.

Allowance should be made for waste space (if any) between the boards.

CEDAR POSTS.

The following quantities of cedar posts, 9 feet long, are estimated to weigh 24,000 lbs.:

28 feet car.....	4 ft. 9 in. high
30 do .....	4 ft. 6 in. "
32 do .....	4 ft. 3 in. "
33 do .....	4 ft. 0 in. "
34 do .....	3 ft. 10 in. "

GRAIN IN BULK.

The quantity in a car can be ascertained with sufficient accuracy, by multiplying the internal length and breadth of the car together, and then by the height of the grain. Multiplying this product by 1,728 (number of inches in a square foot), and divide by 2,150 (number of square inches in a bushel).

Thus:—Car 27 ft. 6 in.  $\times$  8 ft.  $7\frac{1}{2}$  in.  $\times$  2 ft. 1 in. = 494 ft. 1 in. 8 pts. Multiply by 1,728, and  $\div$  2,150 = 400 nearly.

ROUND TIMBER.

1st. When all the sizes are in feet, multiply the length by the square of one quarter of the mean girth, and the product will give the volume in cubic feet.

2nd. When the length is in feet and the girth is in inches, multiply as above, and divide by 144.

3rd. When all the dimensions are in inches, multiply as above, and divide by 1,728.

Thus:—50 ft. long—girths 31.5 and 62.9 inches.

$$0 \times \left( \frac{31.5 + 62.9}{2} \div 4 \right)^2 = 50 \times 11.8^2 = 6,962, \text{ and } \frac{6962}{144} = 48,347 \text{ feet.}$$

$$r \ 50 \times \frac{31.5 + 62.9 \div 2^2}{16} \div 144 = \frac{111,392}{16} \div 144 = 48,347 \text{ feet.}$$

The mean girth of round timber may be obtained by taking the circumference at both ends and in the centre, adding them together, and dividing by 3.

The girth of spars should be arrived at by taking their diameter at one-third of their length from the abut or large end.

#### SQUARE TIMBER.

1st. When all the dimensions are in feet, multiply the product of the breadth by the depth, by the length, and the product will give the volume in cubic feet.

2nd. When one of the dimensions is in inches, and the other dimensions are in feet, multiply as above, and divide by 12.

3rd. When two of the dimensions are in inches, and the other dimension in feet, multiply as above and divide by 144.

Thus:—20 ft. long and 15 in. square:— $15 \times 15 \times 20 = 4,500$ , and  $4,500 \div 144 = 31.25$  cubic feet.

The following are found to be average weights of round and square timber:—

White pine.....	48 lbs. per cubic foot.
Hemlock, spruce, red pine.....	55 “
Ash, elm, maple, cherry, birch, beech.....	60 “
Oak, hickory.....	65 “

*EXTRACT from the Minutes of a Meeting of the Board of Directors of the Ontario and Quebec Railway Company, duly called and held at the Office of the Canadian Pacific Railway Company in Montreal, on Saturday, the 14th day of March, 1885.*

#### PRESENT:

Mr. E. B. OSLER, in the Chair.

Mr. GEORGE STEPHEN,  
R. B. ANGUS,  
W. C. VAN HORNE,

HON. DONALD A. SMITH,  
PETER MITCHELL.

Mr. Drinkwater, Secretary of the Canadian Pacific Railway Company, also attended, and acted as secretary of the meeting.

“The chairman stated that it was desirable to pass a by-law adopting the tariff of tolls, rates and fares to be charged for the conveyance of freight and passengers, as required by the Consolidated Railway Act.

“Whereupon it was unanimously resolved,

“That the following by-law be, and the same is hereby enacted and passed as the by-law of the company:—

#### “ BY-LAW No. 31.

“The rate for the conveyance of passengers shall not exceed three and one-third cents per passenger per mile on all the company's lines, and any extension of the same. An additional sum of ten cents may be charged for each ticket purchased on the company's trains, in case where a passenger has entered the company's cars at a station where tickets were sold, but has neglected to purchase a ticket at such station, or other duly authorized ticket office, before entering the cars.

“ And the following shall be the maximum mileage tariff of freight rates and tolls on the said lines and extensions:—

Distances.	Classes in cents per 100 lbs.									
	1st.	2nd.	3rd.	4th.	5th.	6th.	7th.	8th.	9th.	10th.
Not exceeding 5 miles.....	8	7	6	5	4	4	4	3	3	3
Over 5 and no. over 10.....	10	8	7	6	5	5	4	4	4	4
10 do 15.....	12	11	9	8	6	6	5	5	5	4
15 do 20.....	14	12	11	9	7	6	6	6	6	5
20 do 25.....	16	14	12	10	8	7	6	7	7	5
25 do 30.....	18	16	14	11	9	8	7	8	7	6
30 do 35.....	20	18	13	15	10	9	7	8	8	6
35 do 40.....	22	19	17	14	11	10	8	9	8	7
40 do 45.....	24	21	18	15	12	11	8	9	8	7
45 do 50.....	24	21	18	15	12	11	9	10	9	7
50 do 55.....	26	23	20	16	13	12	10	10	10	8
55 do 60.....	26	23	20	16	13	12	10	11	10	8
60 do 65.....	28	25	21	18	14	13	11	11	11	9
65 do 70.....	28	25	21	18	14	13	11	12	11	9
70 do 75.....	30	26	23	19	15	14	12	11	11	10
75 do 80.....	32	28	24	20	16	14	12	13	12	10
80 do 85.....	32	28	24	20	16	14	12	13	12	10
85 do 90.....	34	30	26	21	17	15	13	14	12	11
90 do 95.....	34	30	26	21	17	15	13	14	13	11
95 do 100.....	36	32	27	23	18	16	13	14	13	11
100 do 110.....	36	32	27	23	18	16	14	15	14	12
110 do 120.....	38	33	29	24	19	17	14	15	14	12
120 do 130.....	38	33	29	24	19	17	15	15	15	13
130 do 140.....	40	35	30	25	20	18	15	16	16	13
140 do 150.....	40	35	30	25	20	18	16	16	16	14
150 do 160.....	42	37	32	26	21	19	16	17	17	14
160 do 170.....	42	37	32	26	21	19	17	17	17	15
170 do 180.....	44	39	33	28	22	20	17	18	18	15
180 do 190.....	46	40	35	29	23	21	17	18	18	15
190 do 200.....	46	40	35	29	23	21	18	19	19	16
200 do 210.....	48	42	36	30	24	22	18	19	19	16
210 do 220.....	48	42	36	30	24	22	18	19	20	16
220 do 230.....	50	44	38	31	25	23	19	20	21	17
230 do 240.....	50	44	38	31	25	23	19	20	21	17
240 do 250.....	52	46	39	33	26	24	20	20	22	18
250 do 260.....	54	47	41	34	27	25	20	21	23	18
260 do 270.....	54	47	41	34	27	25	20	21	23	19
270 do 280.....	56	49	42	35	28	26	20	21	23	19
280 do 290.....	58	51	44	36	29	27	21	22	24	20
290 do 300.....	60	53	45	38	30	28	21	22	24	20
300 do 325.....	64	56	48	40	32	30	22	23	25	21
325 do 350.....	68	58	50	41	33	31	23	24	26	22
350 do 375.....	68	60	51	43	34	32	23	24	26	22
375 do 400.....	70	61	53	44	35	33	24	25	27	23
400 do 425.....	72	63	54	45	36	34	25	26	28	24
425 do 450.....	76	67	57	48	38	36	26	27	29	25
450 do 475.....	78	69	59	49	39	37	27	28	29	26
475 do 500.....	80	70	60	50	40	38	28	29	30	27
500 do 525.....	82	72	62	51	41	39	29	30	30	28
525 do 550.....	84	74	63	53	42	40	30	31	31	29
550 do 575.....	86	75	65	54	43	41	31	32	32	30
575 do 600.....	90	79	68	56	45	43	33	34	35	32
600 do 625.....	94	82	71	59	47	45	34	35	36	33
625 do 650.....	98	86	74	61	49	47	36	37	38	35
650 do 675.....	102	89	77	64	51	49	37	38	39	36
675 do 700.....	106	93	80	66	53	51	38	39	40	37
700 do 725.....	108	95	81	67	54	52	39	40	42	38
725 do 750.....	112	98	84	70	56	54	41	42	43	40
750 do 775.....	116	102	87	73	58	56	42	43	44	41
775 do 800.....	120	105	90	75	60	58	44	45	46	43
800 do 825.....	124	108	93	78	62	60	45	46	47	44

TARIFF of freight rates and tolls, &c.—*Continued.*

Distances.	Classes in cents per 100 lbs.									
	1st.	2nd.	3rd.	4th.	5th.	6th.	7th.	8th.	9th.	10th.
Over 825 and not over 850.....	128	112	96	80	64	62	46	47	49	45
850 do 875.....	132	116	99	83	66	64	47	49	50	46
875 do 900.....	136	119	102	85	68	66	49	51	52	48
900 do 925.....	140	123	105	88	70	68	50	52	53	49
925 do 950.....	142	124	107	89	71	69	51	54	55	50
950 do 975.....	146	128	110	91	73	71	52	55	56	51
975 do 1000.....	150	131	113	94	75	73	54	58	57	53

*Smalls.*—No single shipment of freight from one consignor to one consignee will be charged less than for 100 lbs. 1st class rate; minimum charge, 35 cts.

*Cartage.*—Above rates are completed exclusively by cartage.

“The classes referred to in the foregoing tariff are those fixed by the Canadian joint freight classification, as the same shall be agreed upon from time to time by the various Canadian lines, a copy of the classification now in force being appended hereto.”

Certified a true extract.

H. W. NANTON, *Secretary.*

DEPARTMENT RAILWAYS AND CANALS, OTTAWA, 16th May, 1885.

SIR,—I have to inform you that, under date the 5th instant, an Order in Council passed, approving of By-law No. 31 of the Ontario and Quebec Railway, and adopted at a meeting of the board of directors of company, held the 14th of March last, whereby a tariff of maximum tolls, rates of fares for the conveyance of freights and passengers was established for this road.

I enclose a certified copy of the said order, so that the requirements of the Consolidated Railway Act, in respect of publication, may be fulfilled by your company.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

H. W. NANTON, Esq., Secretary Ontario & Quebec Railway Co., Toronto.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 9th June, 1885.

SIR,—I have the honor to enclose certified copy of a resolution passed at a meeting of the directors of this company, held to-day, amending the by-law relating to the tariff of fares for the conveyance of emigrants.

That the cause for this amendment may be fully understood, a further resolution, giving the reason therefor, is also enclosed; and I am instructed respectfully to ask that the amendment to the by-law may receive the consideration of the Governor General in Council at the earliest convenient moment.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary, Dept. of Railways and Canals, Ottawa.

**EXTRACT** from the Minutes of the Regular Weekly Meeting of the Board of Directors of the Canadian Pacific Railway Company in Montreal, on Tuesday, the ninth day of June, 1885, at the hour of twelve o'clock, noon.

Present in person, Mr. George Stephen, Mr. R. B. Angus, Hon. Donald A. Smith, Mr. W. C. Van Horne, Mr. John Turnbull;

And by proxy, Mr. P. du P. Grenfell, Mr. C. D. Rose, Mr. H. S. Northcote.

Mr. C. Drinkwater, secretary of the company, also attended.

"In view of the extraordinary methods adopted by certain railway companies in the United States, for the purpose of diverting from Canada emigrants passing through the United States, on through tickets for points in Manitoba and the Canadian North West;

"It was resolved that by-law No. 50, fixing the tariff of tolls, rates and fares, be amended so that the section relating to the conveyance of emigrants shall read as follows:

"Emigrant fares, one-half first-class passengers rates except from Emerson and Gretna.

"And it was further resolved that the traffic officers of this company be instructed to make, from time to time, such special rates as may be necessary to promote emigration from points in the United States to Manitoba and the Canadian North-West, and that they be authorized to carry such emigrants free from Emerson or Gretna to points on the line of this railway if necessary, to fully counteract the adverse efforts of railway lines south of the international boundary."

Certified a true extract.

C. DRINKWATER, *Secretary.*

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 18th July, 1885.

SIR,—I have the honor to enclose an amended by-law of this company relating to passenger fares, and to request that the same may be submitted to the Governor in Council for approval as required by law.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary Department Railways and Canals.

**EXTRACT** from the Minutes of the Regular Weekly Meeting of the Board of Directors of the Canadian Pacific Railway Company held at the Office of the Company in Montreal, on Tuesday the 13th day of June, 1885, at the hour of twelve o'clock noon.

Present in person, Mr. George Stephen, president; W. C. Van Horne, vice-president; Hon. Donald A. Smith; Mr. Richard B. Angus; Mr. Sandford Fleming, C.E., C.M.G.

And by proxy, Mr. E. B. Osler, Mr. H. S. Northcote, Mr. P. du P. Grenfell, Mr. C. D. Rose.

Mr. C. Drinkwater, secretary of the company also attended.

Resolved, That existing By-law No. 50 establishing the tariff of tolls, rates and fares for passenger traffic on certain portions of the Canadian Pacific Railway be and the same is hereby amended by the addition of the following words thereto:—

"An additional sum of ten cents may be charged by the company for each ticket purchased on the company's trains in cases where a passenger has entered the company's cars at a station where tickets are sold, but has neglected to purchase a ticket at such station or other duly authorized ticket office before entering the cars."

Certified a true extract.

C. DRINKWATER, *Secretary.*

DEPARTMENT OF RAILWAYS AND CANALS,  
OTTAWA, 23rd July, 1885.

*Memorandum*.—The undersigned has the honor to represent that the Canadian Pacific Railway Company have submitted for approval by your Excellency in Council, in conformity with the requirements of the Consolidated Railway Act, 42 Vic., chap. 9, sec. 17, a resolution adopted at a meeting of their directors, held on the 30th of June last, in the following terms:—

Resolved, That existing by-law No. 50, establishing the tariff of tolls, rates and fares for passenger traffic on certain portions of the Canadian Pacific Railway be and the same is hereby amended by the addition of the following words thereto:

An additional sum of 10 cents may be charged by the company for each ticket purchased on the company's trains, in cases where a passenger has entered the company's cars at a station where tickets are sold, but has neglected to purchase a ticket at such station or other duly authorized ticket office, before entering the cars. This the chief engineer is of opinion to be a reasonable provision.

The undersigned recommends that the said amendment be approved.

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 11th September, 1885.

On a memorandum, dated 23rd July, 1885, from the acting Minister of Railways and Canals, submitting a resolution adopted at a meeting of the Canadian Pacific Railway Company, held at Montreal on the 30th of June last, as follows:—

“Resolved: That existing by-law No. 50 establishing the tariff of tolls, rates and fares for passenger traffic on certain portions of the Canadian Pacific Railway be and the same is hereby amended by the addition of the following words thereto:

“An additional sum of ten cents may be charged by the Company for each ticket purchased on the Company's trains in cases where a passenger has entered the Company's cars at a station where tickets are sold, but has neglected to purchase a ticket at such station or other duly authorized ticket office before entering the cars.”

The Minister of Justice, to whom the said resolution was referred, is of opinion that under section 17 of the “Consolidated Railway Act, 1879,” Your Excellency in Council may approve of the by-law in question.

The Committee accordingly submit the same for Your Excellency's approval.

JOHN J. MCGEE, *Clerk Privy Council.*

The Minister of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 17th September, 1885.

SIR,—I am directed to forward you the accompanying certified copy of the Order in Council dated 11th instant, authorizing the adoption of a resolution, amending by-law No. 50, establishing the tariff of tolls, rates and fares for passenger traffic on certain portions of the Canadian Pacific Railway.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary C.P.R. Co., Montreal.

CANADIAN PACIFIC RAILWAY RETURN—MISCELLANEOUS—FORM OF MORTGAGE BOND AND MODIFICATION OF THE SAME.

FORM OF MORTGAGE.

THE CANADIAN PACIFIC RAILWAY,  
OFFICE OF THE SECRETARY, MONTREAL, 25th July, 1885.

SIR,—I have the honor to inform you that a mortgage deed securing the issue of £7,191,500 sterling, being the equivalent of \$35,000,000 first mortgage bonds, authorized by the Act of the recent Session respecting this Company, has been

executed in triplicate by the proper officers of the company, under authority of the Board of Directors at the meeting of the board held on the 24th inst., and that one copy of the said deed has this day been deposited in the office of the Secretary of State as required by the company's charter.

I am therefore instructed to apply for payment of the temporary loan of \$5,000,000, authorized by the said Act.

I beg further to state that since the date of the statement submitted by the president in his letter of the 18th March last, showing an expenditure upon the railway and branches and for other purposes outside the requirements of the contract of \$8,181,269, which statement was laid before Parliament, further expenditure has been made by the company of the same class, amounting on the 31st May last to the sum of \$1,601,535.67, as shown by the statement enclosed; forming together with the said sum of \$8,181,269, referred to in the said letter, an aggregate expenditure to that date, outside the contract, of \$9,782,804.67.

And I beg respectfully to request that the Government will authorize the company to receive out of the proceeds of the \$7,000,000 provided for that purpose by the said Act, the sum of \$4,782,804.67 forming, together with the temporary loan of \$5,000,000 already referred to, the sum of \$9,782,804.67, being the amount which the company now requires to provide for in excess of the expenditure under the contract.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

Hon. J. H. POPE, Acting Minister of Railways, Ottawa.

*STATEMENT of Expenditure on Main Line and Branches in excess of estimates received and beyond requirements of contract, from 1st January to 31st May, 1885.*

Amount of expenditure shown by statement accompanying the President's letter of 18th March last, and laid before Parliament.....\$8,181,269 00

Further expenditure of the same class made on the railway since 31st December, 1884, in excess of the requirements of the contract as follows:—

Montreal to Biscotasing .....	131,357 02
Winnipeg to Rocky Mountains.....	70,566 95
On Government Lines.....	72,916 43
On equipment .....	40,875 16
On Branch Lines.....	25,164 73
On Main Line—	

Under Contract.....	\$5,298,464 09
Less Estimates.....	3,353,067 00

\$1,945,397 09

Decrease in stock of material 184,714 71

\$1,260,655 38

\$9,782,804 69

Memo:—In addition to the above the Company has made the following expenditure since 1st January, 1885.

Dividend paid.....	\$650,000 00
Interest exchange.....	426,298 89
Dominion Government Guarantee Fund.....	147,618 24
Interest on Land Grant Bonds.....	100,702 11
Advances for purposes within the charter.....	293,347 28

\$1,617,966 52

C. DRINKWATER, *Secretary.*

CANADIAN GOVERNMENT RAILWAYS,  
OFFICE OF THE CHIEF ENGINEER AND GENERAL MANAGER,  
OTTAWA, 27th July, 1885.

SIR,—I have the honor to report that an application of the Canadian Pacific Railway Company has been referred to me under date of 25th instant, for the payment of the temporary loan of \$5,000,000, and also of bonds to the amount of \$4,782,804, making in all, as stated by the company, the sum of \$9,782,804, as provided by the Act of 43 Vic., intituled: "An Act to further amend the Acts respecting the Canadian Pacific Railway, and to provide for the completion and successful operation thereof."

I have the honor to state that as security for the temporary loan of \$5,000,000, the Government were to retain \$8,000,000 of the \$35,000,000 of first mortgage bonds. I am not aware that these bonds are at present in the Government's possession, but I believe that the mortgage deed has been prepared in accordance with the Act and deposited with the Secretary of State. But if this has been done, this Department, so far as I know, has not been advised of it by the Department of Secretary of State.

As I have stated, the authorized issue of first mortgage bonds is \$35,000,000, of which the Government take.....	\$20,000,000
And as security for temporary loan.....	8,000,000
	\$28,000,000
Leaving a balance of .....	\$ 7,000,000

This remainder, according to the Act, "shall be, from time to time, delivered by the Government to the company, to be applied by the latter, under the supervision of the Government, to payment for work done, or to be done, for the development, improvement and extension of the railway, its connections and equipment, and for the maintenance of the credit and efficiency of the company generally, to the satisfaction of the Government."

It is out of this fund that the sum of \$4,782,804, now asked for, would be paid.

After examining the company's books on the 1st January last, Mr. Miall reported a floating debt of.....	\$6,895,462
From which should be deducted the temporary loan of	5,000,000
	\$1,895,462

to which the company may be considered fairly entitled. This, however, leaves an additional sum of \$2,887,342, of which they ask payment, and for which they put in a statement of expenditure which, however, I have no means of verifying. They, however, furnish, with their present application, a statement showing an expenditure in excess of the requirements of their contract amounting to \$9,782,804; and unless funds are available to liquidate their indebtedness their credit will suffer. I would, therefore, suggest that the sum of \$1,104,538 be paid to them in addition to the balance of \$1,895,462, making together a total of \$3,000,000.

It is stated in the Act that "if the bonds in the hands of the Government, or any part thereof, shall be sold by the company at a price satisfactory to the Government, the proceeds of such sale shall be paid into the hands of the Government, in the place and stead of the bonds so sold, and such proceeds shall be dealt with as is hereinbefore provided, with respect to the bonds they represent."

It is currently reported that \$15,000,000 of bonds have been sold, whether at a price satisfactory to the Government or otherwise, I am not informed; neither do I know whether the proceeds have been paid into the hands of the Government.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Chief Engineer and Gen. Man.*

A. P. BRADLEY, Esq., Secretary Department Railways and Canals.

OTTAWA, 28th July, 1885.

MEMORANDUM,—The undersigned has the honor to represent that under the Act relating to the Canadian Pacific Railway, passed last Session, authority was given for the grant of a temporary loan of \$5,000,000 to the Canadian Pacific Railway Company and for the following arrangement regarding this and the loan, viz.:—

The company were to issue first mortgage bonds to the extent of.....	\$35,000,000
Of such bonds there was to be retained by the Government as security for \$20,000,000 of the original loan to the amount of...	\$20,000,000
And as security for the present contemplated loan .....	8,000,000
	<hr/>
	\$28,000,000
	<hr/>
Leaving the balance with bonds.....	\$ 7,000,000
	<hr/>

With regard to this balance, it was provided by section No. 7, that they should be from time to time delivered by the Government to the company, to be applied by the company under the supervision of the Government, to the payment for work done, or to be done, for the development, improvement and extension of the railway and equipment, and for the maintenance of the credit and efficiency of the company generally to the satisfaction of the Government.

That under date the 25th instant the company have made application for the carrying out of this arrangement, the proper mortgage securing the issue of the said \$35,000,000 of bonds having been duly filed with the Hon. the Secretary of State.

That upon this application, the Chief Engineer has reported, under date the 27th instant, to the following effect, namely:

That after examining company's books on the 1st of January last, reported a floating debt of.....	\$6,895,462
From which will be deducted the temporary loan of....	5,000,000
	<hr/>

Leaving a balance of ..... \$1,895,462

to which the company may be considered fairly entitled. The company, however, furnish with their present application a statement showing an expenditure in excess of the requirements of their contract amounting to \$9,782,804, and the Chief Engineer, being satisfied that the amount is as stated, advises that a further sum be paid them of \$1,104,538, making a total of \$3,000,000.

The undersigned concurs in the foregoing and recommends that authority be given for payment accordingly.

Respectfully submitted,  
J. H. POPE, *Acting Minister of 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 31st July, 1885.

On a memorandum, dated 28th July, 1885, from the Acting Minister of Railways and Canals, submitting that under the Act passed during the last Session of Parliament, relating to the Canadian Pacific Railway, authority was given for the grant of a temporary loan to the Canadian Pacific Railway Company of \$5,000,000, and for the following arrangement regarding this and the former loan, viz:—

The company to issue first mortgage bonds to the extent of.....	\$35,000,000
Of such bonds, the Government to retain as security for \$20,000,000 of the original loan, the amount of.....	\$20,000,000

And as security for the present contemplated loan.....	8,000,000	
		<u>\$28,000,000</u>
Leaving balance of bonds.....	7,000,000	<u><u>7,000,000</u></u>

The Minister represents, with regard to the balance, that it was provided by section No. 7 of said Act, that they should be, "from time to time, delivered by the Government to the company, to be applied by the company, under the supervision of the Government, to the payment for work done, or to be done, for the development, improvement and extension of the railway, its construction and equipment, and for the maintenance of the credit and efficiency of the company generally, to the satisfaction of the Government."

The Minister further submits an application from the company, dated 25th July instant, for the carrying out of this arrangement, the proper mortgage deed securing the issue of the said \$35,000,000 of bonds having been duly approved by the Governor in Council, under date 29th July instant.

The Minister also represents that the Chief Engineer of Government Railways has reported to the following effect, viz. :—

That after examining the company's books on the 1st of January last, Mr. Miall reported a floating debt of.....	\$6,895,462
From which should be deducted the temporary loan of.	5,000,000
Leaving a balance of.....	<u><u>\$1,895,462</u></u>

to which the company may be considered fairly entitled.

The company, however, furnish, with their present application, a statement showing an expenditure in excess of the requirements of their contract, amounting to \$9,782,804, and the Chief Engineer being satisfied that the amount is as set down, advises that a further sum be paid the company of \$1,104,538, making a total of \$3,000,000.

The Minister, on the report of the Chief Engineer, recommends that authority be given for payment accordingly.

The Committee submit the same for Your Excellency's approval.

JOHN J. MCGEE, *Clerk Privy Council.*

To the Honorable the Minister of 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 20th day of July, 1885.*

On a report, dated 17th July, 1885, from the Minister of Justice, submitting in pursuance of an Act passed during the recent Session of Parliament, intituled: "An Act further to amend the Acts respecting the Canadian Pacific Railway and to provide for the completion and successful operation thereof," the accompanying form of mortgage between the Canadian Pacific Railway Company and the trustees to be approved by the Government, which has been settled by Mr. Leith, Q.C., on behalf of the Crown, and by Mr. Abbott, Q.C., on behalf of the company, and recommending that the said form of mortgage be approved by Your Excellency under section 2 of the said Act.

The Minister further recommends that the company be authorized to modify the form of bond contained in the said form of mortgage in such a manner as may be determined upon to facilitate the advantageous negotiation of the bonds.

The Committee advise that the foregoing recommendation be approved.

The Committee further advise that the Right Honorable George Glenfell Glyn, Baron Wolverston, the Right Honorable Edward Charles Baring, Baron Revelstoke, and the Honorable Sir Charles Tupper, K. C. M. G., High Commissioner for Canada,

who have been named as trustees, and by whom the deed of mortgage referred to in the Act is to be executed, be approved by Your Excellency in Council, in pursuance of the provision contained in the second clause of the said Act.

All which is respectfully submitted for Your Excellency's approval.

JOHN J. McGEE, *Clerk Privy Council.*

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 24th July, 1885.

SIR,—I have the honor to state that a cablegram has been received from the president of the company stating that it is expedient, to facilitate the negotiation of the bonds of the company, that they should be altered by omitting from the form of bond the provision that there should be a certificate upon it signed by the trustees, and that the place for keeping the London register was arranged to be at the counting house of Messrs. Baring Bros. & Co., where also the bonds and their interest were to be payable. He further states that it was agreed that the place so fixed for the payment of the bonds and interest should not hereafter be changed, and he requests that the requisite alterations might be made in the bond and deed.

Under the terms of the Order in Council of the 20th instant, the company is authorized to make such changes in the form of the bonds as might be found expedient to facilitate the negotiation of them. But as these changes require a corresponding alteration in the deed, the company do not feel justified in making those alterations in the deed without the approbation of the Governor in Council.

I, therefore, submit a copy of the deed with the form of bond comprised in it, altered in such a way as to meet the requirements of the London financial agents of the company in respect of the form of bond, and I beg respectfully to ask that an Order in Council may be passed approving of these alterations.

The president and Messrs. Baring Bros. & Co. are most urgent that the mortgage deed should be executed, and it is also essential in the interest of the business of the company here that no time should be lost in doing so. I would, therefore, respectfully ask that you would be good enough to have the matter brought up at the first meeting of the Council, and as it is a matter which does not affect any of the remedies or rights of the Government, I venture to hope that the Order in Council may be passed to-morrow.

I have, &c.,

C. DRINKWATER, *Secretary.*

Hon. the Minister of Railways and Canals.

MORTGAGE.

THIS INDENTURE, made the twenty-fifth day of July, in the year of Our Lord one thousand eight hundred and eighty-five, between the Canadian Pacific Railway Company, a body corporate and politic, duly incorporated by letters patent under the Great Seal of the Dominion of Canada, party of the first part, hereinafter called the Company, and the Right Honorable George Grenfell Glyn, Baron Wolverton, the Right Honorable Edward Charles Baring, Baron Revelstoke, and the Honorable Sir Charles Tupper, K.C.M.G., High Commissioner for Canada, parties of the second part, hereinafter called the Trustees:

WITNESSETH:—

Whereas, by the charter of the company, the directors of the company are authorized and empowered, with the authority of the shareholders of the company, granted at a special general meeting thereof, duly called for the purpose, to issue first mortgage bonds to the extent of ten thousand dollars per mile of the Canadian Pacific Railway, for the purpose of raising money for prosecuting the said undertaking, which bonds it is hereby declared shall constitute a first mortgage and privilege upon the said railway, constructed or acquired, and to be hereafter constructed or acquired, and upon its property, real and personal, acquired and to be

thereafter acquired, including rolling stock and plant, and upon its tolls and revenues (after deduction from such tolls and revenues of working expenses) and upon the franchises of the company, the whole as should be declared and described in any deed of mortgage, as hereinafter provided :

And whereas, it was further, by the said charter, provided, that the company might secure the said bonds by a deed or deeds of mortgage, executed by the company under the authority of its shareholders, expressed by a resolution passed at such special general meeting, which deed, it was thereby declared, might contain, amongst other things, such description of the property mortgaged by such deed, and such conditions respecting the payment of the bonds secured thereby, and of the interest thereon, and respecting the remedies which should be enjoyed by the holders of such bonds, or by any trustee or trustees for them, in default of such payment, and the manner of enforcing such remedies, and such provisions as to forfeitures and penalties, in default of such payment, as should be approved by such meeting; and might also contain, with the approval aforesaid, authority to the trustee or trustees, upon such default, as one of such remedies, to take possession of the railway and property mortgaged, and to hold and run the same for the benefit of the bondholders thereof, for a time to be limited by such deed, or to sell the said railway and property, after such delay, and upon such terms and conditions as should be stated in such deed; and might also, either directly by its terms, or indirectly by reference to the by-laws of the company, provide for the mode of enforcing and exercising the powers and authority to be conferred and defined by such deed, under the provisions of the said charter :

And whereas, by an Act of the Parliament of the Dominion, passed during the last preceding Session thereof, the power of the company to issue first mortgage bonds was extended; and it was thereby authorized and empowered, with the authority of its shareholders, as provided by its charter, to issue such bonds to the extent of \$35,000,000, or the equivalent thereof, in sterling money of Great Britain, and to secure the payment thereof and of the interest thereon by a deed of mortgage, to be executed by the company to trustees to be approved by the Government, with the authority and of the tenor and purport and containing the conditions, remedies, provisions and powers authorized and provided for by the twenty-eighth section of the charter of the company, to such an extent, and in such manner and form, as should be approved by the Governor in Council :

And whereas, a special general meeting of the shareholders of the company was duly called and held on the eleventh day of May, 1885, at the office of the said company, at the city of Montreal, in Canada, for the purpose, amongst other things, of authorising the directors of the company to make and issue bonds secured by a deed of mortgage of the said railway and undertaking; containing such of the conditions, stipulations and provisions authorized by the company's charter, and by the said last mentioned Act as the shareholders should approve of, and for the purpose of considering the form of such bonds and of such deed of mortgage, which said meeting has since been adjourned from time to time, and finally to the twentieth day of July, 1885, on which last mentioned day the said adjourned meeting was duly held for the purposes aforesaid :

And whereas, resolutions were duly passed at the said last mentioned meeting, whereby it was resolved, in effect, that the company should issue first mortgage bonds, under the said authority, for thirty-five million dollars (\$35,000,000), or the equivalent thereof in said sterling money, such bonds to be secured by a deed of mortgage, as authorized by the said charter and by the said last mentioned Act, containing a description of the property mortgaged by such deed, conditions respecting the payment of the bonds secured thereby and of the interest thereon, the remedies to be enjoyed by the holders thereof, and the enforcement of such remedies, and also provisions for forfeitures and penalties in default of payment; the whole as specified in general terms in the said resolutions, and hereinafter more particularly described and detailed ;

And whereas, a draft of this deed of mortgage and of the bonds and coupons therein referred to and in part recited, was duly submitted at the said meeting to the said shareholders, and each was, and the provisions in said draft were, duly approved and confirmed by a further resolution passed at the said meeting; and the said draft of this deed, and the names of the said trustees, were submitted to the Governor in Council, and were duly approved by an Order in Council, duly made and passed on the twentieth day of July, 1885; and this deed, and the bonds and coupons hereinafter set forth, conform in all respects to the said draft:

And whereas, the said company has caused the said bonds, to the extent of the sum of seven million one hundred and ninety-one thousand five hundred pounds sterling, to be signed and countersigned by its chief executive officers and duly sealed, the said bonds being in the form following, that is to say:—

£

DOMINION OF CANADA.

No.

THE CANADIAN PACIFIC RAILWAY COMPANY.

No.....

*Five per cent. First Mortgage Bond.*

The Canadian Pacific Railway Company, for value received, hereby promises to pay to the registered holder hereof, or if not registered to the bearer, the sum of pounds sterling money of Great Britain, on the first day of July, one thousand nine hundred and fifteen, at the counting house of Messrs. Baring Brothers & Company, in the city of London, England, with interest thereon at the rate of five per cent. per annum, payable half-yearly at the said place in like sterling money, on the first days of January and July in each year, on presentation and surrender of the interest coupons hereto annexed, as they severally become due.

This bond is one of a series of twenty-five thousand three hundred and fifteen bonds of like tenor and date, whereof two thousand six hundred are for one thousand pounds each, and are numbered consecutively from 1 to 2,600, inclusive; five thousand eight hundred are for five hundred pounds each, and are numbered consecutively from 2601 to 8400, inclusive; and sixteen thousand nine hundred and fifteen are for one hundred pounds each, and are numbered consecutively from 8401 to 25315, inclusive; the whole amounting in the aggregate to seven million one hundred and ninety-one thousand five hundred pounds sterling, the payment of all of which bonds, and the interest thereon, is secured by a deed of mortgage bearing even date herewith, duly executed by the said company to Lord Wolverton, Lord Revelstoke, and Sir Charles Tupper, as trustees, which conveys to the said trustees, by way of mortgage, the railway of the said company constructed or acquired, and to be hereafter constructed or acquired, the extensions thereof, its branch lines of railway (except the Algoma branch), its tolls and revenues, its stations, docks, shops, buildings and other appurtenances; its equipment, rolling stock and plant, acquired and to be acquired, and all its steamers and vessels (saving always, however, the rights of the holders of the existing mortgages on the extensions of the line of the said railway from Callander to Brockville and Montreal, as security for the unpaid balances of the purchase money of said extensions), the whole as described in the said deed of mortgage.

This bond may be registered on the books of the company, at its office in Montreal, or at the counting house of Messrs. Baring, Brothers & Company, in London aforesaid, after which no transfer, except upon the books of the company, will be valid; but it is not to be deemed registered until the name of the holder is registered on the back of the bond as well as on the books of the company. It may be exchanged by the holder for a registered certificate thereof; or it may be registered in favor of the bearer, after which it will be transferable by delivery alone until again registered in the name of the holder.

In witness whereof, the Canadian Pacific Railway Company has caused these presents to be signed by its president or vice-president and countersigned by its secretary, this twenty-fifth day of July, one thousand eight hundred and eighty-five.

*President.*

*Secretary.*

And each of the said coupons shall have the signature of the secretary affixed thereto by being engraved thereon and is in the form following, that is to say:—

#### INTEREST COUPON.

The Canadian Pacific Railway Company will pay the bearer, on the first day of \_\_\_\_\_, \_\_\_\_\_ pounds sterling, at the counting house of Messrs. Baring Brothers & Company, in London, being half-yearly interest on bond No. \_\_\_\_\_.

*Secretary.*

Now, therefore, this indenture witnesseth:—

That the company, for and in consideration of the premises, and for the purpose of securing the payment of said bonds so issued and to be issued, and the interest thereon as specified in the interest coupons thereto attached, and every part of the said principal and interest, as the same shall become payable according to the tenor of the said bonds, doth grant unto the trustees, their heirs and assigns, as joint tenants, and to their successors in the trust, the main line of the said railway, the extensions thereof, its branch lines of railway (except the Algoma branch), its tolls and revenues, the whole of its equipment, rolling stock and plant constructed or acquired, or hereafter to be constructed or acquired (saving always, however, the rights of the holders of the existing mortgages on the extensions of the line of the said railway from Callander to Brockville and Montreal, as security for the unpaid balances of the purchase-money of the said extensions)—together with all and singular the rights of way, road-bed, depôt grounds and lands, and all tracks, bridges, viaducts, culverts, fences, depôts, station grounds, station houses, elevators, docks and wharves, engine houses, car houses, freight houses, wood houses, machine shops and other shops, and all other structures and buildings whatsoever, now held or acquired, or hereinafter to be in anywise held or acquired by the company, its successors or assigns, for use in the construction, maintenance and operation of, and in connection with, the said railway, or any part thereof, now owned by it, or hereinafter constructed, or in anywise acquired; also all locomotives, tenders, passenger, baggage, freight, cattle and other cars, and all other rolling stock and equipment whatsoever, and all machinery, tools and implements, and all fuel, supplies and materials, now held or acquired or hereinafter to be held or acquired by the company, its successors or assigns, for constructing, maintaining, operating, repairing or replacing the said railway, its branches and extensions, or any part thereof, or any of the equipments or appurtenances thereof; also all its steamers and vessels; and also all income, rents, issues, profits and sums of money arising or to arise from said railway, the extensions and branches thereof (except the Algoma branch), and from all other property and premises hereby expressed to be conveyed, acquired and to be acquired, constructed and to be constructed, or from any of them; and also all rights, privileges, powers, immunities and exemptions, and all corporate and other franchises, now owned, held and enjoyed by the company, or hereinafter to be owned, held or enjoyed by or conferred upon it, its successors or assigns, in any way connected with or relating to the said railway and property, acquired and to be acquired, constructed and to be constructed, and all the reversion and reversions, remainder and remainders thereof, in trust, however, for the uses and purposes hereinafter mentioned.

To have and to hold the above described property, premises, things, rights, privileges, immunities and franchises, acquired and to be acquired, and hereby expressed to be conveyed, and intended to be, unto the trustees, their heirs, executors, administrators and assigns, according to the nature and quality thereof, as joint tenants, and to their successors in the said trust.

In trust, nevertheless, to and for the uses and purposes, and with powers and authority, and upon the conditions, hereinafter mentioned and set forth, viz. :—

Article First.—Until default shall be made by the company in the payment of the principal or interest of the said bonds hereby secured, or of some one or more of them; or until default shall be made by the company in respect of something herein required to be done, or some condition or covenant to be performed by it; the company shall be suffered and permitted to possess, manage and enjoy the said line of railway, and the extensions and branches thereof, and all other property expressed to be conveyed hereby, together with the equipment and appurtenances thereof, and the franchises appertaining thereto, and to take and use the rents, incomes, profits, tolls and issues thereof, in the same manner and with the same effect as if this deed had not been made, but subject or to be subject nevertheless to the lien of these presents.

Article Second.—And whereas the company is indebted to the Government of Canada in the sum of twenty million dollars bearing five per cent. interest, part of a loan made by the said Government to the company under the provisions of an Act of the Dominion Parliament passed in the forty-seventh year of Her Majesty's reign, chapter one, and it has been agreed between the said Government and the company that the said rate of interest shall be reduced to four per centum per annum, so long as the same and the said sum of twenty million dollars shall respectively be punctually paid when due, that time of payment should be of the essence of the agreement, and the return to five per cent. hereafter named should not be construed as a penalty, or in the nature thereof; that the said sum of twenty million dollars shall be repaid to the Government, on or before the first day of May, one thousand eight hundred and ninety-one, with interest payable half-yearly at the rate of four per centum per annum, subject to increase to five per cent. as herein provided; and that the Government shall receive and hold the amount of four million one hundred and nine thousand five hundred pounds sterling of the bonds hereby secured and the coupons thereto appended, as security for the repayment of the said sum of twenty million dollars on or before the said last mentioned day, in accordance with the said agreement and for the payment of the interest, respectively, and the said agreement has been embodied in an Act of the Parliament of the Dominion, passed during the last preceding session thereof; whereby it is provided in effect, that if the company should make default in the payment of the interest on the said sum of twenty million dollars, payable half yearly, at the said rate of four per cent. per annum, or of the principal thereof, at the time when any instalment of the said interest or the said principal shall become due, respectively, the interest upon the said debt shall thereafter be computed and payable, at the said original rate of five per centum per annum, and such default shall be equivalent to a default in the payment of the interest on the bonds hereby secured, the issue whereof is authorized by the said Act, and shall entitle the Government to the same remedies as if default had been made in payment of the interest or principal of the said bonds: And it was thereby further provided in effect, that if the company should remain in default in respect of either the principal or interest on the said sum of twenty million dollars for a period of six months, the trustees hereunder should be authorized and empowered to take possession of the property mortgaged, and should exercise all or any of the powers conferred upon them by the terms of the present deed in pursuance thereof; as if the principal of the bonds hereby secured were in default:

Now, therefore, the company hereby further covenants, binds and obliges itself to and with the said trustees, that forthwith, upon the execution of the bonds hereby secured, it will deliver to the Government a portion thereof, amounting to the said sum of four million one hundred and nine thousand five hundred pounds, with the coupons appended thereto, as security as aforesaid, and will duly pay to the Receiver-General of the Dominion of Canada for the time being, the interest on the said sum of twenty million dollars half-yearly on the days respectively next preceding the days whereon the said coupons shall become payable, at the rate of four per cent. per annum, and also the principal of the said sum on or before the said first day of May

one thousand eight hundred and ninety-one, in conformity with the said agreement and with the said Act. This covenant is without prejudice to the increase in the rate of interest, and to other provisions herein, on default in payment of the said bonds or of the coupons thereon; it being understood and agreed that on default in payment, as aforesaid, of either the said principal sum or of the said interest at four per cent., the said Government shall be entitled to enforcement of the coupons at the rate of five per cent., payable after any such default.

Article Third.—In case default shall be made in the payment of any interest to accrue on any of the aforesaid bonds to be issued by the company, when such interest shall become payable according to the tenor of such bond or the terms of any coupon thereto annexed, and such default shall continue for the period of six months; or in case default shall be made in the observance or performance of any other matter or thing in these presents mentioned, and agreed or required to be observed and performed by the company, and such default shall continue for the period of six months; then and from thenceforth, and in either of such cases it shall be lawful for the trustees, personally or by their or his attorneys or agents, to enter into and upon all and singular the railway and premises hereby conveyed or intended so to be, acquired or constructed, and to be acquired or constructed, or any part thereof, and thenceforth to have, hold, possess and use the said railway and premises, and each and every part and parcel thereof, then subject to the lien of these presents, with full power, for the period of three months thereafter, and afterwards until a sale and subsequent delivery of the said railway shall have been made as herein provided; to operate and conduct the business of the said railway by their superintendents, managers and servants or attorneys or agents, and to make, from time to time, all repairs and replacements, and such needful alterations, additions and improvements thereto, as may seem to them to be judicious, and to collect and receive all tolls, fares, freights, incomes, rents, issues and profits of the same, and of every part thereof; and, after deducting the expenses of operating the said railway and conducting the business thereof, and of all the said repairs, replacements, alterations, additions and improvements and all payments which may be made or may be due for taxes, assessments, charges or liens, prior to the lien of these presents upon the said premises, or any part thereof as well as just compensation for their own services, and for the services of such attorneys and counsel and all other agents and persons as shall have been by them employed, and all other charges and expenses reasonably incurred in or about the execution of the trusts or powers by this indenture created; the trustees shall apply the moneys arising from such collections and receipts, as aforesaid, to the payment of interest on the said bonds, in the order in which such interest shall have become and shall become due, ratably to the person entitled to such interest, and if, after paying in full the interest which shall have accrued on the said bonds, a surplus of the moneys arising, as aforesaid, shall remain; and the principal of the said bonds shall not be due, and such surplus or any part thereof shall not be required, in the judgment of the trustees, for the protection of the property, or to provide for the instalment of interest next thereafter to fall due, the same shall be paid over to the company; but in case the principal of said bonds shall have become due, the surplus arising, as aforesaid, shall be reserved, to be applied to the payment of said bonds, upon a sale of the said railway and premises, as hereinafter provided.

Article Fourth.—In case default shall be made in the payment of interest on the said bonds, or any of them, as aforesaid, and shall continue, as aforesaid, for the period of six months thereafter; or, in case default shall be made in the payment of the principal of the said bonds, or any of them, or any part thereof, or in the payment of the principal of the said sum of twenty million dollars, when the same shall respectively become due and payable, and shall continue for a period of six months thereafter, it shall be lawful for the trustees, after such entry as aforesaid, or after other entry, or without entry, personally or by their attorneys or agents, to sell and dispose of the said railway, and all and singular the property, rights and franchises hereinbefore expressed to be conveyed, and which shall be then subject to the lien of

these presents, at public auction in the city of Montreal, in the Province of Quebec, and at such time as the trustees shall appoint, having first given notice of the time and place of such sale, by advertisement published not less than three times a week for three successive months, in one or more daily newspapers published in the city of Montreal, in one or more daily newspapers published in the city of New York, and in one or more daily newspapers published in the said city of London. And, after such notice, it shall be lawful for the trustees to make such sale, with or under any special conditions as to upset price, reserved bid or otherwise; or as to receiving the price or consideration of such sale in whole or in part in bonds secured hereunder, which may be prescribed or authorized by the bondholders in the manner hereinafter provided; also with power to rescind or vary any contract of sale that may have been entered into thereat, and resell with or under any of the powers herein. And the trustees may stop, suspend, or adjourn such sale, from time to time, in their discretion, and if so adjourning, make the same, with or under any of the powers herein, after one month's notice thereof, published as hereinbefore provided, at the time and place to which the same shall be so adjourned, and make and deliver to the purchaser or purchasers of the said railway and premises, or any part thereof, good and sufficient deed or deeds in the law for the same, which sale, made as aforesaid, shall be a perpetual bar, both in law and equity, against the company and its assigns, and all other persons claiming the said premises or any part or parcel thereof, by, from, through or under the company or its assigns. And, after deducting from the proceeds of such sale just allowances for all expenses thereof, including attorneys' and counsel fees, and all other expenses, advances or liabilities, which may have been made or incurred by the trustees in operating or maintaining the said railway and premises, or in managing the business thereof, and all payments by them made for taxes or assessments, and for charges and liens prior to the lien of these presents on the said premises or any part thereof, as well as reasonable compensation for their own services and any other expenses or charges referred to in article third, it shall be lawful for the trustees, and it shall be their duty, to apply the residue of the moneys arising from such sale to the payment of the principal and accrued and unpaid interest on all the said bonds which shall then be outstanding, without discrimination or preference as between principal and accrued and unpaid interest, or as between the holders of said bonds or of any coupons issued therewith, but equally and ratably to all such bond and coupon holders; and if, after the payment and satisfaction of said bonds, principal and interest, a surplus of the said proceeds shall remain, to pay such surplus to the company or its assigns. And it is hereby declared and agreed, that the receipt of the trustees shall be a sufficient discharge to the purchaser or purchasers at such sale for his or their purchase-money; and that after payment of such purchase money, and having such receipt, such purchaser or purchasers shall not be obliged to enquire into the application of such purchase-money upon or for the trusts or purposes of these presents, or be in any manner whatsoever answerable for any loss, misapplication or non-application of such purchase-money, or of any part thereof, nor shall he or they at any time be obliged to enquire at any time into the necessity, expediency or authority of or for any such sale.

Article Fifth.—In case default shall be made in the payment of any half yearly instalment of interest on any of the said bonds, when such interest shall become payable according to the tenor of such bond or of any coupon thereto annexed, and such instalment of interest shall remain unpaid and in arrear for a period of six months after the same shall have become payable as aforesaid, and been demanded; or if default be made by the company in the payment to the Government of Canada, on the first day of May, 1891, of the said sum of \$20,000,000, and such default shall continue for six months thereafter, then and from thenceforth the principal sum of each of the bonds aforesaid shall, upon a declaration of the trustees to that effect, become and be immediately due and payable, notwithstanding that the time limited in the said bonds for the payment thereof may not then have elapsed; but a majority in interest of the holders of all the bonds aforesaid which shall then be outstanding, and upon which default in the payment of interest shall have been made and shall

be continuing, shall have the power, with the assent of the Government of Canada, previous to the payment to it of the said sum of \$20,000,000, and after such payment without such assent; by an instrument in writing under their hands and seals, or by a vote at a meeting duly convened and held as hereinafter provided, at any time before the actual payment and acceptance of the interest in arrear, to instruct the trustees to declare such principal sum due; or to cancel any declaration already made to that effect; or to waive the right so to declare; on such terms and conditions as such majority in interest shall prescribe: Provided always, that no act or omission either of the trustees or of the bondholders in the premises, shall extend to, or be taken in any manner whatsoever to affect, any subsequent default, or the rights resulting therefrom.

Article Sixth.—It shall be the duty of the trustees to exercise the power of entry hereby granted, or the power of sale hereby granted, or both, or to proceed by suit or suits in equity or at law, to enforce the rights of bondholders in the several cases of default herein specified, on the part of the company, or its assigns, in the manner, and subject to the qualifications herein expressed, upon the requisition of bondholders as herein prescribed, as follows:—

1. In case default shall be made in the payment of any semi-annual instalment of interest to accrue on any of the said bonds to be issued as herein provided, and such default shall continue as aforesaid; or in case default shall be made in the payment to the Government of Canada of the said sum of \$20,000,000, as hereinbefore provided, for a period of six months; then and in every such case, upon a requisition in writing signed by the holder or holders of said bonds to an aggregate amount of not less than one-fifth of the amount of said bonds then outstanding, and adequate and proper indemnification of the trustees against the costs, expenses and liabilities to be by them incurred, it shall be the duty of the trustees to proceed to enforce the rights of the bondholders under these presents, by such proceeding authorized by these presents or by law, as they shall be in such requisition directed to take by the said proportion of bondholders; or, if such requisition contains no such direction, then by entry, sale, or suit or suits in equity or at law, as they, being advised by counsel learned in the law, shall deem most expedient for the interest of the holders of said bonds; the rights of entry and sale hereinbefore granted being intended as cumulative remedies, additional to all other remedies allowed by law for the execution and enforcement of the trusts hereof: Provided nevertheless, that it shall be lawful for a majority in interest of the holders of said bonds for the time being, with the assent of the Government of Canada previous to the payment to it of the said sum of twenty million dollars, and after such payment, without such assent, by an instrument under their hands and seals, or by a vote at a meeting duly convened and held as hereinafter provided, to direct the trustees to waive such default, upon such terms as may be directed by such majority in such instrument, or by such vote, with the assent of the Government, if required under the conditions hereof. And it is hereby provided and expressly agreed, that no holder of bonds or coupons, secured to be paid hereby, shall have the right to institute any suit or proceeding for the foreclosure of this indenture, or to the execution of the trusts thereof, except upon and after the refusal or neglect of the trustees hereunder to proceed to act in the premises, upon requisition and indemnification as aforesaid; but it shall nevertheless be lawful for a majority in interest of the holders of said bonds, for the time being, to direct the party or parties bringing any such suit or proceeding, to waive the default or defaults on which it is founded, in like manner, and with or without the like assent of the Government, as is hereinbefore provided for a direction to the trustees to waive default. And it is hereby further declared and provided that no action taken by the trustees or by the bondholders under this clause, shall prejudice or in any manner affect the powers or rights of the trustees, or of the bondholders, in the event of any subsequent default or breach of condition or covenant herein.

11.—If the company shall make default or breach in the performance or observance of any other condition, obligation or requirement by the said bonds or by this present deed imposed upon them, then and in such case, the trustees shall, upon a requi-

sition in manner aforesaid, of not less than one-fifth in interest of the bondholders, for the time being, and upon adequate and proper indemnification of the trustees against the costs, expenses and liabilities to be by them incurred, proceed to enforce the rights of the bondholders under these presents in the manner by the first clause of this article provided, subject to a power in such majority at any time to direct, in manner aforesaid, the trustees to waive such default or breach, upon reparation therefor to the satisfaction of such majority being made. And it is hereby provided that no action taken by the trustees or by the bondholders, under this clause, shall prejudice or in any manner affect the powers or rights of the trustees or of the bondholders, in the event of any subsequent default or breach of condition or covenant herein.

Article Seventh.—The trustees shall, at all times during the continuance of the trust hereby created, have power and authority, to be exercised in their own discretion and not otherwise, to convey or release from the lien and operation of these presents, to any party who may be designated in writing by the company to receive the same, any portion of the lands and premises which are conveyed hereby, or which are at any time acquired or held by the company for use in connection with the said railway or extension thereof, or the construction, maintenance or operation thereof, but which in the judgment of the trustees it shall be unnecessary longer to retain for use in connection therewith. And the trustees shall also have power and authority to allow the company, from time to time, to dispose of, in its discretion, such portions of the equipment, machinery and implements at any time acquired or held for the use of the said railway, or the extension thereof, as shall have become unfit or unnecessary for such use.

Article Eighth.—All bonds, hereby secured, shall be payable to bearer, and be negotiable and pass by delivery, unless registered for the time being, in the name of the owners thereof in the manner hereinafter provided; and the company shall keep at its transfer office in the city of Montreal, and at the counting house of Messrs. Baring, Brothers & Company in the city of London, a bond register in which every holder of a bond shall be entitled to have his name and address and the number of the bond held by him entered, upon presenting at either of the said places a written statement of the said particulars and verifying his title to such bond by the production thereof; and every such registration of ownership shall be properly certified on the bond. After such registration of ownership of any such bond, so certified thereon, no transfer shall be made or shall be valid except in writing, in a suitable transfer book, to be kept by the company at each of the said places for such transfers, signed by the party registered as the owner thereof for the time being, or his legal representatives, or his or their agent or attorney thereunto duly authorized. And the fact of every such transfer shall be entered upon the said last mentioned transfer book, so as to show the number of the bond transferred, and the name and address of the transferee, unless any such transfer shall be to bearer, in which case it shall be so entered; and every such transfer shall be noted on the bond, and if the last transfer be to bearer, it shall restore to it transferability by delivery; but every such bond shall be subject to successive registrations and transfers to bearer as aforesaid, at the option of each holder.

Article Ninth.—Any bond hereby secured may be surrendered to the company by the holder thereof, and upon his request a registered certificate of such bond, containing the description and particulars thereof, shall be issued to him in its place and stead. And thereafter, upon production of such certificate, he shall, from time to time, receive the interest accrued upon such bond when due, and the principal thereof at maturity, and shall be entitled to all the rights, privileges and remedies as a bondholder. And upon the surrender of such certificate he shall be entitled to have such bond returned to him on demand.

Article Tenth.—The trustees, or any trustee hereunder, may take such legal advice and employ such assistance as may be necessary in their judgment to the proper discharge of their duties, and shall be entitled to reasonable compensation for any and all services which may hereafter be rendered by them, or either of them, in said trust, which compensation the company hereby promises and agrees to pay; but

in case the company shall make default in such payment, the same may be retained by the trustees out of any trust moneys coming into their hands.

**Article Eleventh.**—The trustees shall not, nor shall any trustee hereunder, be answerable for the default or misconduct of any agent or attorney by them appointed under or pursuant to these presents, if such agent or attorney be selected with reasonable care, nor for any error or mistake made by them in good faith, but only for personal misconduct or gross negligence in the execution of said trusts, and not the one for the other or others of them, or the acts or defaults of the other or others.

**Article Twelfth.**—Any one of the trustees may resign his trust and be discharged from all further duty thereunder, or liability thereafter accruing, upon giving three months' notice in writing to the company, if such resignation takes place before any default by the company in the payment of any interest or principal, or in any of the conditions hereof; or after such default, upon giving a like notice to the company and to the bondholders, at the same time calling a meeting of the bondholders to accept his resignation and appoint his successor; or upon such shorter notice as the company or the bondholders as the case may be, may accept as sufficient. Any one of the trustees may be removed from office by the vote of a majority in interest of such of the holders of said bonds, as shall be present or represented at a meeting of the said bondholders duly held, and attested by an instrument in writing, under the hands and seals of the persons so voting.

**Article Thirteenth.**—In the case of the resignation, death, removal from office, or incapacity to act, of any one or more of the trustees, before any default by the company in the payment of interest or principal, or in any of the conditions hereof, a successor or successors shall be at once appointed to fill such vacancy, by the surviving or remaining trustee or trustees, if any, with the consent of the board of directors of the company, or of its assigns, or, in case no trustee survives or remains, by the said board of directors, subject however to the approval of the Government of Canada, if any portion of the said sum of twenty million dollars then remains unpaid. If such vacancy is not filled within thirty days after it occurs, any competent court may appoint a trustee or trustees to fill such vacancy on the petition of any holder or holders of such bonds, to the amount of not less than one-fifth part in interest of all such bonds then outstanding, upon reasonable notice to the company, its successors or assigns, and to the surviving trustee or trustees, if any; and the person or persons so appointed shall be a trustee or trustees under this instrument. But if after such default a vacancy shall occur from any cause, in the office of trustee, such vacancy shall be filled by the bondholders, at a meeting thereof, called and held in the manner hereinafter provided. And from thenceforth, on any new appointment under this article, each person so appointed shall be vested with the same powers, rights and interests, and charged with the same duties and responsibilities, as if he had been named among the parties of the second part to this instrument, in place of the trustee to whom he succeeds, without any further assurance, conveyance, act or deed; but there shall be immediately executed all such conveyances or other instruments as may be necessary or suitable for the purpose of assuring to the new trustee so appointed, a full joint estate in the premises.

**Article Fourteenth.**—Meetings of the bondholders under this deed of trust, may be called in such mode as may be fixed by regulations prescribed or established by the bondholders; and the bondholders may vote at such meeting personally or by proxy; and the quorum may be defined, and such other regulations or by-laws in respect of such meetings may be from time to time established, altered or repealed, by the bondholders, acting by the majority in interest, as to them shall seem expedient; and until the bondholders shall define the quorum, and make such regulations or by-laws, such powers may be exercised by the trustees. And the trustees shall have the right, at or before any meeting of bondholders, to require that any act or resolution of the bondholders, affecting the duties of the trustees, shall be authenticated by the signatures of all the persons assenting thereto, as well as by a minute of the proceedings of the meeting. And whenever and as often as any contingency shall arise, in which the action of the holders of the bonds secured hereby shall be

necessary, or in which the said bondholders are herein declared to have any discretionary voice or power, it shall be the duty of the trustees, and such trustees shall be and are hereby authorized and required, to call a meeting of the holders of bonds secured hereby, to be held in the said city of London, and in the absence of any regulation or by-law determining the notice to be given of such meeting, it shall be notified to the bondholders by advertisement (the expenses whereof shall be a liability of the company, and may be defrayed if necessary from the trust fund) to be published three times in each week for six weeks, in at least two daily newspapers of good circulation among the business community in said city, and also for a like number of times in two daily newspapers in like circulation in the said city of Montreal; and in default of such meeting being called by the trustees within thirty days after notification to them in writing by any bondholder, of the necessity therefor, or in case the trust shall be wholly vacant, it shall be competent for any holder or holders of said bonds, to the aggregate amount of at least one-fifth of the entire outstanding bonds of the company, to call such meeting; and at such meeting so convened, the holders of the said bonds shall be competent to exercise in person, or by proxy, by the vote of the majority in interest of those present or represented at such meeting, all the powers and authority conferred upon them by these presents. But, until otherwise provided, pursuant to the provisions of this instrument in that behalf, a majority in interest of the holders of the outstanding bonds for the time being, shall be required to constitute a quorum at any such meeting.

Article Fifteenth.—The word "trustees," wherever used in this indenture, shall in all cases be construed to mean any one person or more persons, who for the time being shall be trustee or trustees, whether such person or persons be the said parties of the second part, or any successor or successors of said parties of the second part appointed hereunder. And so long as there are three Trustees hereunder, a majority of them may perform the duties hereby imposed upon the trustees. In case of a vacancy in said trust, the surviving or continuing trustees or trustee, if there be any, shall be competent to exercise, until the appointment of new co-trustees or a new co-trustee, any and all powers and authorities herein granted to the said parties of the second part.

Article Sixteenth.—If the Company, or its assigns, shall pay the principal of each and every of the bonds secured by this instrument, when the same shall become payable, and all interest coupons thereon, as they shall from time to time mature, according to the tenor of such bonds and coupons, respectively, and shall well and truly do and observe every other matter and thing provided or mentioned in these presents, to be by it or them done and observed, then and in that case, all the estate right, title and interest of the trustees by these presents created, shall cease, determine, and become void; otherwise the same shall remain in full force and virtue. And upon any such determination of such interest, the trustees shall execute such reconveyance and reassignment of the premises, as may be necessary or expedient.

Article Seventeenth.—The company, in consideration of the premises, hereby covenants and agrees to and with the trustees, and their successors in trust created by these presents, that whenever and as often as the company shall hereafter acquire any additional property, rights, franchises or things whatsoever, pertaining to, or for use upon, the said railway, branches and extensions hereinbefore conveyed, or upon any part thereof, the company and its assigns, shall and will acquire, possess and hold the same, and every part and parcel thereof, upon and subject to the trusts of this indenture, until conveyance thereof, in pursuance of the covenants herein contained, shall be duly made and delivered to the trustees, for the benefit of the trust by these presents created.

Article Eighteenth.—And the company, for itself and its assigns, hereby covenants and agrees to and with the trustees, and their successors in the trust created by these presents, that the bonds hereby secured or intended so to be, shall be issued only at such times and in such amounts as hereinbefore limited; that the company will, in each and every year ensuing the date hereof, faithfully use and apply the net earnings and income to be from time to time derived from said railway, branches

and extensions, or from any part thereof (after discharging its obligations upon or with respect to prior liens thereon), or so much of such net earnings and income as may be necessary for that purpose, to the payment of the interest accruing in such year, on said bonds, when the same shall become due, until all the said bonds shall be fully paid and satisfied; and that it will seasonably, in each and every year, pay and discharge all taxes and assessments of every sort and description which may be lawfully imposed, levied or assessed upon all or any part of the franchises or other property herein and hereby conveyed, or intended or contemplated so to be, so as to keep the mortgaged premises free and clear from any incumbrance by reason thereof; and that it will, from time to time, and at all times hereafter, and as often as thereunto requested by the trustees under this indenture, execute, deliver and acknowledge all such further deeds, conveyances and assurances in the law, for the better assuring unto the trustees, upon the trusts herein expressed, the railway, branches, and extensions aforesaid, acquired or to be acquired, constructed or to be constructed, together with their equipments, appurtenances and franchises, and all and singular the lands, property and things, hereinbefore mentioned or described, acquired and to be acquired and granted or conveyed, or agreed or intended or contemplated to be granted or conveyed, to the trustees, or their successors in the trust created by these presents, as by the trustees, or by their counsel learned in the law, shall be reasonably advised, devised or required.

In witness whereof, the Canadian Pacific Railway Company has caused its corporate seal to be herunto affixed, and these presents to be signed by its vice-president in the absence of its president, and by its secretary; and the said parties of the second part, to evidence their acceptance of the said trust, have likewise signed and sealed these presents.

The Canadian Pacific Railway Company, by  
Signed W. C. VAN HORNE, *Vice-President.*

[L.S.]

C. DRINK WATER, *Secretary.*

Witnesses as to the signature of }  
Sir Charles Tupper, }  
B. S. MACINNIS, }  
G. B. MACPHERSON. }

CHARLES TUPPER, *Trustee.*

Witnesses as to the signature of }  
Lord Wolverton. }  
GEOFFREY C. GLYN, }  
THEODORE WAINGLO, }  
Valet to Lord Wolverton. }

WOLVERTON, *Trustee.*

Witness to signature of Lord }  
Revelstoke. }  
WM. J. WALPOLE. }

REVELSTOKE, *Trustee.*

48-49 VICTORIA.

CHAPTER 57.

An Act further to amend the Acts respecting the Canadian Pacific Railway, and to provide for the completion and successful operation thereof.

[Assented to 20th July, 1885.]

WHEREAS the Canadian Pacific Railway Company have represented, that although the advance provided for by the Act of the now last Session of this Parliament, chapter 1, is sufficient for the construction and equipment of the railway, according to the provisions of the contract of construction, within the period contemplated by the said Act, yet that the large development of traffic which has already taken place on the line of railway, and the immediate increase which is expected, render it necessary to provide effectively for the requirements of such traffic upon

the completion of the railway, by the improvement of the railway itself, the extension of its station and siding accommodation, the creation of additional terminal facilities at various points thereon, and the provision of additional equipment; that by reason of the stringency of the provisions of the said Act, the company cannot raise funds for such purposes upon the security of its property, and that it has been unable to sell any part of its shares remaining in the hands of the Government; and the company have therefore applied for authority to issue first mortgage bonds on their property and franchises, for a re-arrangement of the lien and security created by the said Act thereon, and for a temporary advance to be repaid from the sale of part of the said bonds: And, whereas, in order that the character of the railway and its facilities for the transport of traffic across the continent may be of the highest possible class, it is expedient to grant the application of the company to such extent and in such manner as shall be consistent with the security of the advances already made and to be made to the company: Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:—

1. The Canadian Pacific Railway Company, under the authority of its shareholders, as provided by the twenty-eighth section of its charter, may issue and deliver to the Government first mortgage bonds to the extent of thirty-five million dollars, or the equivalent thereof in sterling money of Great Britain, bearing five per cent. per annum interest, for a term not exceeding fifty years, such bonds to constitute and be a first lien and charge on the entire property of the company, real and personal, now owned or hereafter to be acquired or owned by it (save and except the lands granted or to be granted by the Government to the company under the contract between Her Majesty and the company and the Acts relating thereto), including its main line of railway with its tolls and revenues, the extensions thereof, its branch lines of railway (except the Algoma Branch), the whole of its equipment, rolling stock and plant, and all its steamers and vessels; saving always, however, the rights of the holders of the existing mortgages on the extensions of the line of the railway from Callander to Brockville and Montreal, as security for the unpaid balances of the purchase money of the said extensions.

2. The company may secure the payment of the said bonds and of the interest thereon by a deed of mortgage executed by the company to trustees to be approved by the Government, with the authority and of the tenor and purport, and containing the conditions, remedies, provisions and powers authorized and provided for by the twenty-eighth section of the charter of the company, to such extent and in such manner and form as shall be approved by the Governor in Council; and the provisions of the thirty-fifth section of the charter of the company shall apply to the bonds to be issued, or to any mortgage deed to be executed, under this Act.

3. Upon the issue and delivery of the said bonds to the Government, the lien and charge created by the Act forty-seventh Victoria, chapter one, intituled "An Act to amend the Act intituled 'An Act respecting the Canadian Pacific Railway,' and for other purposes," upon the railway, revenues and property of the company affected by the said bonds and by the deed of mortgage securing the same, shall cease to exist, and shall be released and discharged in respect of the railway, revenues and property so affected, and the shares in the capital stock of the company, to the extent of thirty-five million dollars, now in the hands of the Government, shall be cancelled and destroyed; and no further issue of stock shall be made without the special authority of Parliament; but the Algoma branch shall still remain charged with the lien and charge created by the said Act; and the interest of the company in any railway lines leased to it, shall also be charged with the said lien and charge to the same extent and in the same manner as if the same had been expressly included, as being so charged, with the property and securities mentioned in the said Act: Provided, that the rights vested in the Canadian Pacific Railway Company to exercise, from time to time, any powers granted to any of the companies whose lines are leased to it may be so exercised if and when such exercise is specifically sanctioned by the Governor in Council.

4. The time for the payment of the entire loan to the company of twenty-nine million eight hundred and eighty thousand nine hundred and twelve dollars, shall be fixed at the first day of May, one thousand eight hundred and ninety-one; and so long as default shall not occur in the payment or principal or interest at the times when they shall respectively become due, the interest upon the said loan shall be computed at the rate of four per cent per annum; but the company may, at any time, pay the amount of the said debt, or any part thereof, in sums of not less than one million dollars; and if such payment be made on account of the sum of twenty million dollars hereinafter mentioned, a corresponding amount of bonds shall be returned to the company.

5. As security for the payment of twenty million dollars of the said loan and of the interest thereon, the Government shall hold and retain twenty million dollars of the said first mortgage bonds, and, in respect of such bonds, shall have all the rights of bondholders, except as to the rate of interest, as provided in the next preceding section; and upon payment of any half-yearly instalment of such interest, the half-yearly coupons attached to the said bonds, corresponding to such half-yearly payment of interest, shall be cancelled and surrendered to the company; but if the company makes default in the payment of the interest on the said sum of twenty million dollars, or of the principal thereof, at the time when the same shall become due respectively, the rate of interest upon the whole loan shall thereafter be computed at the rate of five per cent. per annum; and such default shall be equivalent to a default in the payment of the interest on the said bonds, and shall entitle the Government to the same remedies as if default had been made in the payment of the interest or principal of the said bonds; and upon the company remaining in default in respect of either the principal or interest on the said twenty million dollars for a period of six months the trustees shall be authorized and empowered to take possession of the property mortgaged and shall exercise all or any of the powers conferred upon them by the terms of the mortgage deed in pursuance thereof, as if the principal of the bonds were in default.

6. As security for the payment of the balance of the said loan, amounting to the sum of nine million eight hundred and eighty thousand nine hundred and twelve dollars, and the interest thereon, the Government shall have a first lien and mortgage, subject to the outstanding land grant bonds, on the whole of the unsold lands forming the remaining part of the company's land grant earned and to be hereafter earned, such principal and interest to be paid out of the net proceeds of the sale of such lands; and the Government shall continue to hold and retain the entire amount of land grant bonds now in its custody and possession, as provided by the said Act, applying the moneys applicable to the land grant bonds in the hands of the Government, over and above the sum of five million dollars referred to in the paragraph numbered two of section five of the said Act, to the interest and principal of the said sum of nine million eight hundred and eighty thousand nine hundred and twelve dollars, instead of the purposes provided by the paragraph numbered one of section five of the said Act. And if the net proceeds of such sales, to be made from time to time in due course, shall be insufficient to pay the interest on the said last mentioned amount as the same shall fall due, or the principal thereof when the same shall become due, the Governor in Council may order the sale by the trustees of such lands, or any part thereof, in such manner as shall be fixed by such order, in satisfaction of the interest or principal in respect of which default has occurred; and after the sale of the whole of such lands any deficiency in the proceeds thereof to pay the amount charged thereon shall be a charge upon the company's entire revenue, after providing for its fixed charges, and by preference over the shareholders. And no further or other charge shall be created on the property mortgaged as security for the said first mortgage bonds until the said sum of nine million eight hundred and eighty thousand nine hundred and twelve dollars, and interest, and also the said sum of twenty million dollars, and interest, shall have been paid in full. And after payment out of the proceeds of such lands of the outstanding land grant bonds, and of the said sum of nine million eight hundred and eighty thousand nine hundred and twelve dollars, and interest, the

remainder of such lands shall remain charged with a first lien and privilege in favor of the Government as additional security for the payment of the said sum of twenty million dollars, and interest.

7. The Government may make a temporary loan to the company of five million dollars, to be repaid by the company to the Government on or before the first day of July, one thousand eight hundred and eighty-six, with interest at the rate of four per cent. per annum, payable on the first day of January and the first day of July, one thousand eight hundred and eighty-six, the company to have the right to repay the said loan by instalments of not less than one million dollars each, and to receive on the payment thereof a corresponding proportion of the amount of the said bonds held as security therefor; and after reserving part of the said bonds to the amount of eight million dollars, to be held by the Government as security for the said temporary loan, and to be delivered to the company on payment to the Government of the said sum of five million dollars, and interest in whole or in part in proportion to such payment, the remainder of the said bonds shall be, from time to time, delivered by the Government to the company, to be applied by the company, under the supervision of the Government, to the payment for work done or to be done for the development, improvement and extension of the railway, its connections and equipment, and for the maintenance of the credit and efficiency of the company generally: to the satisfaction of the Government: and if the bonds in the hands of the Government, or any part thereof, shall be sold by the company at a price satisfactory to the Government, the proceeds of such sale shall be paid into the hands of the Government in the place and stead of the bonds so sold, and such proceeds shall be dealt with as is hereinbefore provided with respect to the bonds they represent.

8. The proportion of the moneys realized by the trustees of the land grant bonds, applicable under section six of this Act to the payment of the amount of the said bonds held by the Government, over and above the sum of five million dollars in bonds referred to in the said section, and after the redemption of the land grant bonds, the proceeds of all sales of land granted or to be granted to the company, under the aforesaid contract, realized as provided by the said Act, shall be applied to the payment of the interest and principal of the said sum of nine million eight hundred and eighty thousand nine hundred and twelve dollars, and, after payment thereof in full, towards the payment to the Government of the interest and principal of the said sum of twenty million dollars.

9. The said Act forty-seventh Victoria, chapter one, shall remain in force, except in so far as it is affected by the provisions hereof.

10. If, at any time, any line connecting with the United States system of railways shall be in course of construction to a point on the River St. Mary's, and there shall be a probability of the early completion thereof, and the company shall desire to continue the Algoma Branch to a junction with such line, the Governor in Council may, in his discretion, and upon such conditions as he shall determine, postpone the lien and charge thereon created by the said Act, and continued by this Act, so that the claim of the Government shall rank on the said branch next after the mortgage hereinafter mentioned; and in case the Governor in Council should permit the creation of such mortgage for the purpose of continuing the said branch as aforesaid, the whole branch line so extended shall be charged to the same extent as the present Algoma Branch now is charged, but subject to such mortgage; and the Governor in Council may, by Order in Council, authorize the company to exercise, in respect of the said branch, the power of mortgaging the same in manner and form as provided by its charter with respect to mortgaging the main line thereof, to such extent per mile as shall be fixed by such Order; the proceeds of such mortgage to be applied exclusively to the construction of the extension of the said branch to such junction.

*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 29th July, 1885.*

On a memorandum, dated 25th July, 1885, from the Minister of Justice, submitting a communication, dated 24th inst., from the Secretary of the Canadian Pacific

Railway Company, requesting that certain modifications might be made in the form of the mortgage deed and bond approved by your Excellency in Council on the 20th July, inst.; such alterations being requisite to facilitate the negotiation of the bonds of the company.

The Minister states that these modifications appear to be necessary to facilitate the negotiations as requested by the president of the company, and he, the Minister, therefore recommends the approval of the form of deed and bond as submitted in correct form with the said communication of the 24th inst.

The Committee submit the same for Your Excellency's approval.

JOHN J. MCGEE, *Clerk Privy Council.*

Hon. the Minister Railways and Canals.

CANADIAN PACIFIC RAILWAY RETURN—MISCELLANEOUS—TRANSFER  
TO CANADIAN PACIFIC RAILWAY COMPANY OF LINE  
BETWEEN PORT MOODY AND SAVONA'S FERRY.

(*Memorandum.*)

OTTAWA, 25th July, 1885.

The undersigned has the honor to represent that under the 18th section of the Act 44 Vic., chap. 1 (1833), approving and ratifying the contract dated the 21st of October, 1880, made with the Canadian Pacific Railway Company, it was provided as follows:—

“Pending the completion of the Eastern and Central Sections of the said railway, as described in the said contract, the Government may also transfer to the said company the possession and right of work and run the several portions of the Canadian Pacific Railway as described in the said Act 37 Vic., chap. 14, which are already constructed and as the same shall be hereafter completed.”

That in pursuance of this clause possession of certain portions of the road under construction by the Government has already been so transferred, and the portion in British Columbia, namely, between Savona's Ferry, Lake Kamloops and Port Moody, 213 miles, being now completed, and it being desirable that the company should obtain possession and control of the line from the coast eastwards at as early a date as possible, the undersigned would recommend that authority be given for the transfer, as provided by the above-cited clause, of the possession of the said portion, with right to work and run the same.

Respectfully submitted.

J. H. POPE, *Acting Minister of 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 29th July, 1885.

On a memorandum, dated 25th July, 1885, from the Acting Minister of Railways and Canals, submitting that under the 5th section of the Act 44 Victoria, chap. 1, (1881) approving and ratifying the contract dated the 21st October, 1880, made with the Canadian Pacific Railway Company, it was provided as follows:—

“Pending the completion of the Eastern and Central Sections of the said railway as described in the said contract, the Government may also transfer to the said company the possession, the right to work and run the several portions of the Canadian Pacific Railway as described in the said Act 37 Victoria, chap. 14, which are already constructed and as the same shall be hereafter completed.”

The Minister represents that in pursuance of this clause possession of certain portions of the road under construction by the Government has already been so transferred, and the portion in British Columbia, namely between Savona's Ferry, Lake Kamloops and Port Moody, 213 miles, being now completed, and it being desirable

that the company should obtain possession and control of the line from the coast eastwards at as early a date as possible, the Minister recommends that authority be given for the transfer, as provided for by the clause above cited, of the possession of the said portion, with right to work and run the same.

The Committee advise that authority be granted in accordance therewith.

JOHN J. MCGEE, *Clerk Privy Council*

The Hon. the Minister of Railways and Canals.

CANADIAN PACIFIC RAILWAY—MISCELLANEOUS—SILVER MINING AND LAND COMPANY CLAIM.

3 BUILDING AND LOAN CHAMBERS, TORONTO STREET,  
TORONTO, 13th July, 1885.

SIR,—We beg to advise you that we have claimed from the Canadian Pacific Railway Company payment for 75 acres of land belonging to our clients, the Superior Silver Mining and Land Company, and being part of location 3, 5, 7, 8, 9, 10, and 11, in the township of McGregor, near Port Arthur, and to which the railway company have taken possession of. Our clients are willing to accept \$5 per acre in order to procure an early settlement and will, if desired, give a conveyance to the Company, at the company's expense.

We are your obedient servants,

SMITH, SMITH & RAE.

Hon. the Minister of Railways and Canals, Ottawa.

OTTAWA, 15th July, 1885.

SIRS,—I am directed to acknowledge the receipt of your letter of the 13th instant, advising this Department of your having claimed from the Canadian Pacific Railway Company—payment for 75 acres of land in the township of McGregor, Port Arthur, taken possession of by them, and which you state is the property of your clients, the Superior Silver Mining Land Company.

I am, Sirs, your obedient servant,

A. P. BRADLEY, *Secretary*.

Messrs. Smith, Smith & Rae, Barristers, &c., Toronto.

OTTAWA, 25th July, 1885.

SIRS,—In reply to your letter of the 13th instant, relative to a claim preferred by you on behalf of the Superior Silver Mining and Land Company, for payment for 75 acres of land near Port Arthur, taken for purposes of Canadian Pacific Railway, I am instructed to say that the road is being built by that company and the Department is not at all liable for the compensation you ask for.

I am, Sirs, your obedient servant,

A. P. BRADLEY, *Secretary*.

Messrs. Smith, Smith & Rae, Barristers, &c., Toronto.

RETURN REQUIRED BY THE MINISTER OF RAILWAYS AND CANALS  
SHOWING THE CONDITIONS OF THE CAPITAL AND REVENUE AC-  
COUNT, &c., &c., OF THE RAILWAYS IN THE DOMINION OF CANADA.

## CANADIAN PACIFIC RAILWAY.

RETURN by the Canadian Pacific Railway of the Capital Account of said Railway ;  
also the Revenue and Expenditure, &c., for the Year ended 30th June, 1885.

## No. 1.—CAPITAL ACCOUNT.

	Authorized.	Subscribed.	Paid up.	Rate of Interest or Dividend.
	\$	\$	\$ cts.	
Total amount of ordinary share capital....	100,000,000	65,000,000	65,000,000 00	3 per cent guar- antee by Do- minion Gov- ernment until August, 1893.
Bonds specially secured by land grant....	25,000,000			
Amount sold.....	\$10,387,500			5 per cent.
do reserved.....	7,360,500		3,027,000 00	
Balance outstanding, amount in Treasury, \$616,500.....			20,606,000 00	Acct. of con- struction. Acct. of guaran- tee fund.
Government loans.....	29,880,912		7,380,912 00	
do bonuses.....	25,000,000		21,613,984 87	
Municipal bonuses.....	370,000	370,000	49,600,896 87	
Capital from other sources.....			370,000 00	
			11,571,391 32	

## No. 2.—LOANS OR BONUSES FROM GOVERNMENTS OR MUNICIPALITIES.

From what source.	Amount of Loan Granted.	Amount of Bonus Granted.	Amount of Land Granted.
	\$	\$	Acres.
Governments—			
Dominion.....	29,880,912		25,000,000
do .....			
do .....		25,000,000	
Municipalities—			
Winnipeg city.....		200,000	
Morris.....		100,000	
Selkirk.....		35,000	
St. Andrews.....		35,000	

No. 3.—BONDS OR OTHER SECURITIES NEGOTIATED BY THE COMPANY.

Amounts.	Rates of Interest.	Date of Sale.	Prices Realized.
\$			\$
10,387,500	5 per cent. land grant bond.	October, 1881..... August, 1884..... November, 1884..... January, 1885.....	10,000,000 at 92 77,500 96 200,000 95 110,000 95

Canada Central bonds assumed by the company—  
 1st mortgage bonds, maturing 1899.....  
 Interest payable by Government.....  
 Sinking fund payable by company.....  
 Company's liability..... \$ 850,000  
 £200,000 2nd mortgage 6 per cent. bonds, maturing 1910..... 973,333  
 Purchase of Q.M.O. and O. Railway—  
 Payable to Province of Quebec, under contract 4th March,  
 1882, at 5 per cent..... 3,500,000

No. 4.—SALES OF LAND MADE BY THE COMPANY.

Lands Sold.	Price per Acre.	Amount.
		\$ cts.
3,469,628 acres.....		10,034,252 15
Town sites.....		505,674 60

No. 5.—FLOATING DEBT.

Total Amount.	Rate of Interest.	Remarks.
\$ cts.		
4,631,357 26	7 per cent.....	Secured.
6,940,034 06		Open accounts.
11,571,391 32		

No. 6.—CHARACTERISTICS OF ROAD, &C.

OWNED.		Miles.	
Length of main line from Montreal to St. Stephen.....		2,385·8	Deduct, Manitoba South-Western. 2,773 70 50 00 2,723 00
do branch from Winnipeg to Emerson.....		66	
do do do Manitou.....		102·4	
do do Rosenfeld to Gretna.....		13·9	
do do Winnipeg to Stonewall.....		19·8	
do do do Selkirk.....		22	
do do Emerson to Rosenfeld.....		22	
do do Winnipeg to end of tract of Manitoba and South-Western...		50·7	
do do St. Thérèse to St. Lin.....		15	
do do do St. Eustache.....		8	
do do St. Lin Junction to St. Jérôme.....		11	
do do Buckingham Junction to Buckingham Village.....		4·1	
do do Carleton Junction to Brockville.....		45·5	
do do Hull to Aylmer.....		7·5	

## No. 6.—CHARACTERISTICS OF ROAD, &amp;c.

LEASED.		Miles.	
Length of main line from Toronto Junction to Smith's Falls.....		211	
do do do do St. Thomas.....		116·2	
do do do do Owen Sound.....		116·5	
do do do do Parkdale.....		2·7	
do branch from Streetsville Junction to Millerville Junction.....		31·6	
do do Orangeville to Teeswater.....		69	
do do Cataract to Elvia.....		27·5	
do do Ottawa to Prescott.....		54	
Total mileage.....		3,402·2	
Deduct, Ottawa to Prescott (St. Lawrence and Ottawa R'y.).....		54	
		3,348·2	
Length of road laid with iron rails.....		54	
do do steel rails.....		3,348·2	
do sidings.....		180·8	
do double track.....		4	
Weight of rail per yard, main line, iron.....	{ 56 lbs...	50	
	{ 40 lbs...	4	
do do do steel.....	{ 60 lbs...	1,326·5	
	{ 56 lbs...	1,749·1	
do do branches, iron.....	{ 56 lbs...	50	
	{ 40 lbs...	4	
do do do steel.....	{ 56 lbs...	154·2	
	{ 60 lbs...	119·7	
Number of engine houses and shops.....			30
do engines owned by the company.....			288
do do special trust.....			27
do first class passenger cars owned by the company.....			91
do do special trust.....			9
do second class and immigrant cars owned by the company.....			74
do do special trust.....			12
do baggage, mail and express cars owned by the company.....			43
do do special trust.....			13
do cattle and box cars owned by the company.....			2,652
do do special trust.....			375
do platform cars owned by the company.....			4,309
do do special trust.....			91
do sleeping, parlor and miscellaneous cars owned by the company.....			35
do do special trust.....			8
do vans, tool cars, snow ploughs, &c., owned by the company.....			223
do do special trust.....			18
do ties to a mile, main line.....			2,640
do do branches.....			2,640
Nature of fastenings used to secure joint or rail.....		Angles & Fishplate	
Number of grain elevators.....			3
Capacity of do at Port Arthur.....	Bush.		350,000
do do at Fort William.....	do		1,350,000
do do at Owen Sound.....	do		250,000
Number of level road crossings at which watchmen are employed.....			21
do do without watchmen.....			779
do overhead bridges.....			20
Height of do above rail level—Not less than, O. and Q., 21ft.; E.D., 20ft. 6in.; C.V.R., 19ft.; T.G. and B., 16ft. 4in.....			.....
Number of level crossings of other railways.....			26
do junctions with other railways.....			28
do do branch lines.....			15
Radius of sharpest curve.....			6° 30'
Number of feet per mile of heaviest gradient.....			79
Gauge of railway.....			4ft. 8½in.

## No. 7.—ACTUAL COST OF RAILWAY AND ROLLING STOCK.

	\$	cts.
1. Cost of land and land damages.....	499,858	07
2. Cost in connection with administration of land grant in aid.....	279,503	94
3. Cost of grading, masonry and bridging, station buildings, &c., &c.....	68,314,945	13
4. Cost of rolling stock of all kinds, including workshops.....	9,276,081	97
Canada Central Railway.....	\$3,870,123	60
Q.M.O. and O. do.....	3,787,385	54
	7,657,509	14
Total.....	86,027,898	25

## No. 8.—OPERATIONS OF THE YEAR, AND NUMBER OF MILES RUN.

1. Miles run by passenger trains.....	1,760,365
2. do freight trains.....	2,639,368
3. do mixed trains.....	943,528
4. Total miles run by trains.....	5,343,261
5. do engines.....	7,218,993
6. Total number of passengers carried.....	1,427,367
7. do tons of freight (of 2,000 lbs.) carried.....	1,655,969
8. Average rate of speed of passenger trains.....	{ Western Division... 24 miles per hour
	{ Eastern do ... 27 do
9. do freight trains.....	{ Western do ... 15 do
	{ Eastern do ... 15 do
10. Average weight of passenger trains in motion.....	{ Western do ... 174 tons.
	{ Eastern do ... 215 do
11. do freight do.....	{ Western do ... 288 do
	{ Eastern do ... 305 do

## No. 9.—DESCRIPTION OF FREIGHT CARRIED.

		Weight in Tons.
1. Flour, in barrels.....	915,129	91,513
2. Grain, in bushels.....	7,842,343	203,008
3. Live stock, head.....	162,396	50,414
4. Lumber of all kinds, excepting firewood, feet.....	263,812,390	355,942
5. Firewood, number of cords of 128 cubic feet.....	73,577	118,583
6. Manufactured goods.....		393,219
7. All other articles.....		443,290
Total weight carried.....		1,655,969

## No. 10.—EARNINGS OF THE RAILWAYS.

	\$	cts.
1. From passenger traffic.....	2,479,894	21
2. From freight traffic.....	3,898,725	36
3. From mails and express freight.....	254,462	26
4. From other sources.....	295,787	46
Total.....	6,928,869	29

**No. 13.—OPERATING EXPENSES—(A) Maintenance of Line, Buildings, &c.**

	\$	cts.
1. Wages, &c., of labor employed on track, including sidings .....	574,601	82
2. Cost of steel rails and fastenings.....	536	87
3. Repairs of bridges and culverts.....	72,735	85
4. Repairs and renewals of buildings.....	40,038	23
5. Repairs of fencing.....	23,902	37
6. Clearing snow .....	81,418	67
<b>Total.....</b>	<b>793,233</b>	<b>81</b>

**(B) Working and Repairs of Engines.**

	\$	cts.
1. Wages of enginemmen, firemen and cleaners.....	451,656	85
2. Cost of coal and wood for fuel.....	921,109	08
3. Repairs of engines and tenders.....	239,155	45
4. Oil, tallow, waste, &c., for engines.....	35,565	34
5. Pumping engines.....	89,188	02
6. Repairs of tools and machinery.....	25,109	56
<b>Total .....</b>	<b>1,761,784</b>	<b>30</b>

**(C) Working and Repairs of Cars.**

	\$	cts.
1. Wages and material for repair of passenger cars .....	123,168	81
2. do do freight cars and snow ploughs .....	224,486	24
<b>Total.....</b>	<b>347,655</b>	<b>05</b>

**(D) General and Operating Expenses.**

	\$	cts.
1. Office expenses, including directors, auditors, management, travelling expenses, stationery, &c.....	304,533	91
2. Station agents, clerks, porters, &c.....	470,517	57
3. Conductors, baggagemen and brakemen.....	332,987	20
4. Compensation for personal injuries.....	13,958	26
5. Loss or damage to freight.....	15,173	03
6. Cattle killed.....	4,144	67
7. Small stores, including lights, lamps and signals.....	208,087	51
8. All other charges.....	305,444	43
<b>Total.....</b>	<b>1,654,846</b>	<b>57</b>

**No. 14.—SUMMARY of Operating Expenses.**

	\$	cts.
(A). Maintenance of line, building, &c.....	793,233	81
(B). Cost of working and repairs to engines.....	1,761,784	30
(C.) do do cars.....	347,655	05
(D.) Cost of general operating expenses .....	1,654,846	57
<b>Total cost of operating railway.....</b>	<b>4,557,519</b>	<b>73</b>

No. 15.—ACCIDENTS.

Cause of Accident.	Passengers.		Employees.		Others.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Fell from cars or engines. ....	1		5	11	1		7	11
Jumping on or off trains or engines when in motion. ....		2	2	9	1	1	3	12
Walking, standing, lying, sitting or being on track. ....		1	2		8	12	10	13
At work on or near the track making up trains. ....				6				6
Coupling cars. ....			1	54			1	54
Collision, or by trains thrown from track. ....	1	9	2	13	1	4	4	26
Explosions. ....				1				1
Striking bridges. ....			1				1	
Other causes. ....				18	2	8	2	26
<b>Total</b> .....	<b>2</b>	<b>12</b>	<b>13</b>	<b>112</b>	<b>13</b>	<b>25</b>	<b>28</b>	<b>149</b>

STATEMENT of the date of each Accident, the place where it occurred, the cause and the extent of injury inflicted upon each person, and the name of such person.

EASTERN DIVISION.

Date.	Name.	Place.	Nature of Accident or Cause.
1884.			
July 7...	Jos. Wright.....	Montreal .....	Killed; by coal pile falling on him.
do 12...	W. Vansickler.....	Ingersoll .....	Finger crushed; uncoupling cars.
do 28...	J. Anderson .....	Cardwell Junc. ....	Injured internally; fell off train.
Aug. 8...	J. Flannery.....	Earanville.....	Arm broken; coupling.
do 13...	A. McLean.....	Berkley.....	Fingers taken off; coupling.
do 23...	H. Burk .....	Mountain Grove.....	Foot injured; getting on train.
do 23...	T. Garlin .....	Cooksville.....	Arm broken, 2 places; fell off train.
do 26...	Aggie Neward.....	Ingersoll.....	Killed; walking on track.
do 9...	— Gautant.....	Ottawa .....	Killed; fell between cars in motion.
do 12...	Unknown.....	$\frac{3}{4}$ mile east of Thurso.	Found dead on track, with forehead bruised.
do 13...	Mrs. J. Letam.....	$2\frac{1}{2}$ miles east Bissets.	Killed; riding on handcar and struck by train.
do 14...	Unknown.....	Jack. E. Junc.....	do walking on track do
do 28...	Jos. Lynch.....	Ottawa .....	Foot badly injured; turning an engine.
Sept. 18...	J. Holt.....	Toronto .....	Two fingers taken off; coupling cars
do 29...	P. Mallon.....	Indian River.....	Slightly injured internally; walking on track.
do 1...	J. Manchester.....	Pembroke .....	Killed; struck by bridge, knocked under cars.
do 20...	W. Edey.....	Renfrew.....	do engine ran off track and upset.
do 23...	Unknown.....	Ottawa .....	One leg cut off; lying on track intoxicated.
do 23...	do .....	Brockville.....	Leg badly crushed; crossing track between cars.
do 27...	C. McIntyre.....	Wahnapetah.....	Killed; fell off top of train between cars.
Oct. 6...	T. Brennan.....	Indian River.....	Killed; walking on track.
do 13...	W. Crassin.....	Humber Summit.....	Slightly injured; crossing track.
do 18...	J. Goodfellow.....	Streetsville.....	Killed; fell off train.
do 30...	Mrs. Bleir.....	Riverdale.....	do walking on track.
do 5...	Unknown.....	Mattawa.....	Lying on track, apparently dead, train passing over him.
do 14...	do .....	Mile End.....	Killed; walking on track.
do 16...	— Deslauriers.....	Montreal .....	Seriously injured while intoxicated; fell over revetment wall at station.
do 21...	G. Rollin.....	do .....	Eye injured; gauge glass of engine exploded.
do 29...	E. Dumhall.....	Sudbury.....	Right foot crushed; struck by engine.
do 31...	W. Anderson.....	Pakenham.....	Finger on right hand cut off; coupling.
Nov. 3...	S. S. Blacking.....	Ottawa.....	Badly injured; thrown from train by tel. wire.
do 13...	J. Fanning.....	Carleton Junc.....	Right hand badly injured; coupling.
do 17...	— Cavanagh.....	Pembroke.....	do crushed do

## STATEMENT of the date of each Accident, &amp;c.—Continued.

## EASTERN DIVISION—Continued.

Date.	Name.	Place	Nature of Accident or Cause.
1884			
Nov. 19...	— Leclair	Brockville	Struck on head by hook ; broken bell cord.
do 23...	P. McMahon	North Bay	do lever of semaphore.
do 28...	J. Phillips	Brockville	Fell against gauge glass of engine, cutting lips.
do 26...	A. McLellan	Pembroke	Seriously injured ; driving across track.
Dec. 3...	Bird (brakeman)	Cardwell Junc.	Finger broken ; fell off train.
do 3...	Burton do	Teeswater	Arm taken off ; coupling.
do 3...	Smith do	Ingersoll	Leg injured ; fell off car.
do 3...	D. McCarthy (bkman)	Havelock	Finger taken off ; coupling.
do 11...	M. O'Halloran do	Flanagan's Siding	Ends of fingers taken off ; coupling.
do 23...	B. Dutton do	North Toronto	Hand jammed ; coupling.
do 24...	W. Mulligan do	Woodstock	One finger taken off ; coupling.
do 26...	F. McCallom	Smith's Falls	Temporarily disabled ; fell off tender.
do 28...	J. Johnson	Parkdale	Hand slightly injured ; coupling.
do 13...	J. Murphy	Pugamassing	Right hand injured ; coupling cars.
do —	— Dowsley	Buckingham	do do
do 24...	— Davis	Hochelaga	Left hand injured ; turning engine.
1885.			
Jan. 1...	R. Percival	Church's Falls	Two fingers taken off ; coupling.
do 6...	E. Booth	Brampton	Leg broken ; jumping off engine.
do 9...	Unknown	Toronto Junc.	Foot crushed ; climbing over buffers.
do 12...	Mrs. K. Kert	Norwood	Two toes taken off ; getting off train in motion.
do 13...	Woman	Drumbo	Cut on head do do
do 20...	Coalman McPherson	Parkdale	Index finger taken off ; coupling.
do 23...	M. McDonald	Smith's Falls	Killed ; train off track.
do 23...	O. Bonsecour	do	do do
do 23...	Ex-Mess. Crickton	do	Injured do do
do 23...	J. J. Whelan	do	do do
Jan. 23...	J. B. McDonald	Smith's Falls	Injured ; train off track.
do 23...	W. Barastin	do	do do
do 23...	J. Hutton	do	do do
do 23...	J. Lefranc	do	do do
do 25...	W. Nelson	Belmont	Two fingers taken off ; coupling.
do 18...	S. Courtney	Montreal	Both legs fractured ; coming up on elevator at Montreal station.
do 29...	J. Palmer	Rockliffe	Leg fractured ; coupling.
Feb. 5...	— Champagne	Chalk River	Hand crushed ; coupling.
do 6...	B'kman Carnovisky	Galt	Two fingers smashed ; coupling.
do 9...	Lady	Sheffield	Injured ; track spreading.
do 11...	B'kman Collins	Church's Falls	Thigh badly cut ; coupling.
do 17...	H. Swan	Cardwell Junc.	Hand crushed do
do 17...	B'kman Chapman	Havelock	Hand badly bruised do
do 18...	W. J. Chapman	do	Right hand squeezed ; coupling.
do 18...	Shotman Gray	Orangeville	Neck and hands burned ; cab of engine on fire.
Mar. 3...	B'kman Webb	Streetsville Junc.	Arm slightly hurt ; switch flew open.
do 8...	do Reynolds	Woodstock	Right leg taken off ; uncoupling.
do 15...	A. Harris	Williamsford	Right arm broken ; walking on track.
do 17...	Switchman Elgie	Havelock	Foot crushed ; uncoupling.
do 21...	A. McDonald	Fall River	Back and head hurt ; track spreading.
do 21...	J. E. Richards	do	Back hurt ; track spreading.
do 22...	J. Mulligan	Maybery	Injured ; handcar struck.
do 28...	Sectionman	Ivanhoe	Foot hurt do
do 31...	B'kman Moriarity	Erin	Foot and hand hurt ; fell off car.
do 2...	J. Hardman	North Bay	Foot bruised by plank falling on it.
do 7...	H. Montgomery	Carleton Junc.	Hand injured by machinery through carelessness.
do 10...	— Miller	Ottawa	Collar bone broke in collision.
do 11...	— Powell	do	Hand injured by machinery through carelessness.
do 15...	M. Sheedy	Petawawa	Slightly bruised ; driving on track intoxicated.
April 3...	D. Shea	Mono Road	Leg broken ; fell off car.
do 10...	— Cahill	Perth	Injured ; lying on track.
do 14...	J. Ashley	Parkdale	Finger hurt ; coupling.
do 16...	G. Barnes	Havelock	Thumb do
do 23...	J. Brady	Brampton	Killed ; lying on track.

## STATEMENT of the date of each Accident, &amp;c.—Continued.

## EASTERN DIVISION—Concluded.

Date.	Name.	Place.	Nature of Accident or Cause.
1885.			
April 24...	M. Riendeau .....	Montreal .....	Slightly injured; fell from revetment wall, Montreal station.
do 20...	P. Turcot .....	Sault au Recollet...	Driving across track in front of moving train.
May 5...	H. Vetro. ....	Green River .....	Foot cut; chopping wood.
do 13...	J. Ambrose .....	Campbellville .....	Killed; jumping off train.
do 21...	L. Prissin .....	do .....	Injured do
do 21...	J. Danstin .....	Agincoourt .....	do train struck a cow.
do 21...	A. Meance .....	do .....	do do
do 21...	J. Plutio .....	do .....	do do
do 27...	E. Murphy .....	do .....	do do
do 1...	N. Downey .....	18th Siding .....	Killed; coupling.
do 6...	S. Dill .....	23rd Siding .....	do fell off train in motion.
do 8	C. Larose .....	Montreal .....	Legs broken; fell over revetment wall, Montreal.
do 22...	Unknown .....	Biscotasing .....	Foot injured; attempting to board train.
do 26...	R. Lamourie .....	Archer .....	Slightly injured; coupling.
June 2...	J. Chapman .....	Owen Sound .....	Finger taken off; steam shovel.
do 6...	A. Clancy .....	Bathurst .....	Injured slightly; tank delivery pipe.
do 9...	Unknown .....	Owen Sound .....	do fell against switch.
do 16...	Mr. Moffatt .....	Peterboro' .....	do team ran away.
do 16...	Mr. Armstrong .....	do .....	do do
do 21...	C. Metarg .....	Green River .....	Ankle sprained; fell off train.
do 24...	J. Smith .....	Orangeville .....	Foot hurt; turning engine.
do 26...	B. McAllister .....	Havelock .....	Hand crushed; coupling.
do 27...	F. Drennan .....	Belmont .....	Killed; lying on track.
do 28...	J. Smith .....	Owen Sound .....	Index finger taken off; coupling.
do 28...	J. Sanderson .....	Streetsville Junc .....	Hand hurt; coupling.
do —	A. Hill .....	North Bay .....	Killed when shunting cars.

## WESTERN DIVISION.

1884.			
July 3...	Geo. Bastion .....	5 miles W. of Ross-land .....	Knee injured; jumping from train.
do 4...	Jos. Moscorolsky .....	Langevin .....	Killed; attempting to get on trucks of coach.
do 11...	Henry Larose .....	Winnipeg .....	3 fingers crushed; coupling cars, yard train.
do 16...	Chas. Hannaberry .....	do .....	Right foot crushed; attempting to board engine in motion.
do 17...	John Coney .....	Clinmore .....	Wrist sprained; dump giving away and engine turning on side.
do 17...	Jas. Fouran .....	do .....	Scalded do do
do 17...	Jno. Clancy .....	Port Arthur .....	Face injured; fell between cars in motion.
do 18...	Frank Servais .....	Winnipeg .....	Left hand bruised; coupling.
do 18...	Wm. McLaughlin .....	Eagle River .....	Hip joint sprained; jumping from train in motion.
do 26...	Jas. Mainwaring .....	Vermillion Bay .....	Right hand cut off; lying on track intoxicated.
Aug. 1...	Dan. McDonald .....	Summit .....	Shoulder bruised; jumping from engine.
do 6...	C. Brabazon .....	Carberry .....	Arm and leg broken; walking on track.
do 26...	Eliza Bell .....	Melbourne .....	Killed; fell or threw herself from train in motion; was of unsound mind.
do 26...	Jno. T. Lynes .....	Rat Portage .....	Right hand burnt; applying coal oil to valves of engine.
do 28...	Arthur Denman .....	5 miles W. of Calgary	Knee injured; jumping from train in collision with cars on track.
Sept. 1...	George Budd .....	Elkhorn .....	Hand bruised; coupling cars.
do 7...	Wm. Johnston .....	Moose Jaw .....	Right leg injured; ran against switch stand.
do 16...	Jno. Gould .....	2 miles W. of Ross-land .....	Left leg broken and face injured; trestle giving way under engine.
do 16...	Geo. Mordan .....	do .....	Back, chest and leg bruised do
do 16...	Jno. Parish .....	do .....	Leg and thigh injured do
do 18...	Richard Parrott .....	Gull Lake .....	Hand crushed; coupling.
do 18...	T. Tucker .....	Regina .....	3rd finger on left hand broken; falling off ladder on car.

STATEMENT of the date of each Accident, &c.—*Concluded.*WESTERN DIVISION—*Concluded.*

Date.	Name.	Place.	Nature of Accident or Cause.
1884.			
Oct. 2...	W. Bently.....	Fort William.....	Killed; getting on train in motion.
do 4...	Alex. McCloy.....	Parrywood.....	Face scalded; driving plug in tube sheet.
do 8...	Arthur Healey.....	Langevin.....	Forefinger right hand injured; coupling.
do 10...	Jerry Harrigan.....	Rennie.....	Right leg injured and rib fractured; rails expanding.
do 12...	Wm. Murdock.....	Winnipeg.....	Fingers crushed; coupling.
do 13...	Jas. Hawkes.....	Near Crowfoot.....	do uncoupling engine.
do 14...	A. McDonald.....	do.....	Hand injured; coupling cars on work train.
do 15...	Angus Kerr.....	Headingly.....	Knee injured; struck knee on engine tank.
do 19...	John Hughes.....	Fort William.....	Killed; fell or jumped off construction train.
do 23...	L. Darling.....	2 miles W. of Hawk Lake.....	Left ankle injured; thrown off train while fixing snatch-block on car.
do 23...	Tupper Jance.....	Swift Current.....	Left hand crushed; coupling.
do 28...	David Salwan.....	6 miles N. of Gretna.....	2 ribs broken; crossing track with team.
do 31...	Thos. Hewitt.....	Calgary.....	Hand and arm injured; coupling.
Nov. 4...	Samuel Law.....	Winnipeg.....	Left ankle injured; running to switch, slipped on ice.
do 8...	Samuel Bell.....	Rat Portage.....	Killed; lying intoxicated on track.
do 5...	Thos. Dearson.....	do.....	do do
do 10...	John Reddie.....	Rennie.....	do jumping from coach in collision.
do 10...	Chas. Erickson.....	do.....	Face injured in same accident.
do 10...	C. W. Adams.....	do.....	Spine do do
do 10...	Thos. Rutherford.....	do.....	Slightly do do
do 10...	David Morgan.....	do.....	do do do
do 19...	D. McKenzie.....	Banff.....	Testicle injured; struck with reversing lever of engine.
do 24...	F. Blackely.....	Vermillion Bay.....	Right hand crushed; coupling cars.
Dec. 31...	Ed. Bennett.....	Indian Head.....	Left do do
1885.			
Jan. 13...	John Garvey.....	Parrywood.....	Leg injured; train striking handcar.
Feb. 4...	Frank Gabo.....	Strathmore.....	Finger crushed; coupling work train.
Feb. 12...	Arthur Hackett.....	Hawk Lake.....	Finger cut off left hand; coupling extra train.
April 2...	W. Romaine.....	Qu'Appelle.....	do of left hand crushed do
do 18...	D. Lamb.....	Winnipeg.....	First two fingers of left hand crushed.
May 5...	Eug. Taylor.....	Medicine Hat.....	Legs slightly injured; sitting with legs hanging out of boarding car side door.
do 19...	F. McMahon.....	Winnipeg.....	Foot bruised while coupling.
do 21...	S. Botsford.....	½ mile of Murray Park.....	Concussion on back; equalizing lever broke, throwing him off engine.
June 8...	William Read.....	Moherty House.....	Legs injured; attempting to get on gravel train, carried over bridge, legs striking ties.

NAMES AND RESIDENCES OF DIRECTORS AND OFFICERS OF THE COMPANY.

Geo. Stephen, Montreal.  
 W. C. Van Horne do  
 R. B. Angus do  
 Hon. D. A. Smith do  
 Edmund B. Osler, Toronto.  
 Sandford Fleming, C.E., C.M.G., Ottawa.  
 Geo. R. Harris, Boston.  
 H. S. Northcote, London.  
 N. L. Scott, Erie, Penn.  
 P. du P. Grenfell, London.  
 R. V. Martinsen, Amsterdam and New York.  
 C. D. Rose, London.  
 Geo. Stephen, President.  
 W. C. Van Horne, Vice-President.  
 Charles Drinkwater, Secretary.  
 J. M. Edgar, Western Division Superintendent.  
 W. White, Eastern and Ontario Division Superintendent.  
 The following is the official name and address of the Company:—  
 The Canadian Pacific Railway Company, Montreal, Que.

CANADA,  
 PROVINCE OF QUEBEC,  
 COUNTY OF HOCHELAGA, }  
 TO WIT:

AFFIDAVIT FOR PRESIDENT, OR, IN HIS  
 ABSENCE, FOR VICE-PRESIDENT  
 OR MANAGER.

I, William C. Van Horne, of the city of Montreal, in the county of Hochelaga, and province aforesaid, Vice-President of the Canadian Pacific Railway Company, being duly sworn, make oath and say:—

That, to the best of my knowledge, information and belief, the foregoing returns are true and correct.

Sworn before me at the city of Montreal, }  
 in the county of Hochelaga, this 22nd }  
 day of December, A.D. 1885.

W. C. VAN HORNE.

R. T. HENEKER,  
*Commissioner for taking Affidavits for the Province of Quebec.*

CANADA,  
 PROVINCE OF QUEBEC,  
 COUNTY OF HOCHELAGA. }  
 TO WIT:

AFFIDAVIT FOR SECRETARY,  
 OR SOME OTHER CHIEF OFFICER.

I, Isaac G. Ogden, of the city of Montreal, in the county of Hochelaga and province aforesaid, Auditor of the Canadian Pacific Railway Company, being duly sworn, make oath and say:—

That, to the best of my knowledge, information and belief, the foregoing returns are true and correct.

Sworn before me at the city of Montreal, }  
 in the county of Hochelaga, this 22nd }  
 day of December, A.D. 1885.

J. G. OGDEN.

R. T. HENEKER,  
*Commissioner for taking Affidavits in the Province of Quebec.*

## MANITOBA SOUTH-WESTERN COLONIZATION RAILWAY.

### *Location and General Description of Manitoba South-Western Colonization Railway.*

Runs through the Counties of Selkirk and Marquette with terminus at Winnipeg, and connects with the Canadian Pacific Railway. Line runs in a westerly direction from Winnipeg to Headingly, on the north side of the Assiniboine River, through level, open prairie. Thence in a south-westerly direction, crossing the Assiniboine River, and passing through Townships ten, nine, eight, and seven, in Ranges one, two, three and four, west of first principal meridian, through level prairie to the present end of track.

### CAPITAL ACCOUNT.

	Authorized.	Subscribed.	Paid up.	Rate of interest or Dividend
	\$	\$	\$	
<b>Total amount of ordinary share capital....</b>	1,000,000	700,000	700,000	

### CHARACTERISTICS OF ROAD, &C.

Length of main line from Winnipeg to end of track.....	50·701 miles
Mileage in operation.....	50·701
Weight of rail per yard, main line steel.....	56 lbs.
Number of ties to a mile, main line.....	2,640
Nature of fastenings used to secure joint or rail.....	Fish plates.
Number of level road crossings without watchmen.....	16
Number of level crossings of other railways.....	1
Number of junctions with other railways.....	1
Radius of sharpest curve.....	1,332·6'
Number of feet per mile of heaviest gradient.....	26·4'
Gauge of railway.....	4 ft. 8½ in.

### *Names and Residences of Directors and Officers of the Company.*

Hon. Donald A. Smith, Montreal.  
 John M. Egan, Winnipeg.  
 William C. Van Horne, Montreal.  
 R. B. Angus, Montreal.  
 John H. McTavish, Winnipeg.  
 J. A. M. Aikins, Winnipeg.  
 D. M. Tiltford, Winnipeg.  
 J. S. Aikins, Winnipeg.  
 L. A. Hamilton, Winnipeg.  
 Hon. Donald A. Smith, President, Montreal.  
 John H. Van Zile, Secretary, Winnipeg.

CANADA,  
 Province of Manitoba, }  
 County of Selkirk, }  
 To wit :

AFFIDAVIT FOR PRESIDENT, OR IN HIS ABSENCE, FOR  
 VICE-PRESIDENT OR MANAGER.

I, John M. Egan, of the city of Winnipeg, in the county of Selkirk, and Province aforesaid, vice-president of the Manitoba South-Western Colonization Railway Company, being duly sworn, make oath and say:

That, to the best of my knowledge, information and belief, the foregoing returns are true and correct.

Sworn before me at the city of Winnipeg, }  
 in the county of Selkirk, this 29th day }  
 of August, A.D. 1885.

JNO. M. EGAN.

THOMAS NIXON,  
*A Justice of the Peace in and for the said County.*

CANADA, }  
 Province of Manitoba, }  
 County of Selkirk, }  
 To wit:

AFFIDAVIT FOR SECRETARY OR SOME OTHER CHIEF OFFICER.

I, John H. Van Zile, of the city of Winnipeg, in the county of Selkirk, and Province aforesaid, Secretary of the Manitoba South-Western Colonization Railway Company, being duly sworn, make oath and say:

That, to the best of my knowledge, information and belief, the foregoing returns are true and correct.

Sworn before me at the city of Winnipeg, }  
 in the county of Selkirk, this 29th day }  
 of August, A.D. 1885.

JOHN H. VAN ZILE.

THOMAS NIXON,  
*A Justice of the Peace in and for the said County.*

ONTARIO AND QUEBEC RAILWAY.

CAPITAL ACCOUNT.

	Authorized.	Subscribed.	Paid up.	Rate of Interest or Dividend.
	\$	\$	\$	
Total amount of ordinary share capital ...	2,000,000	2,000,000	2,000,000	6 per cent.
Debentures .....	.....	9,590,000	9,590,000	5 per cent.

*Names of Directors and Officers of the Company.*

E. B. Osler,	R. B. Angus,	Hon. P. Mitchell,
W. C. Van Horne,	D. McIntyre,	Hon. J. J. C. Abbott,
Geo. Stephen,	Hon. D. A. Smith,	A. B. Chaffee.
E. B. Osler,	- -	President.
W. C. Van Horne,	- -	Vice-President.

CANADA, }  
 Province of Quebec, }  
 County of Hochelaga, }  
 To wit:

AFFIDAVIT FOR SECRETARY OR SOME OTHER CHIEF OFFICER.

I, Harry Whanton, of the city of Montreal, in the county of Hochelaga, and Province aforesaid, Secretary of the Ontario and Quebec Railway Company, being duly sworn, make oath and say:

That, to the best of my knowledge, information and belief, the foregoing returns are true and correct.

Sworn before me at the city of Montreal, }  
 in the county of Hochelaga, this 22nd }  
 day of December, A.D. 1885.

H. WHANTON.

R. T. HENEKER.  
*Commissioner for taking affidavits for the Province of Quebec.*

## THE TORONTO, GREY AND BRUCE RAILWAY.

*Counties through which the Road runs, the Terminal Points, Connections, &c.*

Counties.—York, Peel, Dufferin, Wellington, Simcoe, Grey, Huron and Bruce.  
Terminal Points.—Toronto, Owen Sound, and Teeswater.

Connections.—Grand Trunk Railway, Canadian Pacific Railway, at Toronto ;  
Northern and North-Western Railway, at Cardwell Junction ; Credit Valley Rail-  
way, at Toronto and Orangeville.

The main lines runs from Toronto to Owen Sound, and a branch from Orange-  
ville Junction to Teeswater.

### CAPITAL ACCOUNT.

	Authorized.	Subscribed.	Paid up.	Rate of interest or Dividend.
	\$	\$	\$	
Total amount of ordinary share capital...	1,000,000	813,800	785,490 00	4 per cent.
do first mortgage bonds.....	3,500,000	3,500,000	.....	
do Government loans.....	.....	.....	377,938 00	
do Municipal loans.....	.....	.....	969,561 44	
do Capital from other sources.....	.....	.....	322,583 30	
<b>Total capital.....</b>	.....	.....	<b>2,455,572 74</b>	

### LOANS or Bonuses from Governments or Municipalities.

	Amount of Bonus Granted.
<b>Governments—</b>	
Ontario.....	\$ 375,282 00
Dominion.....	2,656 00
<b>Total.....</b>	<b>\$ 377,938 00</b>

	Amount of Loan Granted.
<b>Municipalities—</b>	
Albion.....	\$ 40,000 00
Caledon.....	45,000 00
Mono.....	45,000 00
Amaranth.....	30,000 00
Arthur.....	35,000 00
Orangeville.....	15,000 00
Mount Forest.....	20,000 00
Toronto.....	350,000 00
Grey (Group).....	300,000 00
Owen Sound.....	5,000 00
Minto.....	15,000 00
Howick.....	35,000 00
Gorrie and Worrester.....	5,000 00
Teeswater.....	5,000 00
Culross.....	38,000 00
Turnberry.....	5,000 00
	<b>\$ 988,000 00</b>
Realizing.....	959,561 44
<b>Total.....</b>	<b>969,561 44</b>

## BONDS or other securities negotiated by the Company.

Amount.	Rate of interest.	Date of sale.
\$3,500,000.	4 per cent.	July, 1884.

## ACTUAL cost of railway and rolling stock.

1. Cost of land and damages.....	\$ 138,251 89
2. Cost of grading, masonry and bridging, station buildings, &c., &c.....	3,729,049 52
3. Cost of rolling stock of all kinds, including workshops.....	573,297 06
4. Cost of changing gauge from 3 feet 6 inches to standard gauge of 4 feet 8½ inches. New equipment and new works in connection therewith.....	1,106,739 65
<b>Total .....</b>	<b>\$5,547,338 12</b>

The above figures show actual cost of railway, but contractors having been paid in bonds and stock and Government debentures, it is impossible to give real cash cost.

*Names and Residences of Directors and Officers of the Company.*

E. B. Osler,  
Wm. Hendrie,  
W. White,  
H. W. Narton,  
M. C. Hannond,  
John McNab,  
E. B. Osler, Vice-President,  
Mr. Wm. Hendrie, President,  
H. E. Suckling, General Manager.

CANADA,  
Province of Quebec, }  
County of Hochelaga, }  
To wit :

AFFIDAVIT FOR SECRETARY OR SOME OTHER CHIEF OFFICER  
OF THE LEASING LINE OF RAILWAY.

I, Isaac G. Ogden, Esq., of the city of Montreal, in the county of Hochelaga, and Province aforesaid, auditor of the Canadian Pacific Railway Company, being duly sworn, make oath and say :

That, to the best of my knowledge, information and belief, the foregoing returns are true and correct.

Sworn before me, at the city of Montreal, }  
in the county of Hochelaga, this twenty- }  
seventh day of December, A.D. 1885. }

J. G. OGDEN.

R. T. HENEKER,

*Commissioner for taking affidavits for the Province of Quebec.*

CANADIAN PACIFIC RAILWAY RETURN — MISCELLANEOUS — A. S. FAREWELL—OBJECTION TO CROSSING HIS LAND ON THE COLUMBIA RIVER.

OTTAWA, 16th June, 1885.

SIR,—I am directed to transfer to your Department the enclosed letter from A. S. Farewell, requesting that the Canadian Pacific Railway Company be not allowed to carry its line over his land on the east bank of the Columbia River, near Eagle Pass, British Columbia.

I have the honor to be, Sir, your obedient servant,

A. GOBELL, *Secretary*.

A. P. BRADLEY, Esq., Secretary Department Railways and Canals.

FAREWELL, WEST CROSSING, COLUMBIA RIVER, 25th May, 1885.

SIR,—I have the honor to inform you that I purchased 1,175 acres of land from the British Columbia Government last year, and obtained a Crown grant for the same last January.

This land is situated on the left bank of the Columbia River, opposite Eagle Pass. My land includes the mouth of the Illecilliwait River (or Moberly Creek). Late last autumn the Canadian Pacific Railway engineers were engaged running lines, &c., down Moberly Creek and across my property. On the 2nd February, 1885, I wrote W. C. Van Horne, Esq., General Manager of the Canadian Pacific Railway, as follows:—

“VICTORIA, B.C., 2nd February, 1885.

“W. C. VAN HORNE, Esq., General Manager of Canadian Pacific Railway, Montreal.

“SIR,—As the owner by provincial Crown grant of lot 6, group 1, Kootenay District, which comprises 1,175 acres on the east bank of the Columbia River, opposite Eagle Pass, extending northerly about two and a half miles from the mouth of the Illecilliwait River and including the bed of the Columbia River to the middle, I beg to state that I have been informed that the railway company wish to carry the line across my land in order to reach Eagle Pass from the Illecilliwait valley. Having before me propositions to utilize this property, it will be convenient that I should hear from you with a view to suitable arrangements as far as the railway company is concerned.

“I am, Sir, your obedient servant,

“A. S. FAREWELL.”

“P.S.—My land being within the ‘central section’ will not come under the Government Railway Act.

“A. S. F.

On the 2nd of April, 1885, I telegraphed Mr. VanHorne, as follows:—

“VICTORIA, B.C., 2nd April, 1885.

“GENERAL MANAGER C.P.R., MONTREAL,—I intend immediately eject intruders second crossing, Columbia. Is company’s answer my letter, 2nd February, on way?”

I received no answer to either of the above communications up to the present date.

I have received no notification from the railway company as to what land they require for railway purposes; and further, no map or plan or extract from the book of reference has been deposited in this district, as far as I have been able to ascertain.

Under these circumstances I have to request that you will not sanction any Act whatsoever of the company affecting my property.

I have the honor to be, Sir, your obedient servant,

A. S. FAREWELL.

The Hon. the Minister of Public Works, Ottawa.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 26th June, 1885.

SIR,—I beg to acknowledge receipt of your letter of the 25th instant enclosing copy of a letter from Mr. A. S. Farewell, of British Columbia, respecting his claim to certain lands at second crossing of the Columbia River.

I beg to inform you that this matter has already been in correspondence, and counsel has given opinion that Mr. Farewell's claim is not a valid one, and that the grant which was made by the Local Government is illegal.

The Department of the Interior informed me by letter on 17th instant that the subject was then before the law officers of the Crown.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Department of Railways and Canals, Ottawa.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 25th June, 1885.

SIR,—I am directed to enclose you herewith a copy of a letter from Mr. A. S. Farewell, which has been transferred here from the Department of Public Works, in which he requests that your company be not allowed to carry the line of railway over his land on the east bank of the Columbia River, near Eagle Pass, British Columbia.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 25th June, 1885.

SIR,—I am directed to acknowledge the receipt of your letter, &c., which has been transferred here from the Department of Public Works, in which you request that the Canadian Pacific Railway Company be not allowed to carry the line of railway over your land on the east bank of the Columbia River.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

A. S. FAREWELL, Esq., Farewell, West Crossing Columbia River, B.C.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 28th July, 1885.

SIR,—In reply to your letter of the 25th of May last, addressed to the Hon. the Minister of Public Works and transferred to this Department, being in relation to the passage of the line of the Canadian Pacific Railway across lands at the second crossing of the Columbia River in your possession, as to which you offer objection and request the assistance of this Department in maintaining the same, I am directed to inform you that the matter is one with which this Department cannot interfere.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

A. S. FAREWELL, Esq., West Crossing, Columbia River, B. C.

## RETURN

(35b)

Of Correspondence between the Canadian Pacific Railway Company and the Department of the Interior, as required by Resolution of the House of Commons of the 20th February, 1882.

OTTAWA, 11th March, 1886.

SIR,—I have the honor to submit the following summary of the contents of the papers herewith, being copies of the correspondence between this Department and the Canadian Pacific Railway Company, during the past year, required by resolution of the House of Commons, to be presented within fifteen days of the opening of each Session.

These papers consist of two parts, the contents of which may be summarized as follows:—

### PART I.

1st. With regard to timber on the odd sections in the Turtle Mountain district, within the land reserved for the Manitoba and South-Western Railway Company:

On the 22nd January, 1885, Mr. Drinkwater wrote, protesting against licenses being granted to cut timber on any portion of those sections. On the 27th May he was informed in writing, the matter having in the meantime been discussed verbally with the company's officers, that until the lands are earned by the company, the Minister of the Interior thought it advisable to permit the licenses to run. On the 14th August, Mr. Drinkwater wrote again on this point, stating that the company were proceeding vigorously with the construction of the road, and that although the land grant had not yet been made to them their rights to the timber should be protected. On the 27th August, he was replied to in terms similar to those of the letter of the 27th May. On the 16th September, Mr. Drinkwater was written to again and told that the parties who held licenses had erected mills, and that the settlement required the production of lumber, but that on the expiration of the then existing licenses, which would occur in May, 1886, they would not be renewed.

2nd. With reference to trespasses committed on timber berths on Bow River, and also on Government land.

On the 22nd November, the Crown Timber agent at Calgary wrote the Department stating that the Canadian Pacific Railway Company had been cutting timber about Silver City for the purposes of snow fences, and for fence posts for their experimental farms. On the 27th May, Mr. Drinkwater had his attention called to this matter, and on the same day he was written to, asking him to cause returns to be made of all timber cut on the Eau Claire and Bow River Lumber Company's limit, west of Calgary, and reminding him that the agents at Calgary and Winnipeg had repeatedly tried to obtain this information, but could not; That Mr. Ross, the manager of construction, had been asked for it, and that his reply was that Mr. Holt, who had charge of that branch of the company's business, had ceased to be in his employ, and he could not prepare the return, but he suggested that somebody be appointed to make an investigation. It was understood here that Mr. Holt was still a contractor under the company, and it was pointed out to Mr. Drinkwater that in that event there should be no difficulty in obtaining this information. On the 26th June, Mr. Drinkwater enclosed a letter from Mr. Deacon, of Winnipeg, in which the statement was made that the timber got out for snow fences was only brush from about two or three

inches in diameter, and that the fencing used on the company's farms had been purchased in Winnipeg. Mr. Drinkwater, in a letter dated 5th June, as to the trespass on the Eau Claire and Bow River Company's lease, stated that this timber was taken off these lands before the lease was granted, and therefore the company are not required to pay anything. On August 5th he was written to again on this matter, and told that the berths were leased to the Eau Claire and Bow River Lumber Company prior to the construction of the road west of Calgary, and that repeated efforts had been made to obtain a return of the timber taken off the limits by the Canadian Pacific Railway Company, but without result.

3rd. Selling odd-numbered sections within grazing leases.

The correspondence under this head is not important. The manner in which such sections are to be withdrawn from the operation of grazing leases when earned by the railway company is provided for in the lease.

4th. There is a letter addressed to the Minister by Mr. Drinkwater, dated the 10th September, 1885, alluding to several matters. First, the Winnipeg station grounds, which he states should be enlarged; second, the Mennonite Reserve, the odd-numbered sections in which, remaining undisposed of, he thinks should be granted to the company; third, urging action to set aside the sales by the British Columbia Government of certain choice lots along the road, which if not cancelled will prove very detrimental to the company; fourth, the final arrangement of where the western limit of the company's land grant should be fixed, and what area of ground around each station should be granted the company by the Government.

5th. The next subject of correspondence is the alleged waste of Crown timber by contractors of the company on the Rocky Mountain and British Columbia sections of the road. In a letter dated the 28th October last, Mr. Higginson, the agent of this Department, drew the Minister's attention to this matter, and on the 7th November, he wrote to Mr. Ross, manager of the construction, asking him to take certain action to protect the Government interest particularly in reference to timber seized by him (Higginson) which was sawn up by one Mackenzie, at Angus. On the 7th December, 1885, Mr. Higginson was written to, and his action in regard to the letter addressed to Mr. Ross approved. On the same day Mr. Drinkwater was urged to arrange that the matter be attended to. On the 4th January, 1886, Mr. Drinkwater replied, enclosing a letter from Mr. Ross in which the latter denies Mr. Higginson's statement as to the waste; and saying in effect that the company have taken every step possible to prevent such waste.

## PART II.

On the 4th February, 1885, the Secretary of the Department of Railways and Canals asked to have certain lands on the Stonewall Branch set aside for railway purposes. On the 24th March he was replied to, and his attention is directed to the fact that nearly all the lands designated were school sections with which the Government has no power to deal.

2. On the 27th April, the Agent at Brandon was written to, asking if there were any reason why certain odd sections which the Canadian Pacific Railway Company had requested should be patented to them should not be so patented. This precaution was taken because the township maps showed slight improvements on these lands at the time of survey. On the same date the commissioner at Winnipeg and the agent at Regina were written to the same effect. On 7th May a telegram was received from the agent at Regina, stating that there are no claims against such of the lands applied for as lay within his agency; and on the 12th May the agent at Brandon answered to the same effect. On the 19th May, the commissioner reported on the whole matter, and after some further correspondence, Mr. Drinkwater was told the purport of these reports on the 26th June.

On the 21st September, the commissioner of Dominion Lands was written to, respecting a particular quarter section to which the records of this Department showed that one Edwards had at one time preferred a claim. The correspondence

shows that Edwards had no valid claim, and there was no objection to the issue of patent to the company.

On the 14th November the commissioner at Winnipeg was instructed to make further investigation respecting odd numbered sections which it was possible might be squatted on, and for which the Canadian Pacific Railway Company might apply for patents; and on the 1st March, 1886, Mr. Drinkwater was communicated with, as to the result of these enquiries.

Correspondence took place between Mr. Drinkwater and the Department at several times during the year respecting odd sections sold inadvertently by both the Government and the company, which is closed by a letter dated the 16th June, sending him copy of an Order in Council of the 6th March, 1883, by which this whole matter was arranged.

The next correspondence has reference to the examination and acceptance or rejection by the company of lands falling to them as part of their grant, and is mainly composed of lists. On the 21st September, 1885, the company's secretary gave notice of the acceptance of some which were formerly in the list of lands proposed by the company to be rejected; and on the 12th August he wrote accepting others which the company formerly proposed to reject.

The remainder of the correspondence has reference to exchanges of land between the Government and the company for the convenience of settlers.

I have the honor to be, Sir, your obedient servant,

A. M. BURGESS, *Deputy Minister of the Interior.*

## PART I.

### COPY OF GENERAL CORRESPONDENCE.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 23rd February, 1886.

SIR,—I have the honor to request that the following sections may be withdrawn from the ranching leases by which they are covered, namely, sections 5, 9 and 21, township 21, range 28, west 4.

This company has entered into agreements for the sale of these sections for settlement purposes, and I shall be glad to know when the notice of withdrawal has been given.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JNO. R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 24th February, 1886.

SIR,—I am directed by the Minister of the Interior to acknowledge the receipt of your letter of the 16th instant (ref. 38778), and to state in reply, that a schedule showing the lands actually patented to the Canadian Pacific Railway Company was forwarded to you on the 17th instant, and that no patents have as yet been issued to the company for any of the lands comprising the right of way, station grounds, &c.

I am also to ask whether you require a list of the lands patented through which the line runs, and out of which the right of way has been reserved.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

A. P. BRADLEY, Esq., Secretary Department of Railways and Canals, Ottawa.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 16th February, 1886.

SIR,—Referring to your letter of the 10th instant, I have the honor to say that the information respecting the lands handed over to the Canadian Pacific Railway Company, asked for by my letter of the 18th ult., would comprise lands actually

patented to the company as portions of their land grant of 25,000,000 acres, and lands for right of way, station grounds, &c., as to which patents may have been issued in their favor from the Crown, as donors of such lands, or as to which they may have been placed in possession without having as yet received patents therefor.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

A. M. BURGESS, Esq., Deputy Minister of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 17th February, 1886.

SIR,—With reference to your letter of the 18th ultimo (ref. 38557), I am directed by the Minister of the Interior to enclose herewith a copy of a list, on file here, of lands in Manitoba and the North-West Territories which have been patented to the Canadian Pacific Railway Company up to the 31st ultimo.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

A. P. BRADLEY, Esq., Secretary Department of Railways and Canals, Ottawa.

LIST of Lands in Manitoba and the North-West Territories, patented to the Canadian Pacific Railway Company, up to the 31st January, 1886. (Grant No. 335).

Section.	Part of Section.	Town-ship.	Range.	Meridian.	When Patented.
					1883.
5	Whole	11	12 West	1st	24th December.
35	do	10	16 do	do	21st do
27	do	10	18 do	do	21st do
17	do	10	21 do	do	21st do
23	do	9	24 do	do	21st do
3	do	12	28 do	do	21st do
33	do	11	28 do	do	21st do
3	do	13	30 do	do	21st do
33	do	13	31 do	do	26th do
21	do	14	32 do	do	26th do
9	do	15	33 do	do	26th do
31	do	15	1 do	2nd	22nd do
7	do	16	2 do	do	22nd do
19	do	16	3 do	do	22nd do
25	do	16	5 do	do	22nd do
7	do	17	8 do	do	22nd do
21	do	18	14 do	do	22nd November
27	do	18	14 do	do	22nd do
19	do	17	19 do	do	22nd do
25	do	17	20 do	do	22nd do
33	do	16	26 do	do	22nd do
					1884.
33	S.E. $\frac{1}{4}$	11	10 do	1st	5th March.
13	Whole	10	19 do	do	6th do
15	do	10	19 do	do	6th do
25	do	9	23 do	do	5th do
9	do	17	22 do	2nd	5th do
15	Fractional whole	24	1 do	5th	2nd April.
34	N.W. $\frac{1}{4}$	11	28 do	1st	24th do
4	S.E. $\frac{1}{4}$	12	28 do	do	25th do
26	N.E. $\frac{1}{4}$	16	5 do	2nd	8th May.
18	S. $\frac{1}{2}$	17	8 do	do	25th April.
34	W. $\frac{1}{2}$	17	11 do	do	28th do
12	N.W. $\frac{1}{4}$	17	10 do	do	26th do
17	Whole	17	7 do	do	20th June.
31	W. $\frac{1}{2}$	17	8 do	do	23rd do
31	Whole	17	12 do	do	20th do
35	N.W. $\frac{1}{4}$	17	12 do	do	20th do
13	Fractional W. $\frac{1}{2}$	17	13 do	do	21st do
35	N. $\frac{1}{2}$ & S.E. $\frac{1}{4}$	17	13 do	do	21st do
27	Whole	17	14 do	do	21st do

LIST of Lands, &c.—Continued.

Section.	Part of Section.	Town-ship.	Range.	Meridian.	When Patented.
1	Whole	18	11 West.....	2nd.....	1884.
3	do				
9	do				
15	do				
17	do				
19	do				
21	do				
23	do				
27	do				
31	do				
1	do	18	12 do .....	do .....	21st do
3	do				
13	do				
23	do				
25	do				
27	do				
35	do				
3	do	18	14 do ...	do .....	19th do
5	do				
7	do				
9	do				
13	Whole	18	14 do .....	do .....	19th June.
17	do				
23	do				
31	do				
33	N $\frac{1}{2}$	19a	11 do .....	do .....	23rd do
35	Whole				
7	Fractional whole	19a	12 do .....	do .....	21st do
1	Whole	19	10 do .....	do .....	19th do
3	do				
1	do				
3	do				
5	do				
7	do				
9	do				
13	do				
17	do				
7	do				
9	do				
1	do				
13	do				
15	do				
19	do				
21	do				
23	do				
25	do				
27	do				
31	do				
35	do				
3	do				
15	NE $\frac{1}{4}$	19	12 do .....	do .....	20th do
19	E $\frac{1}{2}$				
23	Fractional W $\frac{1}{2}$				
27	do NE $\frac{1}{4}$				
31	N $\frac{1}{2}$	19	13 do .....	do .....	19th do
25	Fractional whole				
27	N $\frac{1}{2}$				
33	E $\frac{1}{2}$				
35	W $\frac{1}{2}$	19	14 do .....	do .....	10th do
3	SW $\frac{1}{4}$				
9	NW $\frac{1}{4}$				
15	Whole	20	11 do .....	do .....	23rd do
19	do				
23	W $\frac{1}{2}$				
31	E $\frac{1}{2}$				
33	W $\frac{1}{2}$				

LIST of Lands, &c.—Continued.

Section.	Part of Section.	Township.	Range.	Meridian.	When Patented.
					1884.
1	S $\frac{1}{2}$ .....	20	12 West .....	2nd.....	20th June.
15	NE $\frac{1}{4}$ .....				
23	E $\frac{1}{2}$ .....				
3	S $\frac{1}{2}$ .....	20	13 do .....	do .....	23rd do
13	Fractional whole.....				
15	Whole.....	20	14 do .....	do .....	23rd do
17	Fractional whole.....				
21	Whole.....				
23	do .....				
27	E $\frac{1}{2}$ .....	21	12 do .....	do .....	23rd do
13	S $\frac{1}{2}$ .....				
15	S $\frac{1}{2}$ .....				
3	Fractional NE $\frac{1}{4}$ .....	21	13 do .....	do .....	18th do
15	Whole.....				
17	E $\frac{1}{2}$ and E $\frac{1}{2}$ of W $\frac{1}{2}$ .....				
23	E $\frac{1}{2}$ .....				
1	Fractional whole.....	21	14 do .....	do .....	9th do
5	E $\frac{1}{2}$ .....				
9	Whole.....				
13	Fractional SW $\frac{1}{4}$ .....	21	14 do .....	do .....	9th do
15	W $\frac{1}{2}$ .....				
21	Part of fractional W $\frac{1}{2}$ lying south of the Fishing Lakes.....	16	18 do .....	do .....	21st June.
25	Whole.....				
31	Whole.....				
26	do .....				
33	do .....				
33	do .....				
9	do .....				
1	do .....				
15	do .....				
21	do .....				
13	do .....				
19	do .....				
21	do .....				
35	do .....				
3	do .....				
13	do .....				
19	do .....				
21	do .....				
31	do .....				
17	do .....				
21	do .....				
23	do .....				
25	do .....				
33	do .....				
1	do .....				
15	do .....				
5	do .....				
7	do .....				
1	do .....				
3	do .....				
5	do .....				
7	do .....				
33	do .....				
21	do .....				
1	do .....				
13	do .....				
25	do .....				
33	Fractional whole.....				
3	Whole.....				
5	do .....				
9	do .....				
19	W. $\frac{1}{2}$ .....				

LIST of Lands, &c.—Continued.

Section.	Part of Section.	Township.	Range.	Meridian.	When Patented.
					1884.
1	Whole	20	21 West	2nd	17th June.
13	do				
23	do				
33	do				
13	do				
3	do				
33	do				
15	do				
31	do				
27	do				
25	do				
15	do				
5	do				
27	do	9	1 do	do	9th August.
31	do				
1	do				
3	do				
5	do				
7	do				
9	do				
13	do				
15	do				
17	do				
19	do	16	18 do	do	7th do
21	do				
23	do				
25	do				
27	do				
33	do				
35	do				
1	do				
3	do				
5	do				
7	do				
9	do				
13	do				
15	do				
17	do				
19	do				
21	do				
23	do				
27	do				
31	do				
35	do				
19	E. } Whole	20	20 do	do	7th do
3	do				
7	do				
9	do				
13	do				
17	do				
23	do				
25	do				
27	do				
31	do				
33	do				
35	do				
1	do	17	19 do	do	8th do
5	do				
7	do				
9	do				
15	do				
17	do				
23	do				
25	do				
27	do				
33	do				
35	do				
1	do	18	19 do	do	8th do
5	do				
7	do				
9	do				
15	do				
17	do				
23	do				
25	do				
27	do				
33	do				
35	do				

LIST of Lands, &c.—Continued.

Section.	Part of Section.	Township.	Range.	Meridian.	When Patented.
					1884.
1	Whole.....	18	20 West .....	2nd .....	12th August.
3	do .....				
5	do .....				
7	do .....				
9	do .....				
13	do .....				
15	do .....				
19	do .....				
27	do .....				
31	do .....				
35	do .....	19	19 do .....	do .....	8th do
1	do .....				
3	do .....				
9	do .....				
13	do .....				
15	do .....				
17	do .....				
19	do .....				
21	do .....				
23	do .....				
25	do .....	19	19 do .....	do .....	8th do
27	do .....				
31	do .....				
33	do .....				
35	do .....				
1	do .....				
3	do .....				
5	do .....				
7	do .....				
9	do .....				
13	do .....	16	20 do .....	do .....	8th do
15	do .....				
17	do .....				
19	do .....				
21	do .....				
23	do .....				
25	do .....				
27	do .....				
31	do .....				
35	do .....				
9	do .....	19	20 do .....	do .....	8th do
13	do .....				
15	do .....				
17	do .....				
19	do .....				
21	do .....				
23	do .....				
25	do .....				
27	do .....				
31	do .....				
35	do .....				
1	do .....	17	21 do .....	do .....	8th do
3	do .....				
5	do .....				
7	do .....				
9	do .....				
17	do .....				
23	do .....				
25	do .....				
27	do .....				
31	do .....				
33	do .....				

List of Lands, &c.—Continued.

Section.	Part of Section.	Township.	Range.	Meridian.	When Patented.
					1884.
3	Whole.....	18	21 West .....	2nd .....	8th August.
5	do .....				
7	do .....				
9	do .....				
13	do .....				
17	do .....				
19	do .....				
21	do .....				
23	do .....				
25	do .....				
27	do .....	16	26 do .....	do .....	9th October.
31	do .....				
33	do .....				
35	do .....				
1	do .....				
3	do .....				
5	do .....				
7	do .....				
13	do .....				
15	do .....				
17	do .....	16	26 West .....	do .....	9th do
19	do .....				
21	do .....				
23	do .....				
25	do .....				
27	do .....				
31	do .....				
35	do .....				
17	W $\frac{1}{2}$ of NW $\frac{1}{4}$ .....	21	13 do .....	do .....	22nd do
19	Whole.....	18	14 do .....	do .....	20th do
33	S $\frac{1}{2}$ .....	19	12 do .....	do .....	21st do
27	Fractional W $\frac{1}{2}$ .....				
1	Whole.....	16	8 do .....	do .....	9th December.
3	do .....				
5	do .....				
7	do .....				
9	Fractional whole.....				
13	Whole.....				
15	do .....				
17	do .....				
19	do .....				
21	do .....				
23	do .....	16	8 do .....	do .....	6th do
25	do .....				
27	do .....				
31	do .....				
33	do .....				
35	do .....	16	8 do .....	do .....	9th do
21	Fractional SE $\frac{1}{4}$ .....				
27	do .....	21	14 do .....	do .....	10th do
		19	12 do .....	do .....	11th do
					1885.
35	Whole.....	2	27 do .....	1st .....	11th March.
13	do .....	2	28 do .....	do .....	10th do
21	do .....				
15	do .....	2	30 do .....	do .....	11th do
17	do .....				
21	do .....				
31	do .....	4	20 do .....	do .....	9th May.
35	do .....	5	21 do .....	do .....	9th do
17	do .....	5	24 do .....	do .....	9th do
33	do .....	6	15 do .....	do .....	9th do
19	do .....	6	19 do .....	do .....	9th do
5	do .....				
9	do .....				
21	Fractional whole.....	6	23 do .....	do .....	9th do

List of Lands, &c.—Continued.

Section.	Part of Section.	Township.	Range.	Meridian.	When Patented.
					1885.
5	Whole.....	7	14 West.....	1st.....	9th May.
9	do.....				
1	do.....				
9	do.....	7	15 do.....	do.....	9th do
17	S $\frac{1}{2}$ .....				
35	Fractional whole.....	7	16 do.....	do.....	9th do
1	Whole.....				
19	do.....				
33	do.....				
5	do.....	7	17 do.....	do.....	9th do
23	Fractional whole.....				
33	Whole.....	7	18 do.....	do.....	9th do
21	do.....				
15	do.....	7	19 do.....	do.....	9th do
19	Fractional whole.....				
21	do.....	7	22 do.....	do.....	9th do
23	do.....				
27	Whole.....	7	26 do.....	do.....	9th do
21	do.....				
23	do.....				
27	do.....				
25	do.....	7	26 do.....	do.....	9th do
33	do.....				
1	do.....	7	27 do.....	do.....	9th do
3	do.....				
7	do.....				
15	do.....				
19	do.....	8	17 do.....	do.....	9th do
23	do.....				
27	N. $\frac{1}{2}$ .....	8	18 do.....	do.....	30th June.
27	Whole.....				
19	do.....	8	19 do.....	do.....	9th May.
27	do.....				
31	do.....	8	20 do.....	do.....	9th do
1	do.....				
31	do.....	8	22 do.....	do.....	9th do
13	do.....				
1	do.....	8	24 do.....	do.....	9th do
13	do.....				
23	do.....	8	28 do.....	do.....	9th do
1	do.....				
9	N. $\frac{1}{2}$ & S.E. $\frac{1}{4}$ .....	9	18 do.....	do.....	27th June.
35	N.E. $\frac{1}{4}$ .....				
17	Whole.....	9	19 do.....	do.....	9th May.
25	do.....				
5	do.....				
15	do.....				
33	do.....	9	20 do.....	do.....	9th do
33	do.....				
7	do.....	9	21 do.....	do.....	9th do
1	Whole, fractional.....				
15	Whole.....	9	22 do.....	do.....	9th do
31	do.....				
25	do.....	9	25 do.....	do.....	9th do
1	do.....				
3	do.....	9	26 do.....	do.....	9th do
15	do.....				
31	do.....	9	27 do.....	do.....	9th do
7	do.....				
13	do.....	9	28 do.....	do.....	9th do
1	do.....				
31	Whole, fractional.....	10	13 do.....	do.....	9th do
31	S. $\frac{1}{2}$ .....				
3	Whole.....	10	18 do.....	do.....	27th June.
9	do.....				
25	N. W. $\frac{1}{4}$ .....	10	19 do.....	do.....	9th May.
33	Whole, fractional.....				
		10	20 do.....	do.....	12th do

LIST of Lands, &c.—Continued.

Section.	Part of Section.	Town-ship.	Range.	Meridian.	When Patented.	
					1885.	
23	Whole	10	21 West	1st	30th June.	
25	do				12th May.	
19	do		26	do	do	12th do
25	do					
27	do					
31	do		10	28	do	12th do
15	do					
19	do					
35	do					
17	do					
19	do	10	29	do	12th do	
27	do					
7	N. $\frac{1}{4}$	11	11	do	12th do	
33	Whole					
13	N.W. $\frac{1}{4}$	11	16	do	9th do	
33	Whole					
13	do	11	18	do	9th do	
19	do					
19	do					
9	S. $\frac{1}{4}$ & N.E. $\frac{1}{4}$	11	22	do	9th do	
15	Whole					
19	do	11	22	do	9th May.	
33	do					
15	do					
19	do					
25	do					
1	do	11	23	do	9th do	
23	do					
25	do					
35	do					
5	Fractional whole	11	24	do	9th do	
23	Whole					
5	do	11	25	do	9th do	
7	do					
13	do					
35	N. $\frac{1}{4}$	12	14	do	12th do	
3	Whole					
23	do	11	27	do	12th do	
27	do					
33	do					
5	do					
9	do					
21	do	11	28	do	13th do	
23	do					
1	do	12	18	do	12th do	
15	do					
25	S.W. $\frac{1}{4}$	12	17	do	12th do	
33	Whole					
3	do	12	21	do	12th do	
1	do					
3	do	12	23	do	12th do	
5	do					
3	do	12	22	do	12th do	
3	do					
1	do	12	24	do	12th do	
1	do					
15	do	12	27	do	12th do	
15	do					
15	do	12	28	do	12th do	
31	do					
1	do	12	29	do	12th do	
27	do					
1	S. $\frac{1}{4}$	13	15	do	13th do	
27	Whole					
13	N. $\frac{1}{4}$	13	16	do	12th do	
33	Whole					
35	do	13	17	do	12th do	
25	do					
35	do	13	17	do	12th do	
3	do					
3	do	13	23	do	12th do	
35	do					
3	do	13	24	do	12th do	
35	do					

LIST of Lands, &c.—Continued.

Section.	Part of Section.	Township.	Range.	Meridian.	When Patented.
					1885.
21	Whole.....	13	28 West .....	1st .....	12th May
5	do .....	13	29 do .....	do .....	12th do
17	do .....				
23	do .....				
5	do .....				
7	do .....	13	30 do .....	do .....	15th do
15	do .....				
17	do .....				
19	do .....				
23	do .....				
27	do .....	13	31 do .....	do .....	15th do
35	do .....				
27	S. $\frac{1}{2}$ .....	14	12 do .....	do .....	13th do
9	Whole.....	14	15 do .....	do .....	13th do
19	W. $\frac{1}{2}$ .....				
31	N. $\frac{1}{2}$ & S.W. $\frac{1}{4}$ .....				
3	Whole.....	14	16 do .....	do .....	13th do
31	S.E. $\frac{1}{4}$ & N.W. $\frac{1}{4}$ .....				
1	Whole.....	14	21 do .....	do .....	13th do
3	do .....	14	25 do .....	do .....	13th do
35	W. $\frac{1}{2}$ & S.E. $\frac{1}{4}$ .....	14	26 do .....	do .....	13th do
7	Whole.....	14	27 do .....	do .....	13th do
25	Whole.....	14	27 do .....	1st.....	13th do
23	do .....	14	28 do .....	do .....	13th do
3	do .....	14	29 do .....	do .....	13th do
7	do .....				
15	do .....				
17	do .....				
23	do .....				
3	do .....				
3	N. W. $\frac{1}{4}$ .....	15	1 East.....	do .....	13th do
5	E. $\frac{1}{2}$ .....	15	26 West .....	do .....	12th do
3	Whole.....	15	29 do .....	do .....	13th do
5	do .....				
17	do .....	15	31 do .....	do .....	15th do
27	do .....				
19	do .....	5	2 do .....	2nd.....	15th do
7	do .....	13	1 do .....	do .....	13th do
23	do .....				
27	do .....	13	2 do .....	do .....	15th do
23	do .....	14	3 do .....	do .....	13th do
3	do .....	14	1 do .....	do .....	15th do
17	do .....				
19	do .....				
27	do .....				
31	do .....				
35	do .....				
15	do .....				
23	do .....	14	2 do .....	do .....	15th do
27	do .....				
5	do .....	14	5 do .....	do .....	15th do
17	do .....	15	2 do .....	do .....	13th do
27	do .....				
5	do .....	15	3 do .....	do .....	15th do
7	do .....				
31	do .....				
35	do .....	15	4 do .....	do .....	15th do
23	Whole, fractional.....				
27	do do .....				
31	do .....				
23	do fractional.....	15	8 do .....	do .....	15th do
7	do .....	16	1 do .....	do .....	27th do
23	do .....	16	2 do .....	do .....	27th do
27	do .....				
3	do .....	16	4 do .....	do .....	22nd do

LIST of Lands, &c.—Continued.

Section.	Part of Section.	Township.	Range.	Meridian.	When Patented.
					1885.
9	Whole	15	17 West	2nd	26th May.
13	do				
15	do				
17	do				
21	do				
23	do				
25	do				
27	do				
31	do				
33	do				
35	do	16	3 do	do	26th do
3	do				
17	do	16	5 do	do	27th do
23	do				
27	do				
35	do				
27	fractional.	16	6 do	do	27th do
23	do				
27	do	16	17 do	do	27th do
31	do				
1	do				
3	do				
5	do				
7	do				
9	do				
15	do				
17	do				
19	do				
21	do				
27	do				
31	do				
33	do	16	9 do	do	27th do
31	do				
35	do	16	24 do	do	27th do
3	do				
3	do	19 <sup>a</sup>	9 do	do	27th do
3	do				
5	do	19 <sup>a</sup>	10 do	do	27th do
3	do				
5	do	17	7 do	do	26th do
3	do				
5	do	17	9 do	do	26th do
15	do				
17	do	17	10 do	do	26th do
3	do				
17	do	17	17 do	do	26th do
3	do				
5	do	17	23 do	do	27th do
27	do				
23	fractional	18	9 do	do	27th do
27	do				
31	do	18	10 do	do	11th June.
35	do				
17	do	18	17 do	do	11th do
33	S. $\frac{1}{2}$	14	15 do	1st	17th do
27	Whole	24	1 do	5th	11th do
9	W. $\frac{1}{2}$ and N. E. $\frac{1}{4}$				
7	Whole	22	14 do	2nd	11th do
27	do				
27	do	4	20 do	1st	11th do
27	do	5	19 do	do	11th do
27	do	5	20 do	do	11th do
5	do	5	21 do	2nd	

LIST of Lands, &c.—Continued.

Section.	Part of Section.	Town-ship.	Range.	Meridian.	When Patented.
					1885.
17	Whole.....	5	22 West.....	2nd.....	12th June.
35	do.....				
31	do.....				
33	do.....				
5	do.....				
17	do.....	12	16 do.....	do.....	27th May.
19	do.....				
23	do.....				
27	W. $\frac{1}{2}$ .....	14	26 do.....	1st.....	27th May.
19	Whole.....	9	1 do.....	2nd.....	5th June.
17	do.....	15	4 do.....	do.....	5th do
21	Fractional S. $\frac{1}{2}$ .....	10	18 do.....	1st.....	1st do
3	Whole.....	8	3 do.....	4th.....	15th do
13	do.....				
25	do fractional.....				
13	do.....				
5	do.....				
35	S. $\frac{1}{2}$ .....	12	23 do.....	1st.....	27th May.
9	do.....	12	27 do.....	do.....	27th do
15	do.....	13	22 do.....	do.....	12th June.
9	Whole.....	13	23 do.....	do.....	12th do
15	do.....				
9	do.....	15	26 do.....	do.....	12th do
17	E. $\frac{1}{2}$ .....	16	22 do.....	2nd.....	12th do
3	Whole.....	7	16 do.....	1st.....	11th do
5	do.....	14	12 do.....	do.....	12th do
9	do.....	14	18 do.....	do.....	13th do
25	do.....	14	3 do.....	2nd.....	15th do
27	do.....				
3	do.....	15	4 do.....	do.....	15th do
17	do.....	8	17 do.....	1st.....	13th do
15	do.....	9	27 do.....	do.....	13th do
13	do.....	12	19 do.....	do.....	13th do
9	N. W. $\frac{1}{4}$ .....	13	20 do.....	do.....	11th do
3	Whole.....	13	27 do.....	do.....	13th do
31	do.....	15	23 do.....	2nd.....	15th do
13	do.....	9	18 do.....	1st.....	15th do
5	do.....	9	19 do.....	do.....	15th do
27	do.....	11	20 do.....	do.....	15th do
17	do.....	12	16 do.....	do.....	15th do
23	do.....	13	16 do.....	do.....	11th do
19	do.....	19	21 do.....	2nd.....	15th do
25	S. W. $\frac{1}{4}$ .....	14	18 do.....	1st.....	16th do
5	Whole.....	10	22 do.....	do.....	30th do
9	do.....				
15	do.....				
7	N. $\frac{1}{2}$ .....	11	17 do.....	do.....	27th do
17	Whole.....	17	3 do.....	2nd.....	27th do
1	do.....	8	1 do.....	4th.....	2nd September.
5	do.....	22	1 do.....	5th.....	13th October.
17	do.....	7	16 do.....	1st.....	7th do
21	do.....	9	19 do.....	do.....	13th do
33	S. W. $\frac{1}{4}$ .....	11	11 do.....	do.....	13th do
31	Whole.....	15	29 do.....	do.....	7th do
3	do.....	16	9 do.....	do.....	7th do
7	do.....				
9	do.....				
15	do.....				
17	do.....				
27	do.....	13	16 do.....	do.....	13th do
7	do fractional.....	10	27 do.....	do.....	10th do
5	do.....	7	22 do.....	do.....	10th do
27	do.....	8	19 do.....	do.....	10th do
1	N. W. $\frac{1}{4}$ .....	10	25 do.....	do.....	10th do
7	Whole.....				
35	do.....	10	21 do.....	do.....	10th do
27	N. W. $\frac{1}{4}$ .....	6	13 do.....	do.....	12th do
27	W. $\frac{1}{2}$ .....	8	24 do.....	do.....	12th do

LIST of Lands, &c.—Continued.

Section.	Part of Section.	Township.	Range.	Meridian.	When Patented
					1835.
7	S.W. $\frac{1}{4}$	12	24 West	1st	12th October.
9	E. $\frac{1}{2}$	13	30 do	do	13th do
15	Whole	8	17 do	do	12th do
5	do	11	20 do	do	12th do
23	N.W. $\frac{1}{4}$	12	28 do	do	12th do
19	do	14	17 do	do	12th do
17	Whole	8	19 do	do	12th do
9	do	12	22 do	do	7th do
33	N. $\frac{1}{2}$	14	26 do	do	12th do
35	do	10	25 do	do	12th do
3	N.W. $\frac{1}{4}$	7	14 do	do	12th do
31	Whole	17	26 do	2nd	13th do
35	do				
5	do				
35	do	11	20 do	1st	12th do
15	N.W. $\frac{1}{4}$	1	1 East	do	13th do
17	Whole				
27	E. $\frac{1}{2}$	3	3 West	do	13th do
35	N. $\frac{1}{2}$				
3	N. $\frac{1}{2}$ and S.W. $\frac{1}{4}$				
9	S. $\frac{1}{2}$	3	3 West	do	13th do
17	do				
19	do				
13	W. $\frac{1}{2}$ & S.E. $\frac{1}{4}$	3	4 do	do	13th do
15	S. $\frac{1}{2}$				
23	Whole				
33	N.W. $\frac{1}{4}$	1	4 do	do	13th do
35	Whole				
9	N. $\frac{1}{2}$				
27	S. $\frac{1}{2}$	3	5 do	do	13th do
15	S.W. $\frac{1}{4}$	13	22 do	do	31st do
15	E. $\frac{1}{2}$	9	1 do	2nd	31st do
33	Whole	15	7 do	do	31st do
9	N.E. $\frac{1}{4}$	22	1 do	5th	3 <sup>rd</sup> do
3	N. $\frac{1}{2}$	15	27 do	1st	31st do
3	S.W. $\frac{1}{4}$	14	3 do	2nd	30th do
17	N.W. $\frac{1}{4}$	10	25 do	1st	31st do
31	S.E. $\frac{1}{4}$	11	29 do	do	31st do
5	Whole	16	5 do	2nd	31st do
7	do				
23	S.W. $\frac{1}{4}$	11	14 do	1st	31st do
35	Whole	8	18 do	do	31st do
17	W. $\frac{1}{2}$	16	22 do	2nd	30th November.
31	Whole	8	17 do	1st	30th do
25	S. $\frac{1}{2}$	9	18 do	do	30th do
9	N.E. $\frac{1}{4}$	12	21 do	do	30th do
1	S.E. $\frac{1}{4}$	10	19 do	do	28th do
7	do				
1	E. $\frac{1}{2}$	13	21 do	do	30th do
25	do	10	27 do	do	30th do
13	S. $\frac{1}{2}$	8	18 do	do	28th do
21	N.E. $\frac{1}{4}$				
35	S.E. $\frac{1}{4}$	18	15 do	2nd	30th do
1	W. $\frac{1}{2}$				
31	Whole, fractional	12	5 do	do	30th do
1	W. $\frac{1}{2}$	12	24 do	1st	25th do
9	S.E. $\frac{1}{4}$	12	18 do	do	25th do
3	S.W. $\frac{1}{4}$	7	13 do	do	25th do
21	N. $\frac{1}{2}$	7	16 do	do	25th do
33	W. $\frac{1}{2}$	11	19 do	do	25th do
13	N.E. $\frac{1}{4}$	12	14 do	do	25th do
19	S.E. $\frac{1}{4}$	17	22 do	2nd	25th do

LIST of Lands, &c.—*Concluded.*

Section.	Part of Section.	Townships.	Range.	Meridian.	When Patented.
					1886.
9	N. $\frac{1}{2}$ .....	9	19 West .....	1st .....	4th January.
27	do .....	10	21 do .....	do .....	8th do
19	do .....	9	22 do .....	do .....	8th do
31	S. E. $\frac{1}{4}$ .....	11	16 do .....	do .....	4th do
23	N. W. $\frac{1}{4}$ .....	8	20 do .....	do .....	4th do
19	N. E. $\frac{1}{4}$ .....	10	26 do .....	do .....	4th do
25	S. W. $\frac{1}{4}$ .....	11	18 do .....	do .....	4th do
35	N. E. $\frac{1}{4}$ .....				
15	S. E. $\frac{1}{4}$ .....	11	17 do .....	do .....	4th do
1	S. W. $\frac{1}{4}$ .....	9	18 do .....	do .....	18th do
7	Whole .....	11	24 do .....	do .....	18th do
35	E. $\frac{1}{2}$ .....	6	22 do .....	do .....	18th do
1	Whole .....	12	16 do .....	do .....	29th do
15	S. W. $\frac{1}{4}$ .....				
19	N. W. $\frac{1}{4}$ .....	7	19 do .....	do .....	29th do
23	W. $\frac{1}{2}$ .....	10	25 do .....	do .....	29th do
5	Whole .....	9	19 do .....	do .....	29th do
35	W. $\frac{1}{2}$ .....	10	17 do .....	do .....	29th do
7	do .....	10	19 do .....	do .....	29th do
19	N. $\frac{1}{2}$ .....	10	21 do .....	do .....	29th do
27	S. $\frac{1}{2}$ .....	11	19 do .....	do .....	29th do
23	Whole .....	11	26 do .....	do .....	29th do

Part of lot 35 parish of St. John, Manitoba, for station grounds, &c., 18th January, 1883.  
Memorandum of the area of the above lands—Total area 436,219 $\frac{23}{100}$  acres.

## DEPARTMENT OF THE INTERIOR, OTTAWA, 10th February, 1886.

SIR,—I am directed by the Minister of the Interior to acknowledge the receipt of your letter of the 18th of January last, ref. 38,557, relative to the land grant to the Canadian Pacific Railway Company, and to inform you that a statement of the land patented to the said company is being prepared and will be forwarded when completed.

I am also to ask for an explanation of the second paragraph of your letter which calls for a statement of the lands of which they have otherwise been placed in possession, as the Deputy Minister is at a loss to understand the expression.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

A. P. BRADLEY, Esq., Secretary Department of Railways and Canals, Ottawa.

## DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 18th January, 1886.

SIR,—In reply to your letter of the 9th inst., I have the honor to say that the information relative to the grant of land to the Canadian Pacific Railway, required by this office, comprises, 1st, a statement of the lands patented to them; 2nd, a statement of the lands of which they have otherwise been placed in possession.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

A. M. BURGESS, Esq., Deputy Minister of the Interior, Ottawa.

## DEPARTMENT OF THE INTERIOR, OTTAWA, 9th January, 1886.

SIR,—I am directed by the Deputy Minister of the Interior to acknowledge the receipt of your letter of the 30th ultimo, asking to be furnished with a statement showing the action, if any, taken with regard to the land grant to the Canadian

Pacific Railway Company during the past fiscal year, and the subsequent period up to the 31st ultimo, and to ask you to state whether it is a statement of the lands patented to the company that you require.

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLASS, *Assistant Secretary.*

A. P. BRADLEY, Esq., Secretary Department of Railways and Canals, Ottawa.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 4th January, 1886.

SIR,—Referring to your letter of the 20th November, enclosing copy of a communication from Mr. T. S. Higginson, timber agent of the Department, complaining of alleged waste of timber by the contractors for this company, the matter has been fully enquired into and Mr. James Ross, manager of construction of the Mountain district, reports as follows :—

“ I would say, in reference to Mr. Higginson’s statement that I instructed our contractors to waste all the siding off the logs which they were sawing for our bridges, that no such instructions were ever issued by me, and to substantiate what I say Mr. Higginson will admit that no such waste took place, our contractors sawing the slabs into lumber which they held for our own use.”

With reference to Mr. Higginson’s suggestion, that the company should be restricted to a particular section on which to cut timber, I am directed to state that such a course would be impracticable. The work of cutting has ceased for the present, and will not be resumed until spring, and considering the character of the country, you will readily understand that it would be impracticable to draw logs any great distance to a saw mill.

I may add that there is every desire on the part of this company to preserve the timber and prevent its waste, and most positive instructions have been given to this effect.

I have the honor to be, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 30th December, 1885.

SIR,—I have the honor, by direction, to request that you will be pleased to furnish me with a statement showing the action, if any, taken with regard to the land grant to the Canadian Pacific Railway during the past fiscal year, and the subsequent period up to the 30th instant.

I have the honor to be, Sir, your obedient servant,  
A. P. BRADLEY, *Secretary.*

A. M. BURGESS, Esq., Deputy Minister of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 7th December, 1885.

SIR,—The attention of the Minister of the Interior has been called to the fact that parties cutting timber for the use of the Canadian Pacific Railway are not provided with any authority from the company to show that the timber they are cutting is intended to be used in the construction of the railway. This makes it impossible for the officers of this Department to discriminate between trespassers and those who are cutting for the railway company. It has, therefore, been decided that before cutting any timber on Dominion lands, whether for the construction of the Canadian Pacific Railway or otherwise, a permit must be obtained from the Crown timber agent or officer of the Government having charge of the timber on the Crown domain in the particular locality.

Will you be kind enough to instruct your superintendents of construction to obtain for each man cutting timber for the company a permit or authorization therefor, from the nearest agent of this Department, which he should be prepared to exhibit to any forest ranger of the Government who may question his right to cut.

I have, on more than one occasion, called your attention to this subject in conversation, and you have informed me that your views entirely coincided with mine, but such instructions as you have issued have apparently been entirely disregarded.

I have &c.,

A. M. BURGESS, *Deputy Minister of the Interior.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

DEPARTMENT OF THE INTERIOR, OTTAWA, 7th December, 1885.

SIR,—I am directed by the Minister of the Interior to acknowledge the receipt of your letter of the 9th ult., enclosing copy of a letter addressed by you to James Ross, Esq., on the 7th ult., and to say that you have his entire support in the stand you have taken in regard to the dues collectable upon timber cut for the use of the Canadian Pacific Railway. The Minister wishes you to levy dues upon all the timber you find cut without authority, whether it be for the Canadian Pacific Railway or not. The onus of showing that it is for the use of the company should rest with the company's officials, and I beg therewith to enclose for your information and guidance, a copy of a letter this day addressed to the company's secretary on this subject.

I have the honor to be, Sir, your obedient servant,

JOHN R. HALL, *Secretary.*

T. S. HIGGINSON, Esq., of the Department of the Interior, Kamloops, B.C.

(*Memorandum.*)

DEPARTMENT OF THE PRIVY COUNCIL, OTTAWA, 1st December, 1885.

With respect to your verbal request for any Order in Council granting to the Canadian Pacific Railway the right of way through the disputed territory, I find nothing further to bear on the subject than Order in Council, 12th December, 1882, copy of which was sent you, and also an Order in Council, 11th June, 1884, granting to the Canadian Pacific Railway the power to expropriate from Carrot River eastwards to the River Nepigon additional width to make 200 feet, under clause of 44 Victoria, chapter 46.

J. J. MCGEE, *Clerk Privy Council.*

A. M. BURGESS, Esq., Deputy Minister of the Interior.

ANGUS, B. C., 9th November, 1885.

SIR,—I have the honor to enclose copy of letter sent by me to Mr. Ross, manager of construction, in the mountains, which I trust will meet with your approval.

I have the honor to remain your obedient servant,

T. S. HIGGINSON.

P.S.—I leave to-morrow for Kamloops, to which place please address me until I advise you otherwise.

T. S. H.

Hon. the Minister of the Interior, Ottawa.

ANGUS, B. C., 7th November, 1885.

DEAR SIR,—Some weeks ago I mentioned to you that John McKenzie, of this place, had, while sawing timber for construction of Canadian Pacific Railway, removed and sold from Dominion lands \$7,000 worth of their timber, which, according to the Dominion Lands Act of 1883, is a felony. I would, at the time, have prosecuted him, but feared it might have possibly, directly or indirectly, have interfered with the construction of the Canadian Pacific Railway. This, in all my actions, I have studiously avoided doing. The time has come when I must take action to secure the penalty of \$2,000. I am instructed to collect for his thus disposing of the property alluded to, and I have in consequence seized, this day, all the sawn lumber at his mill, and also some in this village, and placed in hands of Deputy Sheriff Kinkup. This will not in the least interfere with the requirements of the Canadian Pacific Rail-

way as I have instructed Kinkup to deliver you any and all of it if required, you paying me as agent of the Honorable Minister of the Interior for such lumber so taken at the same prices as you would have paid Mr. Kinkup.

Considering the peculiar relation existing between the Dominion Government and the Canadian Pacific Railway Company I feel certain they would, if made aware of this felony, approve of your retaining a sum of money in your hands, and I presume it is coming to him, if not directly then indirectly, sufficient to meet the penalty alluded to.

You will therefore please accept this as a notification to retain said amount.

If you have any delicacy about accepting this notification, you will please submit this letter to Mr. Van Horn, while here, who I feel certain will accede to my request, and give you instruction accordingly.

Your obedient servant,

T. S. HIGGINSON.

JAMES ROSS, Esq., Manager of C. P. R. Construction, Donald.

DEPARTMENT OF THE INTERIOR, OTTAWA, 2nd December, 1885.

SIR,—I am directed to enclose, herewith, for your information, a copy of a letter dated the 20th ultimo, to Mr. C. Drinkwater, Secretary of the Canadian Pacific Railway Company, with respect to the way in which the employees of the Canadian Pacific Railway Company are wasting the timber along the line of the said railway, in the Province of British Columbia.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary*.

T. S. HIGGINSON, Esq., Kamloops, *via* Victoria, B.C.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 26th November, 1885.

SIR,—I have the honor to acknowledge the receipt of your letter of the 20th instant enclosing an extract from a letter from Mr. Higginson, agent of the Department, respecting the cutting of timber in the Rocky Mountains.

The matter will be at once enquired into.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

P. B. DOUGLAS, Esq., Assistant Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 20th November, 1885.

SIR,—I am directed to enclose herewith an extract of a letter dated the 28th of October, 1885, addressed to the Minister of the Interior, by Mr. T. S. Higginson, an agent of this Department, and to request you to submit it to the directors of your company.

The Deputy Minister desires me to say that after having so frequently impressed upon you and the directors of your company, the necessity of using the timber on the public domain with the utmost economy, he is surprised to find that it has been wasted by your employees in the manner stated by Mr. Higginson.

I have, &c.,

P. B. DOUGLAS, *Assistant Secretary*.

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

DONALD, 28th October, 1885.

SIR,—I have the honor to report having telegraphed you this day, and that McKenzie wished to ship half a million feet of sawn lumber from here to Calgary, returns to be made there monthly as sold. I added that I could see no objections, as the agent there can collect the dues monthly from him, at the rate of \$4 per thousand feet, as per your letter to me of the 27th May last, No. 11464, in reference to application of T. L. Fox, for permission to remove some (sawn under same condi-

tions) to Calgary for sale. This lumber is the sidings or boards cut from the logs when squaring them for construction purposes of the Canadian Pacific Railway. He has about one million feet in all, one-half of which he intends shipping to Calgary for sale this fall.

To show you the utter disregard which some of the Canadian Pacific Railway officials have for Dominion timber out here, he was instructed by James Ross, superintendent of construction, to waste all the sidings, by that I mean he was instructed to cut four large slabs off the logs instead of sawing them into boards. I warned him that the Government would not permit such wholesale destruction of their property. The Canadian Pacific Railway will, in all probability, require next year at least thirty millions of feet of timber for snow sheds. I think it of much importance, and would suggest that we give them a certain amount of territory and compel them to cut it clean, instead of doing as they have been, cutting where they found it most convenient, skimming over much ground and leaving much valuable timber behind them to rot.

I have the honor to remain your obedient servant,

T. S. HIGGINSON.

To the Hon. THOMAS WHITE, Minister of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 18th September, 1885.

SIR,—I am directed to acknowledge the receipt of your letter of the 20th ultimo, enclosing a copy of a letter of even date therewith to Mr. F. M. Egan, General Superintendent of the Canadian Pacific Railway Company from you, concerning the cutting of cordwood, and to say that the action you have taken in this case meets with the Minister's approval.

In compliance with the request made by you, I enclose herewith a plan showing the timber limits that have been granted along the line of the Canadian Pacific Railway, west of Stoney Indian Reserve, to the second crossing of the Columbia River.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary*.

T. S. HIGGINSON, Esq., Donald, End of C.P.R. Track, *via* Calgary, B.C.

DEPARTMENT OF THE INTERIOR, OTTAWA, 16th September, 1885.

SIR,—I am directed by the Minister of the Interior to acknowledge the receipt of your letter of the 10th instant, referring, amongst other things, to the cutting of timber on the odd numbered sections within the reserve for the Manitoba and South-Western Railway.

It appears that there are at present only three licenses in force in those townships held by Messrs. Williams and Harrison, Samuel Smith and George Morton, respectively.

These parties have built mills and incurred expenses which they, doubtless, would not have incurred had they not possessed such licenses, given at a time when this Department was entitled to include the odd sections therein. It would therefore be unjust to put a summary stop to their operations; but they have been notified that when their licenses expire, at the end of the current year, any renewal therefor will not cover the odd numbered sections.

I have the honor to be, Sir, your obedient servant,

JOHN R. HALL, *Secretary*.

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

DEPARTMENT OF THE INTERIOR, OTTAWA, 16th September, 1885.

SIR,—I am directed by the Minister of the Interior to acknowledge the receipt of your letter of the 10th instant, referring, among other matters, to the question of the ownership of the odd numbered sections in Mennonite reserve, and to say that orders have been given for the immediate issue of patents to your company for the lands sold by them in this reserve, as shown by the list on file here; but it must be

distinctly understood that this action does not in any way prejudice the question of the proprietorship of the odd numbered sections in that reserve, after it shall have ceased to be a Mennonite reserve.

I have the honor to be, Sir, your obedient servant,

JOHN R. HALL, *Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

DEPARTMENT OF THE INTERIOR, OTTAWA, 16th September, 1885.

SIR,—I am directed by the Minister of the Interior to acknowledge the receipt of your letter of the 10th instant, referring, among things, to the claim of Messrs. Wright and Farewell, and to say that in pursuance of a recent Order in Council on this matter, all the papers on file in this Department relating thereto have been forwarded to the Minister of Justice for necessary action.

I have the honor to be, Sir, your obedient servant,

JOHN R. HALL, *Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 10th September, 1885.

SIR,—I have the honor respectfully to request your attention to certain matters in which this company is interested, which have been for some time under the consideration of the Government.

*The Winnipeg Station Grounds.*

As this matter is probably one, the negotiation of which will rest more particularly with the Department of Railways, I only refer to it to inform you that this company has made a formal application, through the Secretary of State, for a reconsideration of the Order in Council referring to this matter, and I beg to request your favorable consideration of the request, when it shall come officially before you.

*The Mennonite Reserve.*

The lands which have hitherto been considered as appertaining to the Mennonite Reserve are covered by the express terms of the Order in Council granting to this company uneven numbered sections south of the railway belt, in the Province of Manitoba, yet the Government have given notice of their intention to sell certain of the unappropriated lots in the Mennonite neighborhood. While unaware that the Government entertained any objection to these lands being included in the land grant to this company, certain sections of them were sold by this company; and in December, 1883, this company was assured by the Department that patents would be issued to them for the lots sold, pending the decision of the larger questions as to whether or no they were entitled to the unappropriated lots in that vicinity.

I have now therefore respectfully to ask the reconsideration of the claim of the company to the uneven numbered lots in what is known as the Mennonite Reserve.

And also that the letters patent may issue for the lots sold, of which a memorandum is in your Department.

In connection with this subject, I would remark, that while if the lands continue to be set apart for Mennonite settlement, there might be a question as to their being covered by the Order in Council, it seems to this company that there can be no such questions when it is proposed to allow them to be settled by persons who are not Mennonites.

*Wright and Farewell's Claim, Columbia River.*

I have also respectfully to beg your attention to this matter, upon which the Department has reported, and a reference been made to the Minister of Justice. This company is informed that that Department has reported upon it and that it only waits the order of the Governor in Council upon these reports.

Under the circumstances, I think, you are aware of the importance of a speedy decision. I would respectfully ask that the matter may be placed in the hands of the law officers of the Crown as soon as practicable.

*The Terminus of the Railway Belt and the Station Grounds beyond it.*

There has for some time past been correspondence between this company and the Government on this point as to where the railway belt shall be held to terminate.

The question as to the quantity of land which shall be granted to the company at each station west of the terminus of the fertile belt has also been discussed with the Department, but, I believe, has not been finally settled. It is very desirable that both of these matters should be closed, and an agreement having that object is now in the hands of the Department, approved by the Minister of Justice, requiring only that the quantity to be granted for the station grounds shall be filled in.

I am instructed to represent that it is important to this company that it should not be restricted in its control of the grounds in the immediate vicinity of its stations, more especially in the country in which the portion of the line in question lies.

Although the company is entitled under its charter to sufficient ground at its stations, the company will, if a section is granted it, at each station west of the point named, accept the same as a portion of its land grant. This will help to make up the deficiency which undoubtedly exists in the railway belt. If you should deem it desirable that I should call upon you at Ottawa for the discussion of any of these matters, or that any further information should be furnished in relation thereto, I shall be happy to meet your wishes.

I beg to refer also to a matter in which this company is indirectly interested, in connection with the extension of the Manitoba and South-Western Railway. As you are probably aware this company has undertaken its construction, and is using its means and credit in doing so, relying upon the land grant which the Government have undertaken to make to that railway company, as the work progresses. This company learned some time ago that the Government were issuing licenses to cut timber on portions of the belt reserved for this purpose, and immediately called the attention of the Government to the effect of such licenses upon the value of the promised land grant.

The Government stated in reply that it could not stop the issue of timber licenses until the land had been earned, and referred the company to the conditions on which licenses were issued in respect of the lands reserved for this company's land grant. A remonstrance was sent to the Government, but the same answer was returned.

I find, however, on reference to the conditions referred to, that the issue of timber licenses ceased wherever this company's railway was located, the intention evidently being that as soon as the lands to be granted were ascertained by their relation to the location of the company's line, the cutting of timber would cease. This is all that the company asks in respect of the Manitoba land grant.

The company's line has been located, the location approved by the Government, and work is proceeding upon it with such rapidity that probably the entire extensions will be completed before the end of the current year.

Under these circumstances, as there is no longer any doubt as to the exact locality of the lands to which the company will be entitled, and I venture to say no doubt as to the land grant coming into operation, I am sure it is unnecessary for me to point out to you the injustice of depriving the lands of a considerable portion of their value, while the work is proceeding upon the faith of receiving the lands, without any stipulation that they might be so depreciated. On this subject also I would venture to ask your consideration of the company's position.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

Honorable the Minister of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR,  
CROWN TIMBER OFFICE, CALGARY. 12th September, 1885.

SIR,—I have the honor to acknowledge the receipt of your letter of the 2nd inst., file No. 323, enclosing a copy of one from J. M. Egan, Esq., general superintendent of the Canadian Pacific Railway Company, in which he states that the operating department, through their agents or any other parties, have not cut any timber whatever in the Bow River Valley, west of Calgary.

In reply beg to refer you to my letter of 7th May, 1884, No. 130, enclosing statement of Mr. Matheson, the company's tie and fuel inspector, also to my letter of 3rd November last, enclosing one from Mr. James Ross, superintendent of construction. Mr. Ross' letter has reference to piling and bridge timber.

From these facts I must say that Mr. Egan is wrong.

I have the honor to be, Sir, your obedient servant,

C. L. GAVIN, C.L.A.

The Secretary of the Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 2nd September, 1885.

SIR,—Referring to your letter of the 22nd of November last, in which you state that the Canadian Pacific Railway Company had been, and were at that date, cutting timber on the Bow River above Silver City, for the purpose of fencing, &c., I beg to say that on the 27th May last, a copy of your letter was sent to Mr. Drinkwater, secretary of the Canadian Pacific Railway Company, and he was informed that this Department had disposed of all the berths on Bow River, with the exception of berth "M," and that his company had no right to cut timber on any of the berths adjoining that river without special permission from this Department, and he was requested to notify the company's agents that they are not to cut any more timber on the Bow River, east of the summit of the Rocky Mountains, and that they are required to make a detailed return to the Crown timber agent at Calgary, showing all timber cut and the locality or localities at which the cutting took place.

On the 26th June last, a letter was received here from Mr. Drinkwater enclosing a copy of a letter from Mr. Egan, the general superintendent of the western division, with respect to your statement, a copy of which is enclosed herewith.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary*.

The Crown Timber Agent, Calgary, N.W.T.

DEPARTMENT OF THE INTERIOR, OTTAWA, 27th August, 1885.

SIR,—In reply to your letter of the 14th instant, concerning the issuing of licenses to cut timber on lands within the Manitoba South-Western Colonization Railway Company's belt, I am directed by the Minister of the Interior to refer you to a letter to you from this Department, dated the 27th May, last, in which you were informed "that when the company is entitled to have these lands granted to it in accordance with the provisions of the Order in Council dated the 6th April, 1885, they will be withdrawn from the operation of licenses, as provided for in clause 9 of the form of license," and to say that the decision conveyed in that letter cannot be altered.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary*.

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

DONALD, 20th August, 1885.

SIR,—I have the honor to inform you that I have this day written to J. M. Egan, general superintendent Canadian Pacific Railway west, in reference to the cutting of cordwood (a copy of which letter I beg now to enclose), and trust it will meet with your approval. Please let me know if I am correct in presuming that you do not wish any cordwood or ties cut (in future) upon lands which have been sold as

timber berths to the Eau Claire Lumbering Company, Sir A. T. Galt and others, on the Bow River; if so, I would like to have a sketch of those sold, and showing as near as possible the distance from the most westerly line of the most westerly limit to summit of the Rockies. Although, as the Canadian Pacific Railway use coal going west, the possibility is that all the wood they will require will be west of the summit.

I have the honor to remain your obedient servant,

T. S. HIGGINSON.

Hon. THOMAS WHITE, Minister of the Interior, Ottawa.

DONALD, B.C., 20th August, 1885.

DEAR SIR,—Will you please let me know if your company wish to cut any cordwood west of Calgary this coming fall or winter, as if so it will be necessary for your man in charge of such to apply to me, in order that I may select places where the timber is of comparatively little economic value for other purposes.

Truly yours,

T. S. HIGGINSON, *Crown Timber Agent, &c.*

J. M. EGAN, Esq., General Superintendent C.P.R. West, Winnipeg.

DEPARTMENT OF THE INTERIOR, OTTAWA, 27th May, 1885.

SIR,—I am instructed by the Deputy Minister of the Interior to inform you that in September last, he suggested to Mr. Drinkwater, secretary of the Canadian Pacific Railway Company, that Mr. James Ross should be instructed to give permits to cut timber west of Calgary.

I am to say that if you find anyone with timber in their possession which has not been cut under a permit from Mr. Ross or this Department, you are to seize the same.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

T. S. HIGGINSON, Esq., Beaver Creek, C.P.R. track, B.C.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 14th August, 1885.

SIR,—I have the honor to call your attention to the fact that by an Order in Council recently passed, certain lands along the line of the Manitoba and South-Western Colonization Railway Company have been appropriated to that company as a grant in aid of the construction of its railway. But the company are informed that timber licenses are being granted over the lands comprised within the belt thus located to this company.

I am, therefore, instructed respectfully to point out that these lands will lose a large portion of their value if the timber is cut off of them, and certainly this would not be conformable to the spirit of the grant made by the Government. Moreover, the line is being rapidly located for expropriation purposes, and the work is being vigorously commenced upon it, with a view to the construction of a large portion of it this autumn.

Under these circumstances I am respectfully instructed to urge upon the Government to reserve the lands so appropriated to this company from the operation of licenses to cut timber.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

Hon. Minister of the Interior, Ottawa.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 12th August, 1885.

SIR,—I beg to acknowledge the receipt of your letter of the 5th instant, respecting timber cut on the berths of the Eau Claire and Bow River Lumber Company.

I will take an opportunity of discussing this matter with the Deputy Minister of the Interior, at an early date.

In the meantime, I have instructed the company's agent to at once send me a return of the timber cut as required by the Department.

I am, Sir, your obedient servant,  
C. DRINKWATER, *Secretary*.

P. B. DOUGLAS, Esq., Assistant Secretary Department of Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 5th August, 1885.

SIR,—I am directed to acknowledge the receipt of your letter of the 5th June, in which you state that you have received a letter from this Department, dated the 27th of May, last, respecting the claim of the Eau Claire and Bow River Lumber Company for the value of certain timber taken by your company for construction purposes, from the limits west of Calgary. You also say that the matter has been under enquiry, and that the limits in question had not been acquired by the Eau Claire Company at the time the timber was cut by your company, and that you are directed to state that the Eau Claire Company has no claim against the Canadian Pacific Railway Company who are entitled to take timber from public lands, under clause 19 of their charter, which provides that, "it is lawful for the company to take from any public lands adjacent to, and near the line of railway, stone, timber, etc."

In reply, I am to say that in the letter from this Department, referred to by you, no mention is made of any claim of the Eau Claire and Bow River Lumber Company, but you were informed that repeated efforts had been made by the Crown timber agents at Winnipeg and Calgary to obtain from your company's agent a return of timber cut on Dominion lands and on berths accorded to the Eau Claire and Bow River Lumber Company, but up to the date of that letter without any satisfactory result.

I am further to say that the assertion made in your letter that the limits on Bow River had not been acquired by the Eau Claire and Bow River Lumber Company at the time the timber was cut on the Bow River for railway construction purposes is not correct, as the limits on that river were accorded to the said company on the 7th of July, 1883, which was prior to the date of the commencement of the construction of the railway through the limits in question.

I am to draw your attention to the fact that your company's agent, no doubt in contravention to your instructions, have not assisted the Crown timber agents when the latter have been endeavoring to procure proper returns of the timber cut by your company or its contractors, but, on the contrary, have thrown every possible obstruction in their way. The Deputy Minister, on his way to Calgary last summer, heard Mr. Holt, who was then assistant to Mr. Ross, say in very objectionable language, that he would take care that the Department of the Interior got no return from him of the timber cut.

I am again to request that you will be so good as to cause the return asked for in my letter to you of the 27th of May, last, to be made at as early a date as possible.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary*.

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

DEPARTMENT OF THE INTERIOR, OTTAWA, 29th July, 1885.

SIR,—I beg to acknowledge the receipt of your letter of the 24th instant, and in reply to the last paragraph thereof, I have to say that the Minister of the Interior has recommended to Council that the lease to Messrs. McMichael & Young be cancelled.

I have, &c.,

JOHN R. HALL, *Secretary*.

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 24th July, 1885.

SIR,—Referring to your letter of the 3rd instant, respecting the sale of odd sections covered by ranche leases.

The notice you refer to was simply a general one advising all ranche holders that the odd-numbered sections, within the railway belt, were open for sale.

You correctly describe the understanding that we should notify the Government of all definite applications for purchase of any sections covered by ranche leases, in order that the lands applied for might be withdrawn from the operation of such leases, and this will be done in all cases before sales are concluded.

The only lands within the limits of Messrs. McMichael & Young, which we are likely to sell at present, is that portion of Section 5, Township 22, Range 28, west of 4, lying south of Bow River.

Will you be good enough, therefore, to notify the lessee of the withdrawal of this portion, informing me when the same has been done.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 3rd July, 1885.

SIR,—I am directed by the Minister of the Interior to say that Messrs. McMichael & Young have informed the Department that your company has notified them that you are selling the odd-numbered sections within their ranche, or are offering them for sale. The understanding was that you should return to the Government a list of the ranche lands applied for to you by intending purchasers; that upon this list being furnished we should notify the lessees of ranches accordingly, and that such lands should thereupon be withdrawn from their leaseholders. This has been done whenever the notification has been received. This notice to McMichael & Young appears to have emanated from the land commissioner of your company at Winnipeg. It would seem to be inconsistent with the plan adopted between the Government and the company, and I shall be obliged if you will be good enough to take the necessary steps to ascertain whether the statements of Messrs. McMichael & Young are correct. The Minister of the Interior thinks that the understanding already arrived at is reasonable.

I have the honor, to be, Sir, your obedient servant,

JOHN R. HALL, *Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 26th June, 1885.

SIR,—Referring to your letter of the 27th May, enclosing copy of a letter from the Crown timber agent at Calgary, complaining that this company were cutting timber on the timber berths on Bow River, I beg to enclose for your information, copy of a letter from the general superintendent of the western division, in reply to the Crown timber agent's statement.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

P. B. DOUGLAS, Esq., Assistant Secretary Department of the Interior, Ottawa.

WINNIPEG, MANITOBA, 22nd June, 1885.

DEAR SIR,—I return you the enclosed correspondence and will state in reply to your letter of 15th June, that the operating department through their agents or any other parties have not cut any timber whatever in the Bow River valley west of Calgary.

So far as the snow fencing is concerned, which is spoken of by the Crown timber agent, the same was some small brush not over three inches in diameter that was taken from the right of way at Laffan and other places where the right of way was not cleared, and brought east of Calgary to be used on the prairie. There was but a few car loads of this taken.

The company have not taken any dry posts for the use of their farms along the line. The fence posts used in fencing these farms were purchased in Winnipeg by the land department, and shipped west to the different stations where the farms are located.

Yours truly,

J. M. EGAN, *General Superintendent.*

W. C. VAN HORNE, Esq., Vice-President.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 9th June, 1885.

SIR,—I beg to acknowledge receipt of your letter of the 27th ultimo, respecting cutting of timber on Bow River, the subject of which will receive attention.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

P. B. DOUGLAS, Esq., Assistant Secretary Department of the Interior, Ottawa.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 5th June, 1885.

SIR,—I beg to acknowledge receipt of your letter of the 27th ultimo, respecting the claim of the Eau Claire and Bow River Lumber Companies for their value of certain timber taken by this company for construction purposes from the limits west of Calgary. This matter has been already under enquiry, and I beg to draw your attention to the fact that the limits in question had not been acquired by the Eau Claire Company at the time the timber was cut by this company.

I am directed, therefore, respectfully to state that the Eau Claire Company has no claim against this company, who are entitled to take timber from public lands under clause 19 of their charter, which provided that "it is lawful for the company to take from any public lands adjacent to, and near the line of railway, stone, timber, &c."

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

P. B. DOUGLAS, Esq., Assistant Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 27th May, 1885.

SIR,—In reply to your letter of the 22nd December, 1884, and the 22nd January, last, in which you request that, in renewing the timber licenses for the year 1885, the odd-numbered sections within the Canadian Pacific Railway Co.'s belt, and in Southern Manitoba, and also those in the territory reserved for the Manitoba South-Western Railway, be excluded from such licenses, I am directed by the Minister to say that all the lands under license south of the line of the Canadian Pacific Railway, with the exception of one quarter section, are within the belt of the Manitoba and North-Western Railway Company, and that when that company is entitled to have these lands granted to it in accordance with the provisions of the Order in Council dated the 6th of April, 1885, they will be withdrawn from the operation of licenses, as provided for in clause 9 of the form of license, of which a copy is enclosed herewith.

I also enclose, for your information, a schedule showing the lands covered by license, situated within the boundaries of the territory reserved for the Canadian Pacific Railway and the Manitoba South-Western Railway Companies.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

SCHEDULE of Timber Licenses falling within the Boundaries of the Land Subsidies of the Canadian Pacific Railway and the Manitoba and South Western Railway, East of the 3rd Meridian.

Name.	Description.	Date of License.	Area.		Remarks.
			Sq. m.	Area of additional Sections.	
Williams & Harrison...	Secs. 1, 2, 3, 12 and 13, Tp. 1, Range 1, Range 19, W. of the 1st Meridian.....	9th Feb., 1881.	5	3	M. & S. W. Ry. land subsidy.
Samuel Smith .....	Secs. 34, 35 and 36, Tp. 1, Range 21, and Secs. 1, 2, 3, in Tp. 2, Range 21, W. of the 1st Meridian.....	1st April, 1881	6	3	do do
John Parker .....	N. $\frac{1}{2}$ Sec. 20, N.E. $\frac{1}{4}$ Sec. 19, and S.E. $\frac{1}{4}$ Sec. 30, Tp. 1, Range 8, W. of 1st Meridian	29th Jan., 1884	1	$\frac{1}{4}$	C. P. R. do
Geo. Morton.....	Secs. 31, 32 and 33, and W. $\frac{1}{2}$ Sec. 6, in Tp. 1, Range 20; S.W. $\frac{1}{4}$ Sec. 25, Tp. 1, Range 21, and Secs. 5 and 6, in Tp. 2, Range 20, W. of 1st Meridian .....		5 $\frac{1}{2}$	3 $\frac{1}{2}$	M. & S. W. Ry. do

DEPARTMENT OF THE INTERIOR, OTTAWA, 27th May, 1885.

SIR,—I am directed by the Minister of the Interior to inform you that repeated efforts have been made by the Crown timber agents at Winnipeg and Calgary to obtain from your company's agents a return of timber cut on Dominion lands and on the berths accorded to the Eau Claire and Bow River Lumber Company, west of Calgary, but up to this date, without any satisfactory result.

I am to enclose herewith a copy of a letter dated the 24th October last, from Mr. James Ross to Mr. C. L. Gouin, Crown timber agent at Calgary, in reply to a request from the latter for the return in question, in which Mr. Ross states "that Mr. Holt is not in the employ of the company and Mr. Dawler, the engineer, who had charge of all such matters, has died since the return has been asked for, that these are the only parties conversant with the case, and as it is impossible to secure Mr. Holt's services, or arrive at the information possessed by Mr. Dawler, he suggests the best way would be to appoint some party to investigate the limits and thus endeavor to arrive at a correct result."

It has been reported to this Department that Mr. Holt is now in the employ of your company, as contractor, and if this is the case there should be no trouble in obtaining from him the requisite return.

As this matter has been standing for some time, and as it is of the utmost importance that some immediate action should be taken, I am to request that you will be so good as to give it your earliest attention.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

DEPARTMENT OF THE INTERIOR, OTTAWA, 27th May, 1885.

SIR,—I am directed by the Minister of the Interior to enclose herewith a copy of a letter dated the 22nd November last, from the Crown timber agent at Calgary, and to say that all the timber berths on the Bow River, with the exception of berth "M," have been disposed of by this Department, and that your company has no right to cut timber in any of the berths adjoining that river, without special permission from this Department.

I am to draw your attention to your letter to this Department, dated the 27th November last, in which you state that your company has no use for construction purposes of the timber limits east of the summit of the Rocky Mountains, and that there is no objections to the proposed action of the Department in disposing of timber limits there. Notwithstanding what is stated in your letter, that company's agents appear still to be cutting timber on the limits in question.

I am to request that you will have the agents immediately notified that they are not to cut any more timber on Bow River east of the summit of the Rocky Mountains, and that they are required to make a detailed return to the Crown timber agent at Calgary, showing all timber cut and the locality or localities where the cutting took place.

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 22nd January, 1885.

SIR,—I had the honor to write you on the 19th December, in relation to the renewal of timber licenses within the railway belt, and in Southern Manitoba.

Will you please inform me what has been done in this matter?

I am advised, by telegraph from Winnipeg, that the lessees under the leases of last year are now cutting timber on the odd sections in the Pembina Mountains. I may say that the company particularly desire to preserve these limits in so far as the odd sections are concerned.

I am, &c.  
C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 22nd December, 1884.

*Timber Licenses.*

DEAR SIR,—Referring to my letter of the 19th instant, I am directed to ask, on behalf of the Manitoba South-Western Railway Company, that as regards the timber berths within that company's land grant the odd sections may, in like manner, be reserved from any renewal of licenses for the coming year, and particularly in respect to the Turtle Mountain district.

I have the honor to be, Sir, your obedient servant.  
C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 19th December, 1884.

SIR,—In renewing timber leases for the coming year, I am instructed to ask that odd sections, within the railway belt and in Southern Manitoba, be excluded from such leases.

I am, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

CROWN TIMBER OFFICE, CALGARY, 22nd November, 1884.

SIR,—I have the honor to inform you that the Canadian Pacific Railway Company have been and are cutting timber above Silver City for the purpose of snow fencing; said timber will average five inches at the butt. They are also cutting and freighting dry fence posts for the use of their farms along the line.

Will you be good enough to inform me whether the said company are allowed to cut timber indiscriminately wherever they choose.

I have the honor to be, Sir, your obedient servant,

C. L. GOUIN, *Crown Timber Agent.*

Deputy Minister of the Interior, Ottawa.

## PART II.

### COPY OF CORRESPONDENCE *RE* ISSUE OF LETTERS PATENT.

DEPARTMENT OF THE INTERIOR, OTTAWA, 1st March, 1886.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 28th January last, enclosing a list of lands in Manitoba and the North-West Territories, and requesting that patents may be issued in favor of the Canadian Pacific Railway Company covering the lands described therein; and in reply, to inform you that patents therefor are now in course of preparation, with the exception of the south half of Section 13, in Township 14, Range 20, west of the First Meridian, which is evidently a clerical error, as the Order in Council mentions the south half of Section 31, in the same township and range. The patent for the lands requested by you will be issued in accordance with the said Order in Council.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

DEPARTMENT OF THE INTERIOR, OTTAWA, 1st March, 1886.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 31st December last, requesting that a patent may issue in favor of the Canadian Pacific Railway Company, for Section 33, in Township 23, Range 1, west of the Fifth Meridian, and, in reply, to inform you that a patent is in course of preparation for the east half only of that section.

Regarding the west half of this section, one Joseph Butlin lays claim to it, and the inspector of the Dominion lands recommends that he be allowed to make entry or part of that half section.

As there appears to be some doubt as to Butlin's claim to that part of the north-west quarter of the said section, which contains a stone quarry, copies of the papers in connection therewith have been forwarded to the commissioner of Dominion lands for investigation and decision, with the request that if the land board considered Butlin entitled to the whole of the north-west quarter, he, the commissioner, would inform the land commissioner of your company of such decision.

If, however, the land board decides that the north-west quarter part thereof of the section in question goes to your company, the right of the company to that land is to be submitted for the consideration of the Minister.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 19th February, 1886.

SIR,—I beg to request that patents, covering the lands mentioned in the enclosed list, may issue in favor of this company.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary, Department of the Interior, Ottawa.

LANDS for which Patents are required by Canadian Pacific Railway Company.

Township.	Range.	Meridian.	Section.
		W.	
11	18	1	S.W. $\frac{1}{4}$ 21.
7	10	1	N. $\frac{1}{4}$ 33.
13	20	1	N.W. $\frac{1}{4}$ 7.
11	13	1	N.W. $\frac{1}{4}$ 19.
10	18	1	S.E. $\frac{1}{4}$ 7.
8	28	1	W. $\frac{1}{4}$ 17.
19	15	2	W. $\frac{1}{4}$ 23 and all S.
20	15	2	All 3 and 5.
19	15	2	All 1, 3, 7, 9, 13, 15, 17, 19, 21, 25, 27, 31, 33, 35 and E. $\frac{1}{4}$ 23.
19	16	2	All 13, 23, 25, 27, 31, 33, 35 and E. $\frac{1}{4}$ 19.
14	27	1	N.E. $\frac{1}{4}$ 23.
9	17	1	All 17.
7	19	1	W. $\frac{1}{4}$ 31.
9	20	1	N. $\frac{1}{4}$ 23.
10	18	1	N.E. $\frac{1}{4}$ 3.
14	25	1	N.E. $\frac{1}{4}$ 25.
10	12	1	S.W. $\frac{1}{4}$ 15.
12	23	1	S.E. $\frac{1}{4}$ 5.
14	26	1	N.E. $\frac{1}{4}$ 13.
21	22	4	All 5. Fractional.

DEPARTMENT OF THE INTERIOR, OTTAWA, 15th February, 1886.

SIR,—I am directed by the Minister of the Interior to enclose, herewith, nine letters patent to the Canadian Pacific Railway Company, covering the lands mentioned in the accompanying form of receipt, which please sign and return to me.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Secretary Canadian Pacific Railway Company, Montreal.

MONTREAL.

Received from the Honorable the Minister of the Interior, letters patent issued in the name of the Canadian Pacific Railway Company, covering the following lands, viz. :—

Section.	Township.	Range.	Meridian.
• Whole of 1, } .....	12	16 West.	1st.
S.W. $\frac{1}{4}$ of 15 } .....			
W. $\frac{1}{2}$ of 5.....	10	17 do	do
N.W. $\frac{1}{4}$ of 19.....	7	19 do	do
Whole of 35.....	9	19 do	do
W. $\frac{1}{2}$ of 7.....	10	19 do	do
S. $\frac{1}{2}$ of 27.....	11	19 do	do
N. $\frac{1}{4}$ of 19.....	10	21 do	do
W. $\frac{1}{2}$ of 23.....	10	25 do	do
Whole of 23.....	11	26 do	do

*Secretary Canadian Pacific Railway Company.*

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 28th January, 1886.

SIR,—I beg to request that patents may issue in favor of this company, covering the lands mentioned on the enclosed list.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

J. R. HALL, Esq., Secretary Department of the Interior, Ottawa.

LANDS for which Patents are required by Canadian Pacific Railway Company.

Township.	Range.	Meridian.	Sections.
11	19	1	W. $\frac{1}{2}$ 23.
10	21	1	S. $\frac{1}{2}$ 27.
14	16	1	N. E. $\frac{1}{4}$ 1.
7	22	1	N. $\frac{1}{2}$ 17.
12	16	1	All 7.
11	16	1	W. $\frac{1}{2}$ 19.
7	17	1	N. W. $\frac{1}{4}$ 13.
12	17	1	E. $\frac{1}{2}$ 23.
9	18	1	S. E. $\frac{1}{4}$ 15.
10	18	1	N. E. $\frac{1}{4}$ 7.
9	19	1	S. E. $\frac{1}{4}$ 3.
8	19	1	W. $\frac{1}{2}$ 35.
8	18	1	S. W. $\frac{1}{4}$ 25.
13	22	1	All 31, and W $\frac{1}{2}$ 33.
14	20	1	$\frac{1}{2}$ 15. All 21. S. $\frac{1}{2}$ 13. E. $\frac{1}{2}$ and S. W. $\frac{1}{4}$ 35, and S. E. $\frac{1}{4}$ 17.
14	21	1	N. W. $\frac{1}{4}$ 13. All 17. All 19. All 21. W. $\frac{1}{2}$ 23. All 27. All 31. All 33, and S. $\frac{1}{2}$ 35.
14	22	1	All 5. All 7. All 23. W. $\frac{1}{2}$ and S. E. $\frac{1}{4}$ 25. All 33 and W. $\frac{1}{2}$ 35.
15	26	1	All 15. E $\frac{1}{2}$ 17. All 19. All 1. All 3. E. $\frac{1}{2}$ 7.
15	27	1	All 13. N. $\frac{1}{2}$ and S. W. $\frac{1}{4}$ 23. S. $\frac{1}{2}$ 25. S. E. $\frac{1}{4}$ 31. N. W. $\frac{1}{4}$ 35.
13	23	1	All 25, 27, 35.
13	24	1	All 25. N. $\frac{1}{2}$ 27. All 33.
13	25	1	All 35.
14	25	1	N. W. $\frac{1}{4}$ 7. All 9. E. $\frac{1}{2}$ 17. All 19. S. $\frac{1}{2}$ and N. E. $\frac{1}{4}$ 21. W. $\frac{1}{2}$ 23. E. $\frac{1}{2}$ 31.
14	26	1	All 25.
17	10	2	N. E. $\frac{1}{4}$ 25. All 27. All 33.
18	10	2	All 1. All 5. All 7. All 17.
17	9	2	E. $\frac{1}{2}$ 19. All 21. All 31. All 33.
18	9	2	All 5. All 9. S. E. $\frac{1}{4}$ 7.

DEPARTMENT OF THE INTERIOR, OTTAWA, 27th January, 1886.

SIR,—I am directed by the Minister of the Interior to enclose herewith eleven letters patent to the Canadian Pacific Railway Company, covering the lands mentioned in the accompanying form of receipt, which please sign and return to me.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

MONTREAL, 1886.

Received from the Honorable the Minister of the Interior letters patent, issued in the name of the Canadian Pacific Railway Company, covering the following lands, viz. :—

Section.	Township.	Range.	Meridian.
S. E. $\frac{1}{4}$ of 31.....	11	16 West	1st.
S. E. $\frac{1}{4}$ of 15.....	11	17 do	do
S. W. $\frac{1}{4}$ 1... ..	9	18 do	do
S. W. $\frac{1}{4}$ of 25, N. E. $\frac{1}{4}$ of 35.....	11	18 do	do
N. $\frac{1}{2}$ of 9.....	9	19 do	do
N. W. $\frac{1}{4}$ of 23.....	8	20 do	do
N. $\frac{1}{2}$ of 27.....	10	21 do	do
E. $\frac{1}{2}$ of 35.....	6	22 do	do
N. $\frac{1}{2}$ of 19.....	9	22 do	do
Whole of 7.....	11	24 do	do
N. E. $\frac{1}{4}$ of 19.....	10	26 do	do

All being in the Province of Manitoba.

*Secretary Canadian Pacific Railway Company.*

DEPARTMENT OF THE INTERIOR, OTTAWA, 20th January, 1886.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 4th instant, requesting that patents may be issued in the name of the Canadian Pacific Railway Company for certain lands in Manitoba, and in reply to inform you that patents therefor are now in course of preparation.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Secretary Canadian Pacific Railway Company, Montreal.

DEPARTMENT OF THE INTERIOR, OTTAWA, 20th January, 1886.

SIR,—I am directed by the Minister of the Interior to acknowledge the receipt of your letter of the 2nd instant, referring to my letter to you of the 5th ultimo, respecting the issue of a patent for Section 1, and the S.W.  $\frac{1}{4}$  of Section 15, in Township 12, Range 16, west of the 1st Meridian, and in reply to inform you that although your application was distinctly for the above lands, by an error the patent issued for Section 1 and the S.W.  $\frac{1}{4}$  of Section 15, in Township 12, Range 18, west of the 1st Meridian.

In explanation of my letter to you of the 5th ultimo, I may say that all the entries in the books described the lands as being in Township 12, Range 16, west, but the error arose in writing in the patent Range 18 instead of 16. However, the corrections have now been made, and as you have signified your intention of accepting the land in question, a patent will now be prepared for Section 1 and the S.W.  $\frac{1}{4}$  of Section 15, in Township 12, Range 16, west of the 1st Meridian.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

DEPARTMENT OF THE INTERIOR, OTTAWA, 20th January, 1886.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 2nd instant, requesting that the N.W.  $\frac{1}{4}$  of Section 7, in Township 14, Range 1, east of the 1st Meridian, may be added to the list of lands accepted by the Canadian Pacific Railway Company, and, in reply, to inform you that your request has been complied with.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 4th January, 1886.

SIR,—I beg to request that patents may issue in favor of this company, covering the undermentioned sections of lands:—

Section.	Township.	Range.	Meridian.
N.W. $\frac{1}{4}$ 19 .....	7	19 West	1st.
W. $\frac{1}{2}$ 23 .....	10	25 do	do
All 35 .....	9	19 do	do
W. $\frac{1}{2}$ 5 .....	10	17 do	do
W. $\frac{1}{2}$ 7 .....	10	19 do	do
W. $\frac{1}{2}$ 19 .....	10	21 do	do
S. $\frac{1}{2}$ 27 .....	11	19 do	do
All 23 .....	11	26 do	do

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

**THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 2nd January, 1886.**

SIR,—Referring to your letter of the 5th ultimo, file No. 82030-2, letter No. 100907, respecting the patent for Section 1 and S.W.  $\frac{1}{4}$  15, Township 12, Range 16, W. 1, which you say was issued on the 12th May, last, you will find, I think, that the patent as issued, No. 146, conveyed the whole of Section 1 and S.W.  $\frac{1}{4}$  15, Township 12, Range 18, W. 1; not Section 1 and S.W.  $\frac{1}{4}$  15, Township 12, Range 16, W. 1 as Section 1 and S.W.  $\frac{1}{4}$  15, Township 12, Range 18, W. 1, is land which the company will accept. We will retain the patent, but shall be glad to receive the patent for Section 1 and S.W.  $\frac{1}{4}$  15, Township 12, Range 16, W. 1, as originally applied for.

I have the honor to be, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

**THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 2nd January, 1885.**

SIR,—I beg to request that the N.W.  $\frac{1}{4}$  of Section 7, Township 14, Range 1, east, may be added to the list of lands accepted by this company.

I have the honor to be, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

**THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 31st December, 1885.**

SIR,—I beg to request that a patent may issue in this company's favor, covering Section 33, Township 23, Range 1, W. 5.

I have the honor to be, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

**DEPARTMENT OF THE INTERIOR, OTTAWA, 8th January, 1886.**

SIR,—I am directed by the Minister of the Interior to acknowledge the receipt of your letter of the 29th ultimo, requesting that patents may be issued in favor of the Canadian Pacific Railway Company for certain lands in Manitoba, and in reply to inform you that patents therefor are now in course of preparation.

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

**DEPARTMENT OF THE INTERIOR, OTTAWA, 4th January, 1886.**

SIR,—I am directed by the Minister of the Interior to enclose herewith seventeen letters patent to the Canadian Pacific Railway Company, covering the lands mentioned in the accompanying form of receipt, which please sign and return to me.

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

MONTREAL, 1886.

Received from the Honorable the Minister of the Interior letters patent, issued in the name of the Canadian Pacific Railway Company, covering the following lands, viz. :—

Section.	Township.	Range.	Meridian.
S. W. $\frac{1}{4}$ of 3.....	7	13 West.	1st.
N. E. $\frac{1}{4}$ of 13 .....	12	14 do	do
N. $\frac{1}{2}$ of 21.....	7	16 do	do
Whole of 31.....	8	17 do	do

Section.	Township.	Range.	Meridian.
S. $\frac{1}{2}$ of 13, N. E. $\frac{1}{4}$ of 21.....	8	18 West.	1st.
S. $\frac{1}{2}$ of 25.....	9	18 do	do
S. E. $\frac{1}{4}$ of 9.....	12	18 do	do
S. E. $\frac{1}{4}$ of 1, S. E. $\frac{1}{4}$ 7.....	10	19 do	do
W. $\frac{1}{2}$ of 33.....	11	19 do	do
N. E. $\frac{1}{4}$ of 9.....	12	21 do	do
E. $\frac{1}{2}$ of 1.....	13	21 do	do
W. $\frac{1}{2}$ of 1.....	12	24 do	do
E. $\frac{1}{2}$ of 25.....	10	27 do	do
S. E. $\frac{1}{4}$ of 35.....	18	15 do	2nd
W. $\frac{1}{2}$ of 17.....	16	22 do	do
S. E. $\frac{1}{4}$ of 19.....	17	22 do	do
W. $\frac{1}{2}$ of 1.....	21	29 do	4th

*Secretary Canadian Pacific Railway Company.*

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 29th December, 1885.

SIR,—I beg to request that patents may issue in favor of this company for the undermentioned sections of land :—

Section.	Township.	Range.	Meridian.
S. W. $\frac{1}{4}$ of 1.....	9	18	1st.
All of 7.....	11	24	do
E $\frac{1}{2}$ of 35.....	6	22	do

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 30th December, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 16th instant, requesting that patents may be issued in favor of the Canadian Pacific Railway Company for certain lands in Manitoba, and, in reply, to inform you that patents therefor are in course of preparation.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 16th December, 1885.

SIR,—I have the honor to request that patents may issue, in this company's favor, for the undermentioned sections of land :—

Section.	Township.	Range.	Meridian.
S.E. $\frac{1}{4}$ 31.....	11	16 West.	1st.
N.W. $\frac{1}{4}$ 23.....	8	20 do	do
N.E. $\frac{1}{4}$ 19.....	10	26 do	do
S.W. $\frac{1}{4}$ 25.....	11	18 do	do
S.E. $\frac{1}{4}$ 15.....	11	17 do	do
N.E. $\frac{1}{4}$ 35.....	11	18 do	do

I am, Sir, your obedient servant,

C DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 15th December, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 7th instant, requesting that patents may be

issued in favor of the Canadian Pacific Railway Company for certain lands in Manitoba, and, in reply, to inform you that patents therefor are in course of preparation.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 7th December, 1885.

SIR,—I beg to request that patents may issue in this company's favor for the undermentioned sections of land :—

Section.	Township.	Range.	Meridian.
N. $\frac{1}{2}$ 9.....	9	19 West.	1st.
W. $\frac{1}{2}$ 27.....	10	21 do	do
W. $\frac{1}{2}$ 19.....	9	22 do	do

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 5th December, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 28th ultimo, requesting that a patent may be issued in favor of the Canadian Pacific Railway Company for Section 31, in Township 12, Range 5, west of the 4th Meridian, and, in reply, to inform you that a patent therefor is in course of preparation.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

DEPARTMENT OF THE INTERIOR, OTTAWA, 5th December, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 26th ultimo, requesting that patents may be issued in favor of the Canadian Pacific Railway Company for certain lands in Manitoba and the North-West Territories, and, in reply, to inform you that patents for the lands in question are in course of preparation, with the exception of the whole of Section 1, and the south-west quarter of Section 15, in Townships 12, Range 16, west of the 1st Meridian, for which a patent was issued on the 12th of May, 1885, and sent to you on the 17th June following.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

(*Telegram.*)

DEPARTMENT OF THE INTERIOR, OTTAWA, 2nd December, 1885.

To C. DRINKWATER, Montreal.

Patent for Section 31, Township 12, Range 5, west of 4th Meridian, dated 30th ultimo, going through.

JOHN R. HALL.

CANADIAN PACIFIC RAILWAY COMPANY,

P. R. STATION, 2nd December, 1885.

The following message received at S. B. Time, 11.00,

(By Telegraph from Montreal.)

To JOHN R. HALL, Department of the Interior.

My letter of 28th November. Get patent through to-day if possible. Please wire me if this can be done, as matter is very urgent.

C. DRINKWATER.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 28th November, 1885.

SIR,—I have the honor to apply for patent in favor of this company for Section 31, Township 12, Range 5, west 4th Meridian, "Medicine Hat townsite."

I shall be glad to get this at your earliest convenience.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 26th November, 1885.

SIR,—I beg to request that patents may issue, in this company's favor, covering the undermentioned lands:—

Section.	Township.	Range.	Meridian:
W. $\frac{1}{2}$ of 1.....	12	24 West.	1st.
S.E. $\frac{1}{4}$ of 9.....	12	18 do	do
S.W. $\frac{1}{4}$ of 3.....	7	13 do	do
N. $\frac{1}{2}$ of 21.....	7	16 do	do
W. $\frac{1}{2}$ of 33.....	11	19 do	do
N.E. $\frac{1}{4}$ of 13.....	12	14 do	do
Whole of 1, } S.W. $\frac{1}{4}$ of 15. }	12	16 do	do
S.E. $\frac{1}{4}$ of 19.....	19	22 do	do

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 24th November, 1885.

SIR,—I am directed by the Minister of the Interior to enclose, herewith, ten letters patent to the Canadian Pacific Railway Company, covering the lands mentioned in the accompanying form of receipt, which please sign and return to me.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER Esq., Secretary Canadian Pacific Railway Company, Montreal.

MONTREAL, 1885.

Received from the Honorable the Minister of the Interior letters patent, issued in the name of the Canadian Pacific Railway Company, covering the following lands, viz:—

Section.	Township	Range.	Meridian.
S.W. $\frac{1}{4}$ of 23.....	11	14 West.	1st.
Whole of 35.....	8	18 do	do
S.W. $\frac{1}{4}$ of 1.....	13	23 do	do
N.W. $\frac{1}{4}$ of 17.....	10	25 do	do
N. $\frac{1}{2}$ of 3.....	15	27 do	do
S.E. $\frac{1}{4}$ of 31.....	11	29 do	do
E. $\frac{1}{2}$ of 15.....	9	1 do	2nd.
S.W. $\frac{1}{4}$ of 3.....	14	3 do	do
Whole of 33.....	15	7 do	do
N.E. $\frac{1}{4}$ of 9.....	22	1 do	1st.

*Secretary Canadian Pacific Railway Company.*

## DEPARTMENT OF THE INTERIOR, OTTAWA, 14th November, 1885.

SIR,—With reference to your letter of the 26th ultimo, asking for information concerning the N.E.  $\frac{1}{4}$  of Section 33, Township 7, Range 11 W., the S.W.  $\frac{1}{4}$  of Section 7, Township 8, Range 11 W., and the S.E.  $\frac{1}{4}$  of Section 15, Township 7, Range 12 W., to enable you to reply to the enquiry made by the land commissioners of the Canadian Pacific Railway Company in relation thereto, I have the honor, by the direction of the Minister of the Interior, to inform you that patents have not issued for these lands, and that according to the books of this office they are vacant, no entry appearing recorded against any one of the parcels mentioned. I am further to say that these lands, being odd-numbered sections situated south of the Canadian Pacific Railway belt in Manitoba, they are, properly speaking, the lands of that company, and may be patented accordingly whenever the company express a desire to have the patents issued.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

H. H. SMITH, Commissioner of Dominion Lands, Winnipeg.

## DEPARTMENT OF THE INTERIOR, OTTAWA, 14th November, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 9th instant, requesting that patents may be issued in favor of the Canadian Pacific Railway Company for certain lands in Manitoba and the North-West Territories, and, in reply, to inform you that patents for the lands in question are in course of preparation.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

## DEPARTMENT OF THE INTERIOR, OTTAWA, 14th November, 1885.

SIR,—With regard to your letter of the 2nd instant, referring me to my letter to you of the 16th of May last, respecting the application of the Canadian Pacific Railway Company for a patent for the W.  $\frac{1}{2}$  of Section 17, in Township 16, Range 22, west of the 2nd Meridian, and asking if the Dominion Lands Commissioner has reported thereon; I am directed by the Minister of the Interior to inform you that the Dominion Lands Commissioner has reported thereon favorably to your company, and that a patent for the land in question is now in course of preparation.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

## DEPARTMENT OF THE INTERIOR, OTTAWA, 14th November, 1885.

SIR,—With reference to my letter to you of the 21st September last, in relation to the issue of a patent in favor of the Canadian Pacific Railway Company for Section 31, in Township 8, Range 17, West of the 1st Meridian, I have the honor, by direction of the Minister of the Interior, to inform you that the result of the enquiry relating thereto being satisfactory, a patent for this land is now in course of preparation.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

## DEPARTMENT OF THE INTERIOR, OTTAWA, 14th November, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 14th ultimo, referring to my letter to you of the 21st September last, and stating that Section 35, in Township 8, Range 18, West

of the 1st Meridian, should have been applied for instead of Section 35, in Township 18, Range 8, West of the 1st Meridian, and, in reply, to inform you that a patent is in course of preparation for the first mentioned land.

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary, Caladian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 9th November, 1885.

SIR,—I beg to request, on behalf of this company, that patents may issue in its favor for the undermentioned sections of land :—

Section	Township.	Range.	Meridian.
S. $\frac{1}{2}$ of 25.....	9	18 West	1st.
N. E. $\frac{1}{4}$ of 9.....	12	21 do	do
S. E. $\frac{1}{4}$ of 7.....	10	19 do	do
E. $\frac{1}{2}$ of 1.....	13	21 do	do
S. E. $\frac{1}{4}$ of 1.....	10	19 do	do
E. $\frac{1}{2}$ of 25.....	10	27 do	do
S. $\frac{1}{2}$ of 13.....	8	18 do	do
N. E. $\frac{1}{4}$ of 21.....	8	18 do	do
S. E. $\frac{1}{4}$ of 35.....	18	15 do	2nd
W. $\frac{1}{2}$ of 1.....	22	29 do	4th

I have the honor to be, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 2nd November, 1885.

SIR,—I beg to refer to your letter of the 16th of May last, respecting the application of this company for patents for the W.  $\frac{1}{2}$  of Section 17, Township 16, Range 22, West 2nd Meridian, and to ask whether the Dominion lands commissioner has reported thereon. I am advised that the supposed squatter is the purchaser from the company.

I have the honor to be, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

OFFICE OF THE DOMINION LANDS COMMISSIONER,  
WINNIPEG, 26th October, 1885.

SIR,—I have the honor, by direction of the commissioner, to inform you that the Land Commissioner of the Canadian Pacific Railway Company writes that the N.E.  $\frac{1}{4}$  Section 33, Township 7, Range 11 west; S.W.  $\frac{1}{4}$  Section 7, Township 8, Range 11 west, and the S. E.  $\frac{1}{4}$  Section 15, Township 7, Range 12 west, which the company consider to fall to them under their charter, and which have been dealt with by them, are advertised in the *Manitoba Gazette* as patented lands. He states that they have not been patented to the company, and enquires what disposition of them has been made.

The only papers affecting any of these lands on record in this office are instructions from your office (ref. 46725 on 22155) dated 4th July, 1882, to the effect that the sale of the S.E.  $\frac{1}{4}$  Section 15, Township 7, Range 12 west, by the Canadian Pacific Railway, must take precedence of the sale by the agent at Nelsonville.

The commissioner asks to be afforded information to enable him to reply to Mr. McTavish's enquiry.

I have the honor to be, Sir, your obedient servant,  
GEORGE YOUNG, *For the Secretary.*

The Secretary Department of the Interior, Ottawa.

## OFFICE OF THE DOMINION LANDS COMMISSIONER,

WINNIPEG, 28th October, 1885.

SIR,—In further reference to your letter of the 21st September, (82030 No. 1 on 91986) I am directed by the commissioner to say that it appears from the records of this office that the claims preferred by Messrs. B. Edmunds and John Stady to Section 31, Township 18, Range 17 west principal Meridian, were not recognized by the land board.

Both persons were informed that they would require to arrange with the Canadian Pacific Railway Company for the lands respectively claimed by them, and it is understood, from a report recently received from one of the homestead inspectors, that Mr. Edmunds purchased the E.  $\frac{1}{2}$  of the section from the company.

I have the honor to be, Sir, your obedient servant,

GEORGE YOUNG, *For the Secretary.*

The Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 26th October, 1885.

SIR,—I am directed by the Minister of the Interior to enclose, herewith, thirty-three letters patent to the Canadian Pacific Railway Company, covering the lands mentioned in the accompanying form of receipt, which please sign and return to me.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

MONTREAL, 1885.

Received from the Honorable the Minister of the Interior, letters patent, issued in the name of the Canadian Pacific Railway Company, covering the following lands, viz. :—

Section.	Township.	Range.	Meridian.
N.W. $\frac{1}{4}$ of 15	1	1 East	1st.
Whole of 17			
E. $\frac{1}{2}$ 27.....			
N. $\frac{1}{2}$ 35.....	3	3 West	do
N. $\frac{1}{2}$ & S.W. $\frac{1}{4}$ 3			
S. $\frac{1}{2}$ 9.....			
S. $\frac{1}{2}$ 17.....	1	4 do	do
S. $\frac{1}{2}$ 19.....			
N. $\frac{1}{2}$ 9.....			
W. $\frac{1}{2}$ & S.E. $\frac{1}{4}$ 13	3	4 do	do
S. $\frac{1}{2}$ 15.....			
Whole 23.....			
N.W. $\frac{1}{4}$ 33.....	3	5 do	do
Whole 35.....			
S. $\frac{1}{2}$ 27.....			
S.W. $\frac{1}{4}$ 33.....	11	11 do	do
N.W. $\frac{1}{4}$ 35.....	6	13 do	do
do 3.....	7	14 do	do
Whole 17.....	7	16 do	do
Whole 9	13	16 do	do
do 15			
do 17			
do 5.....	8	17 do	do
N.W. $\frac{1}{4}$ 19.....	14	17 do	do
Whole 17.....	8	19 do	do

Section.	Township.	Range.	Meridian.
Whole 5 } N. W. $\frac{1}{4}$ 27 } .....	8	19 East.	1st.
Whole 21.....	9	19 do	do
do 35.....	11	20 do	do
do 15.....	11	20 do	do
do 7.....	12	21 do	do
do 7 (fractional).....	7	22 do	do
do 9.....	12	22 do	do
W. $\frac{1}{2}$ 27.....	8	24 do	do
S. W. $\frac{1}{4}$ 7.....	12	24 do	do
Whole 1.....	10	25 do	do
N. $\frac{1}{2}$ 35.....	10	25 do	do
N. $\frac{1}{2}$ 33.....	14	26 do	do
Whole 27.....	10	27 do	do
N. W. $\frac{1}{4}$ 23.....	12	28 do	do
Whole 31.....	15	29 do	do
do 3 } do 7 } .....	16	29 do	do
E. $\frac{1}{2}$ 9.....	13	30 do	do
Whole 31 } do 35 } .....	17	26 do	2nd
do 5.....	18	26 do	do
do 5.....	22	1 do	5th

*Secretary Canadian Pacific Railway Company.*

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 20th October, 1885.

DEAR SIR,—Referring to my letter of the 14th instant, respecting the half section to be surrendered to Dr. Meyer, I now enclose the abstract of title of Section 5, Township 15, Range 3, west 2nd Meridian.

Yours truly,

C. DRINKWATER, *Secretary.*

P. B. DOUGLAS, Esq., Assistant Secretary Department of the Interior, Ottawa.

REGISTRATION OFFICE FOR THE REGISTRATION DISTRICT OF REGINA, IN THE PROVISIONAL DISTRICT  
 OF ASSINIBOIA, IN THE NORTH-WEST TERRITORIES OF THE DOMINION OF CANADA.  
 ABSTRACT of the Title of Section number 5, in Township number 15, in Range number 3, West of the 2nd Principal Meridian, in  
 the North-West Territories of the Dominion of Canada.

Number of Instrument	Nature of Instrument.	Date of Instrument.	Date of Registry.	Grantor.	Grantee.	Quantity of Land.	Considera- tion, amount of Mortgage, &c.	Remarks.
181 357...	Deed of trust.....	March 15, 1884...	July 22, 1884...	C. P. R. Co, <i>et al</i> .....	Gerrit, W., Vis., (Trustee)....	34,880 acres.....	\$ cts. 104,640 00	North half
369...	Deed. ....	May 20, 1885...	Aug. 24, 1885...	Gerrit, W., Vis., <i>et al</i> .....	The Netherlands American Land Company.....	Several acres ....	1 00	North half.

I certify that the above are all instruments registered in this office mentioning the above Section number 5, Township  
 number 15, in Range number 3, West of the 2nd Principal Meridian, in the North-West Territories of the Dominion of Canada.

GEO. A. MONTGOMERY,  
*Registrar for the Registration District of Regina.*

REGINA, N. W.T., 12th October, A.D. 1885.

DEPARTMENT OF THE INTERIOR, OTTAWA, 20th October, 1885.

SIR,—In compliance with the request made in your letter dated the 14th instant I am directed to say that Section 15, in Township 21, Range 28, west of the 4th Meridian, has been withdrawn from the operation of the grazing lease of Ranch No. 11.

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 14th October, 1885.

SIR,—I have the honor to request that Section 15, Township 21, Range 28, west 4th Meridian, in ranche No. 11, may be withdrawn from the ranche lease, as an agreement has been entered into for the sale of this section.

I am, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 14th October, 1885.

SIR,—Referring to your letter of the 21st September (file 82030, No. 1, letter No. 95078), I beg to state that Section 35, Township 8, Range 18, west 1st Meridian should have been applied for instead of Section 35, Township 18, Range 8, west 1st Meridian. I would be glad for the issue of the patent therefor.

I have the honor to be, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

P. B. DOUGLAS, Esq., Assistant Secretary Department of the Interior, Ottawa.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 14th October, 1885.

SIR,—Referring to your letter of the 21st ult., (file 82030, No. 1, letter No. 93304), I beg to state that the patent for Section 35, Township 18, Range 25, west 2nd Meridian, is not required at present. What we desire now is that the section be considered as forming portion of this company's land grant.

I have the honor to be, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

P. B. DOUGLAS, Esq., Assistant Secretary Department of the Interior, Ottawa.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 14th October, 1885.

SIR,—Referring to your letter of the 21st ult. (file 82030, No. 1, letter No. 91916), I beg to state that the half section to be surrendered to Dr. Meyer, is the S.½ of Section 5, Township 15, Range 3, west 2nd Meridian, and not the north half as mentioned in your letter. An abstract from the registry office has been applied for and will be forwarded as soon as received.

I have the honor to be, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

P. B. DOUGLAS, Esq., Assistant Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 17th October, 1885.

SIR,—I am directed by the Minister of the Interior to inform you, in reply to your letter of the 7th instant, that patents for the lands mentioned in that letter, which are the following, are being duly prepared in favor of your company:—

Section.	Township.	Range.	Meridian.
S. W. $\frac{1}{4}$ of 3.....	14	3 West.	2nd.
N. W. $\frac{1}{4}$ of 17.....	10	25 do	1st.
S. E. $\frac{1}{4}$ of 31.....	11	29 do	do
All of 5 and 7.....	16	5 do	2nd.
S. W. $\frac{1}{4}$ of 23 .....	11	12 do	1st.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

DEPARTMENT OF THE INTERIOR, OTTAWA, 17th October, 1885.

SIR,—I am directed by the Minister of the Interior to inform you, in reply to your letter of the 28th ultimo, that patents for the lands mentioned in that letter, which are the followir g, are being duly prepared in favor of your company:—

Section.	Township.	Range.	Meridian.
S.W. $\frac{1}{4}$ of 15.....	13	22 West.	1st.
N. $\frac{1}{2}$ of 3.....	15	27 do	do
E. $\frac{1}{2}$ of 15.....	9	1 do	2nd.
All of 33.....	15	7 do	do
N.E. $\frac{1}{4}$ of 9.....	22	1 do	5th.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 7th October, 1885.

SIR,—I have the honor to request that patents may issue in favor of this company for the undermentioned sections of land:—

Section.	Township.	Range.	Meridian.
S.W. $\frac{1}{4}$ of 3 .....	14	3 West.	2nd.
N.W. $\frac{1}{4}$ of 17 .....	10	25 do	1st.
S.E. $\frac{1}{4}$ of 15 .....	11	29 do	do
All of 5 and 7.....	16	5 do	2nd.
S.W. $\frac{1}{4}$ 23.....	11	14 do	1st.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary of the Department of the Interior, Ottawa.

OFFICE OF THE DOMINION LANDS COMMISSIONER,  
WINNIPEG, 2nd October, 1885.

SIR,—I have the honor to acknowledge the receipt of your letter of 21st ult., 82030, No. 1, on 91986, and, in reply, am directed by the commissioner to say that as the records of this office appear to afford no information as to the claim of Mr. B. Edmunds to the E.  $\frac{1}{2}$  Section 31, Township 8, Range 18, west Principal Meridian, one of the homestead inspectors has been instructed to examine the land, and to report fully as to the facts of the case.

The result of his enquiry will, in due course, be communicated to you.

I have the honor to be, Sir, your obedient servant,

S. R. BURPÉ, *Secretary.*

The Secretary Department of the Interior, Ottawa.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 28th September, 1885.

SIR,—I have the honor to request that patents for the following lands may issue in favor of this company:—

Section.	Township.	Range.	Meridian.
S.W. $\frac{1}{4}$ 15.....	13	22	1st.
N. $\frac{1}{2}$ 3.....	15	27	do
E. $\frac{1}{2}$ 15.....	9	1	2nd.
All 33.....	15	7	do
N.E. $\frac{1}{4}$ 9.....	22	1	5th.

I am, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 21st September, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 10th instant, requesting that patents may issue in favor of the Canadian Pacific Railway Company for Section 35, in Township 11, Range 20, west Principal Meridian, and Section 35, in Township 18, Range 8, west of the 1st Meridian, and, in reply, to inform you that a patent for Section 35, in Township 11, Range 20 west of the Principal Meridian, is in course of preparation, but that a patent cannot be issued for the other Section above-mentioned, for the reason that, were the township surveys extended to include that section, it would be found to be situated not only outside the 24-mile belt of your company, but within the boundaries of Lake Manitoba.

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 10th September, 1885.

SIR,—I beg to request, on behalf of this company, that patents may issue in its favor for the following sections:—Section 35, Township 11, Range 20, west 1st Meridian, and Section 35, Township 8, Range 18, west 1st Meridian.

As we are required to show title in these cases, it is important that we should receive the patents as soon as possible.

I have the honor to be, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 21st September, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 9th instant, requesting that patents may issue in favor of the Canadian Pacific Railway Company for certain lands in Manitoba and the North-West Territories, and, in reply, to inform you that patents for the lands in question are in course of preparation.

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 9th September, 1885.

SIR,—I have the honor to request, on behalf of this company, that patents may issue in its favor for the following sections of land:—

Section.	Township.	Range.	Meridian.
15.....	11	20 West.	1st.
N.W. $\frac{1}{4}$ 23.....	12	28 do	do
N.W. $\frac{1}{4}$ 19.....	14	17 do	do
All 17.....	8	19 do	do
do 9.....	12	22 do	do
N. $\frac{1}{2}$ 33.....	14	26 do	do
N. $\frac{1}{2}$ 35.....	10	25 do	do
N.W. $\frac{1}{4}$ 3.....	7	14 do	do
All 31 and 35.....	17	26 do	2nd
do 5.....	18	26 do	do

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

J. R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 21st September, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 12th ultimo, in reference to the issue of a patent for Sections 23 and 25, in Township 10, Range 21, west of the 1st Meridian, and calling the secretary's attention to my letter to you of the 26th June last, in which it was stated that a patent would issue for Sections 23 and 35, and, in reply, to inform you that a patent issued in favor of your company for Sections 23 and 25 and not 23 and 35 as stated in my said letter, and, also, that the patent in question was sent to you on the 17th of last July.

I am to ask you if you wish a patent to be issued in favor of your company for Section 35, in Township 10, Range 21, west of the Principal Meridian.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

J. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 12th August, 1885.

SIR,—Referring to your letter, No. 82030, of the 26th June last, I beg to point out that the patents applied for in Township 10, Range 21, west 1st Meridian, were for Sections 23 and 25. Your letter says they will issue for 23 and 35. If patent for 35 has been issued, there is no necessity for cancelling it, as it is a section we shall accept. I have, however, to ask that patent for Section 25 be also granted.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 21st September, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 12th ultimo, requesting that Section 35, in Township 18, Range 25, west of the 2nd Meridian, which is marked as rejected on the schedule of accepted and rejected lands received here, may be transferred to the accepted list, and, in reply, to inform you that the section in question has been transferred to the accepted list.

I am to ask you if it is your wish that a patent issue in favor of your company for this section.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

J. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 12th August, 1885.

SIR,—I am advised by our land department that Section 35, Township 18, Range 25, west 2nd Meridian, has been sold. As this section was marked on the lists deposited by this company as "rejected," I shall be obliged by your having it transferred to the "accepted" list.

I have the honor to be, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

J. R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 21st September, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to ask you to state if there is anything of record in your office with reference to the claim of one B. Edmunds to the E.  $\frac{1}{2}$  of Section 31, in Township 8, Range 17, west of the 1st Meridian, and, if so, to inform him of the nature of such claim and of any decision you may have given in the matter.

The secretary of the Canadian Pacific Railway Company has applied for a patent of the whole of the section in question, and as the township plan shows Edmunds to have squatted upon one-half of it, he has been informed that, for this reason, the land will not be patented to the company until the receipt here of such information as will warrant no further delay in the issue of the patent.

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

The Commissioner of Dominion Lands, Winnipeg, Man.

DEPARTMENT OF THE INTERIOR, OTTAWA, 21st September, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 15th July last, requesting that patents may issue in favor of the Canadian Pacific Railway Company for certain lands in Manitoba and the North-West Territories, and, in reply, to inform you that patents are now in course of preparation for the lands in question, with the exception of Section 31, in Township 8, Range 17, west of the 1st Meridian.

Owing to the plan of the township showing one B. Edmunds to have squatted upon the east half of this section, a patent will not issue for it until, upon enquiry, the nature of Edmunds' claim has been ascertained.

The commissioner of Dominion lands has been written to with reference to this matter, and, if the answer thereto is favorable to your company, a patent for the section in question will be issued.

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 15th July, 1885.

SIR,—I have the honor to request, on behalf of this company, that patents may issue in its favor for the undermentioned lands:—

Section.	Township.	Range.	Meridian.
17.....	7	16 West.	1st.
31.....	8	17 do	do
21.....	9	19 do	do
S.W. $\frac{1}{4}$ of 33.....	11	11 do	do
31.....	15	29 do	do
3 and 7.....	16	29 do	do
15.....	13	16 do	do
27.....	10	27 do	do

Section.	Township.	Range.	Meridian.
7.....	7	22 West.	1st.
5.....	8	17 do	do
5.....	8	19 do	do
1.....	10	25 do	do
7.....	12	21 do	do
9 and 17.....	13	16 do	do
N.W. $\frac{1}{4}$ of 35.....	6	13 do	do
N.W. $\frac{1}{4}$ of 27.....	8	19 do	do
W. $\frac{1}{2}$ of 27.....	8	24 do	do
S.W. $\frac{1}{4}$ of 7.....	12	24 do	do
E. $\frac{1}{2}$ of 9.....	13	30 do	do

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 21st September, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 15th of July, 1885, enclosing a letter from Mr. McTavish, land commissioner of the Canadian Pacific Railway Company, relative to the surrender to the Government of "the north half of Section 5, in Township 15, Range 3, west of the 2nd Meridian, which has been patented to the said company, and the granting to them of another half section in lieu thereof, and, in reply, I am to inform you that the Deputy Minister has approved of such transfer, subject, however, to the condition that an extract from the registry office be filed here, showing that there is no instrument on record affecting the land in question.

A deed of surrender of the north half of Section 5, Township 15, Section 3, west of the 2nd Meridian, is in course of preparation, and, when ready, will be forwarded to you for execution.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 15th July, 1885.

DEAR SIR,—I enclose letter from Mr. McTavish, relating to Section 5, Township 15, Range 3, west 2nd Meridian, the S.  $\frac{1}{2}$  of which, it has been agreed with the Dominion lands commissioner, shall be transferred to Dr. Meyer, under the homestead regulations.

I also beg to return the patent for this section to be exchanged for one for the N.  $\frac{1}{2}$  only, should the Department concur in the proposed transfer, and agree to substitute therefor half of an even-numbered section.

Yours truly,

C. DRINKWATER, *Secretary.*

A. M. BURGESS, Esq., Deputy Minister of the Interior, Ottawa.

LAND DEPARTMENT, CANADIAN PACIFIC RAILWAY COMPANY,

WINNIPEG, MAN., 26th June, 1885.

DEAR SIR,—On the 5th February last (List No. 1) I requested that patent should issue for Section 5, Township 15, Range 3, west 2nd Meridian, north half of which had been sold. The south half has been selected by Dr. Meyer, in connection with his colony, and I have agreed with the Dominion lands commissioner here that he shall have the privilege of taking the same under homestead regulations, the Government to give us half of an even-numbered section in lieu.

Will you please request the Department at Ottawa to issue a patent of only the N $\frac{1}{2}$ , instead of the whole section. If already issued, I presume it could be cancelled.

Yours truly,

J. H. McTAVISH, *Land Commissioner.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

DEPARTMENT OF THE INTERIOR, OTTAWA, 17th July, 1885.

SIR,—I am directed by the Minister to enclose herewith nine letters patent to the Canadian Pacific Railway Company, covering the lands mentioned in the accompanying form of receipt, which please sign and return to me.

I have the honor to be, Sir, your obedient servant,

JOHN R. HALL, *Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

MONTREAL, July, 1885.

Received from the Minister of the Interior letters patent issued in the name of the Canadian Pacific Railway Company, covering the following lands, viz. :—

Section.	Township.	Range.	Meridian.
S. $\frac{1}{2}$ 33.....	14	15 West	1st.
N. $\frac{1}{2}$ 7.....	11	17 do	do
Whole 19 } .....	8	18 do	do
N. $\frac{1}{2}$ 23... ..			
Whole 27 } .....	9	18 do	do
N. $\frac{1}{2}$ of S.E. $\frac{1}{4}$ 1 } .....			
N.E. $\frac{1}{4}$ 9 .....			
Whole 35... ..	10	18 do	do
Whole (fr.) 1 } .....			
S. $\frac{1}{2}$ 31.....	10	22 do	do
Whole 23 } .....			
do 25 } .....			
do 17 } .....			
do 19 } .....			
do 23 } .....			
do 5 } .....			
do 9 } .....			
do 15 } .....	17	27 do	2nd.
do 17.....			

*Secretary Canadian Pacific Railway Company.*

DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE, BIRTLE, 4th July, 1885.

SIR,—I have the honor to acknowledge the receipt of your letter, dated the 16th May, No. 87119, in reference to the sale of S.  $\frac{1}{2}$  Section 23, Township 13, Range 24, west, to Henry W. Ruttan.

I would beg leave to say that this sale was made in error. It was the intention to have sold Section 27, in same township and range, but the clerk employed at that time in making out the list of lands open for sale, from the map furnished by the Canadian Pacific Railway Company, inserted Section 23 instead of Section 27, hence the mistake arose.

Mr. Ruttan was afterwards spoken to in regard to the matter, and expressed his willingness that the change should be made from the S.  $\frac{1}{2}$  of Section 23 to the N.  $\frac{1}{2}$  of Section 27.

He has been again written to concerning the change.

I have the honor to be, Sir, your obedient servant,

M. HARRIS, *Late Acting Agent of Dominion Lands.*

Secretary, Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 2nd July, 1885.

SIR,—I am directed by the Minister of the Interior to enclose herewith twenty-three letters patent to the Canadian Pacific Railway Company, covering the lands mentioned in the accompanying form of receipt, which please sign and return to me.

I have the honor to be, Sir, your obedient servant,

JOHN R. HALL, *Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

MONTREAL, 1885.

Received from the Minister of the Interior, letters patent issued in the name of the Canadian Pacific Railway Company, covering the following lands, viz.:—

Section.	Township.	Range.	Meridian.
Whole of 9.....	15	26 West.	1st.
do 17, 35.....	5	22 do	do
do 31.....	7	25 do	do
do 3.....	13	27 do	do
do 15.....	9	27 do	do
do 33.....	9	19 do	do
do 5.....	9	19 do	do
do 13.....	12	19 do	do
S. $\frac{1}{2}$ of 35.....	13	22 do	do
Whole of 5.....	14	12 do	do
do 17.....	12	16 do	do
do 9.....	14	18 do	do
S.W. $\frac{1}{4}$ 25.....	14	18 do	do
Whole of 17.....	8	17 do	do
do 13.....	9	18 do	do
do 27.....	11	20 do	do
do 9, 15.....	13	23 do	do
do 3.....	15	4 do	2nd.
do 25 and 27.....	14	3 do	do
E. $\frac{1}{2}$ of 17.....	16	22 do	do
Whole of 31.....	15	23 do	do
do 19.....	19	21 do	do
do 3			
do 13, (fractional) 25.....	8	3 do	4th.

*Secretary Canadian Pacific Railway Company.*

DEPARTMENT OF THE INTERIOR, OTTAWA, 26th June, 1885.

SIR,—I am directed by the Minister of the Interior to inform you, in answer to your letter of the 17th instant, respecting the E.  $\frac{1}{2}$  of Section 25, Township 14, Range 25, west of the Principal Meridian, that the patent therefor was issued to Wm. N. Miller, on the 26th July, 1882.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 17th June, 1885.

SIR,—Referring to your letter of the 16th May last, respecting the issue of certain patents, you intimate that patent for the E.  $\frac{1}{2}$  Section 25, Township 14, Range 25, west 1st Meridian, cannot issue as the half section has been disposed of by the Department, and patent issued therefor. Our land commissioner states that this half section is outside the railway belt, and was sold by this company before the limits

of the belt were properly defined. It was afterwards ascertained that the half section had been purchased from the Government by a Mr. W. N. Miller, from whom this company holds deed in exchange for a half section north of Calgary.

I shall be glad to know if patent were issued for the half section in question to Mr. Miller.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

P. B. DOUGLAS, Esq., Assistant Secretary, Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 25th June, 1885.

SIR,—I am directed by the Minister of the Interior to inform you, in answer to your letter of the 17th instant, respecting the issue of letters patent to the Canadian Pacific Railway Company, for Section 5, Township 22, Range 1, west of the 5th Principal Meridian, that the plan of that township has been received here, and that a patent for the said section is now in due course of preparation, in the name of the company.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 17th June, 1885.

SIR,—With reference to your letter of the 16th May last, in which you state that certain patents applied for are in course of preparation, but intimating that patent for Section 5, Township 22, Range 1, W. of 5th Meridian, cannot issue, inasmuch as the township plan had not been received by the Department.

I am informed by our land commissioner, that he has lately received from the Department a plan of this township, certified for the surveyor general, on 17th March, 1884. This being the case, I presume there will now be no difficulty in the way of the issue of the patent.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

P. B. DOUGLAS, Esq., Assistant Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 26th June, 1885.

SIR,—With reference to the Order in Council of the 6th March, 1883, referred to in one of your letters of the 17th instant, I am directed by the Minister of the Interior to enclose herewith a memorandum showing how the lands mentioned in the schedule annexed to the said Order in Council stand at present in the books here, and to state that the Minister wishes to be advised of any action which may have been taken by the company with regard to such lands, or any of them, as it appears that several of the sections or parts of sections of the lands in question have been disposed of other than to the company.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

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 6th March, 1883.

On a memorandum, dated 20th February, 1883, from the Minister of the Interior, representing that certain lands, although situated outside of the twenty-four mile belt of the main line of the Canadian Pacific Railway, were sold by the company, and that these lands consist of two classes, those sold through error of the company's

officials, and those which were understood to fall within the twenty-four mile limit, owing to an erroneous delineation of the boundaries of the belt shown upon the earlier published maps of the Department. A copy of one of these maps, illustrating the manner in which the last mentioned error arose, and showing the sections included in both the classes specified, is herewith attached.

The Minister submits an application from the company to have these lands conveyed to them as part of their subsidy, and he, the Minister, regarding the application as a reasonable one, recommends that the lands in question, as enumerated in the annexed schedule, be conveyed to the Canadian Pacific Railway Company as part of their subsidy.

The committee concur in the foregoing recommendation and submit the same for Your Excellency's approval.

JOHN J. MCGEE.

To the Honorable the Minister of the Interior.

MEMORANDUM to be enclosed to Secretary of the Canadian Pacific Railway Company in Ref.  $\frac{090389}{82030}$ .

Township.	Range	Section.	Remarks.
13	22	31, W. $\frac{1}{2}$ of 33.....	Vacant.
14	15	N. $\frac{1}{2}$ of 31, S. $\frac{1}{2}$ of 33.....	Both patented to C P.R. Co.
14	20	N. $\frac{1}{2}$ of 15, 21, S. $\frac{1}{2}$ of 31, E. $\frac{1}{2}$ and S.W. $\frac{1}{4}$ 35, S.E. $\frac{1}{4}$ 17.....	Vacant.
14	21	N.W. $\frac{1}{4}$ 13, 17, 19, 21, W. $\frac{1}{2}$ 23, 27, 31, 33, S. $\frac{1}{2}$ 35.....	do
14	22	7, 23, W. $\frac{1}{2}$ and S.E. $\frac{1}{4}$ 25, 33, W. $\frac{1}{2}$ 35, 5...	do
15	26	15, E. $\frac{1}{2}$ of 17, 19, 1, 3, E. $\frac{1}{2}$ of 5, E. $\frac{1}{2}$ 7, 9.	All vacant, except Section 9, patented C.P.R. Co.
15	27	13, N. $\frac{1}{2}$ and S.W. $\frac{1}{4}$ of 23, S. $\frac{1}{2}$ of 25, S.E. $\frac{1}{4}$ 31, N.W. $\frac{1}{4}$ 35.....	All vacant, except S.W. $\frac{1}{4}$ 23, patented C.P.R. Co.
16	27	N E. $\frac{1}{4}$ 3.....	Sale in name of T. Wells, patented.
13	23	25, 27, 35.....	Vacant.
13	24	25, N. $\frac{1}{2}$ of 27, 33, 35.....	All vacant, except Section 35, patented C.P.R. Co.
13	25	35.....	Vacant.
14	25	3, N.W. $\frac{1}{4}$ 7, 9, N.W. $\frac{1}{4}$ 15, N. $\frac{1}{2}$ and S.E. $\frac{1}{4}$ 17, 19, S. $\frac{1}{2}$ and N.E. $\frac{1}{4}$ 21, W. $\frac{1}{2}$ of 23 and E. $\frac{1}{2}$ of 31.....	All vacant, except Section 3, patented C.P.R. Co.; N.W. $\frac{1}{4}$ 15 patented C. Baxter, and N.W. $\frac{1}{4}$ 17, sale in name of C. Phelps.
14	26	N. $\frac{1}{2}$ 13, 25, N. $\frac{1}{2}$ and S.W. $\frac{1}{4}$ 27, 33, S. $\frac{1}{2}$ and N.W. $\frac{1}{4}$ 35.....	N.W. $\frac{1}{4}$ 13, sale in name of C. Phelps, and the E. $\frac{1}{2}$ 27, a sale in name of W. H. Cross, and subsequently patented to J. Wardrope; N.W. $\frac{1}{4}$ and S.W. $\frac{1}{4}$ of 27, patented to C.P.R. Co.; S. $\frac{1}{2}$ and N.W. $\frac{1}{4}$ 35, patented to C.P.R. Co.; others vacant.

All west of first meridian.

(Ref. 57908.)

**SCHEDULE of Lands proposed to be granted to the Canadian Pacific Railway, accompanying the memorandum to Council, dated 20th February, 1883.**

Township.	Range.	Section.	Number of Sections.
13	22	31, west half of 33 .....	1 $\frac{1}{2}$
14	15	North half of 31, south half of 33.....	1
14	20	North half of 15, 21, south half of 31, east half and south-west quarter 35, south-east quarter 17.....	3
14	21	North-west quarter 13, 17, 19, 21, west half 23, 27, 31, 33, south half 35.	7 $\frac{1}{2}$
14	23	7, 23, west half and south-east quarter 25, 33, west half of 35, 5.....	5 $\frac{1}{2}$
15	26	15, east half of 17, 19, 13, east half of 5, east half of 7, 9.....	6
15	27	13, north half and south-west quarter of 23, south half of 25, south-east quarter 31, north-west quarter of 35 .....	2 $\frac{3}{4}$
16	27	North-east quarter of 3 .....	$\frac{3}{4}$
13	23	25, 27, 35.....	3
13	24	25, north half of 27, 33, 35.....	3 $\frac{1}{2}$
13	25	35.....	1
14	25	3, north-west quarter of 7, 9, north-west quarter of 15, north half and south-east quarter 17, 19, south half and north-east quarter 21, west half of 23, east half of 31.....	6
14	26	North half of 13, 25, north half and south-west quarter 27, 33, south half and north-west quarter of 35.....	4
		<b>Total .....</b>	<b>45</b>

All west of the first meridian, and containing twenty-nine thousand eight hundred acres, more or less.

DEPARTMENT OF THE INTERIOR, OTTAWA, 26th June, 1885.

SIR,—I am directed by the Minister of the Interior to inform you, in answer to the first paragraph of your letter of the 17th instant, respecting the issue to the Canadian Pacific Railway Company of a patent for the N. E.  $\frac{1}{4}$  of Section 27, Township 14, Range 26, west of the Principal Meridian, that as that quarter section was sold to W. H. Cross, on the 20th November, 1882, the Order in Council of the 6th March, 1883, referred to by you, is inoperative, in so far as it relates to the quarter section in question and the conveyance thereof to the company.

As regards the second paragraph of your letter, respecting Section 1, Township 8, Range 3, west of the 4th Principal Meridian, I am to inform you that the Department of Indian Affairs has withdrawn all claim thereto, and that a patent therefor in favor of the company is now in the course of preparation.

I am to add that a memorandum, containing other information concerning the lands specified in the schedule annexed to the said Order in Council, will be forwarded to you under cover of a separate letter.

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 17th June, 1885.

SIR,—Referring to your letter of 16th May, respecting the issue of certain patents applied for by this company, you intimate that patents cannot issue for N.E.  $\frac{1}{4}$  Section 27, Township 14, Range 26, west of 1st meridian, inasmuch as that quarter section has been already disposed of. I beg to refer you to a letter to me from the secretary of the Department, dated 14th March, 1883. This letter enclosed a copy of an Order in Council, dated 6th March, 1883, authorizing the conveyance to this

company of certain lands which, through error, were sold by the company though not within the 24-mile belt.

I beg to draw your attention to the fact that the quarter section, the subject of this letter, is included in the schedule of lands referred to in that Order in Council (Section 1, Township 8 Range 3, west 4th Meridian).

Your letter states that, according to the official plan, this section is an Indian farm. I am advised, however, that the Indian Department will not object to this section being conveyed to the company.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

P. B. DOUGLAS, Esq., Assistant Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 26th June, 1885.

SIR,—I am directed by the Minister of the Interior to inform you, in answer to your letter of the 17th instant, respecting the S.  $\frac{1}{2}$  of Section 23, Township 13, Range 24, west of the Principal Meridian, that although the statement made in one of my letters, dated the 16th May last, that that half section is outside of the "twenty-four mile belt," is incorrect, still it is quite impossible to grant such half section to the Canadian Pacific Railway Company, as a patent has already been issued therefor to Henry A. Ruttan, as stated in my said letter of the 16th ultimo.

I am to add that the report of the agent of Dominion lands at Birtle, explaining why the half section in question was sold by him, has not yet been received here.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 17th June, 1885.

SIR,—With reference to your letter of the 15th May last, respecting S.  $\frac{1}{2}$  Section 23, Township 13, Range 24, west of 1st Meridian, sold by the agent of Dominion lands to one Mr. Henry Ruttan. You state in your letter that "so far as the data in this Department show, he (Dominion lands agent) was justified in selling the land, as it is situated immediately without the twenty-four mile belt of the railway." I would respectfully point out that this section appears within the railway belt as laid down by the Department on the official map forwarded to me by the Deputy Minister on the 1st August, 1882. This map was forwarded by me to the land commissioner, and acted upon by him. Under these circumstances, I hope there will be no difficulty in confirming the company in the title thereto. As I have already stated, the whole section was disposed of by the company on the 4th March, 1882.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

P. B. DOUGLAS, Esq., Assistant Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 26th June, 1885.

SIR,—With reference to my letters  $\frac{85157}{2030}$  of 27th April, 1885, and  $\frac{85934}{2030}$  of 16th May, 1885, informing you that patents for certain lands in Manitoba and the North-West Territories could not issue to the Canadian Pacific Railway Company until enquiries had been made concerning them, owing to the township plans showing them to be either squatted upon or used for other purposes, I am directed by the Minister of the Interior to inform you that satisfactory answers, favorable to the company, have been received, and that patents are now issuing to your company for the following lands, namely:—

Section.	Township.	Range.	Meridian.
19, N. $\frac{1}{2}$ 23 and 27.....	8	18 West	1st.
N. $\frac{1}{2}$ and S.E. $\frac{1}{4}$ 1, N.E. $\frac{1}{4}$ 9 and 35....	9	18 do	do
Fractional 1, and S. $\frac{1}{2}$ of 31. ....	10	18 do	do
23 and 35.....	10	21 do	do
5, 9 and 15.....	10	22 do	do
N. $\frac{1}{2}$ of 7.....	11	17 do	do
17.....	17	27 do	2nd
1.....	8	3 do	4th

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

MONTREAL, 1885.

Received from the Honorable the Minister of the Interior eleven letters patent to the Canadian Pacific Railway Company, covering the following lands, viz. :—

Section.	Township.	Range.	Meridian.
Whole 3.....	7	16 West	1st.
do 23.....	13	16 do	do
N.W. $\frac{1}{4}$ 9.....	13	20 do	do
Whole 27.....	4	20 do	do
do 5.....	5	21 do	do
do 27.....	5	19 do	do
do 27.....	5	20 do	do
do 7.....	22	14 do	2nd
do 35.....	18	10 do	do
do 17.....	18	17 do	do
do 27..... } W. $\frac{1}{2}$ & N.E. $\frac{1}{4}$ 9 }	24	1 do	5th

*Secretary Canadian Pacific Railway Company.*

OTTAWA, 19th June, 1885.

SIR,—I am directed by the Minister of the Interior to enclose herewith eleven letters patent to the Canadian Pacific Railway Company, covering the land mentioned in the accompanying form of receipt, which please sign and return to me.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

DEPARTMENT OF THE INTERIOR, OTTAWA, 17th June, 1885.

SIR,—I am directed by the Minister of the Interior to enclose herewith eighty-two letters patent to the Canadian Pacific Railway Company, covering the land mentioned in the accompanying form of receipt, which please sign and return to me.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

OFFICE OF THE DOMINION LANDS COMMISSIONER, WINNIPEG, 30th May, 1885.

SIR,—In reply to your letter dated 10th instant, 86352 on 82030, I am directed by the commissioner to inform you that the records of this office do not show that any application has ever been filed here in reference to the W.  $\frac{1}{2}$  Section 17, 16, 22, west 2nd Meridian.

I have the honor to be, Sir, your obedient servant,

J. R. BURPÉ, *Secretary.*

Secretary Department of the Interior, Ottawa.

MONTREAL, 1885.

Received from the Honorable the Minister of the Interior, letters patent issued in the name of the Canadian Pacific Railway Company, covering the following lands :

Section.	Township.	Range.	Meridian.
Whole 5 .....	12	27 West	1st.
do 13 .....	12	23 do	do
do 13 .....	8	24 do	do
do Fractional S. $\frac{1}{2}$ 21.....	10	18 do	do
do 1, 15.....	9	25 do	do
do 17, 25.....	9	19 do	do
do 21, 23, 27.....	7	26 do	do
do 3, 9..... } do & N.W. $\frac{1}{4}$ 25 } .....	10	19 do	do
do 25.....	9	27 do	do
do 25, 33.....	7	27 do	do
do E. $\frac{1}{2}$ 5.....	15	26 do	do
do 7, 25.....	14	27 do	do
do 1.....	14	21 do	do
do 17.....	5	24 do	do
do 3.....	12	21 do	do
S. $\frac{1}{2}$ & N.E. $\frac{1}{4}$ 9.. } Whole 15, 19, 33 } .....	11	22 do	do
do 3.....	13	23 do	do
do 35.....	13	24 do	do
do 25, 27, 31.....	10	26 do	do
W. $\frac{1}{2}$ S.E. $\frac{1}{4}$ 35.....	11	26 do	do
Whole 5, 9, 21 and 23.....	11	28 do	do
do 15.....	12	28 do	do
S. $\frac{1}{2}$ 1..... } Whole 27..... } .....	13	15 do	do
do 9, W. $\frac{1}{2}$ 19.... } N. $\frac{1}{2}$ S.W. $\frac{1}{4}$ of 31..... } .....	14	15 do	do
N. $\frac{1}{2}$ of 13 and whole of 33 and 35.....	13	16 do	do
Whole 1 and S.W. $\frac{1}{4}$ 15.....	12	18 do	do
N.W. $\frac{1}{4}$ 3.....	15	1 East.	do
Whole 27.....	11	11 West.	do
S. $\frac{1}{2}$ 27.....	14	12 do	do
Whole 7 and 13.....	10	13 do	do
N. $\frac{1}{2}$ 35.....	12	14 do	do
Whole 1 and S. $\frac{1}{2}$ 17, and whole 9, and whole (Fractional) of 35.....	7	15 do	do
Whole 25 and 33.....	12	17 do	do
do 13 .....	11	20 do	do
do 19 .....	11	21 do	do
do (Fractional) 23. } do 27 and 35..... } .....	16	5 do	2nd.
do 3 and 5.....	19A	10 do	do
do 15, 23, 27.....	14	2 do	do
do 3 .....	16	4 do	do
do 27, 31.....	16	6 do	do
do 1, 3, 5, 7, 9..... } do 15, 17, 19, 21, 27, 31, 33. } .....	16	17 do	do
do 19.....	9	1 do	2nd.
do 17 .....	15	4 do	do
do 33.....	6	15 do	1st.
do (Frac'l) 19; whole (frac'l) 21.			

Section.	Township.	Range.	Meridian.
Whole (frac'l 23; whole (frac'l) 27..	7	22 West.	1st.
do 1, 31 .....	8	22 do	do
do 1, 3, 7, 15 .....	8	17 do	do
do 27, 31 .....	8	20 do	do
do 5, 15, 33 .....	9	20 do	do
do 19.....	8	19 do	do
do (Fractional) 33.....	10	20 do	do
do do 7 .....	9	22 do	do
do 15, 31.....	12	29 do	do
do 5, 17, 23.....	13	29 do	do
do 3, 7, 15, 17, 23.....	14	29 do	do
do 3, 5, 17.....	15	29 do	do
do 27.....	15	31 do	do
do 3, 23, 27, 33 .....	11	27 do	do
do 1, 13, 23.....	8	28 do	do
do 1, 3, 15, 31 .....	9	28 do	do
do 15, 19, 35 .....	10	28 do	do
do 21.....	13	28 do	do
do 23.....	14	28 do	do
do 17, 19 .....	10	29 do	do
do 1.....	12	27 do	do
do 35.....	5	21 do	do
do 33.....	9	21 do	do
do 15, 19, 25 .....	11	23 do	do
do 3.....	12	24 do	do
do 19.....	10	25 do	do
do 31 .....	9	26 do	do
do 5, 7, 13.....	11	26 do	do
do 3.....	14	25 do	do
do (Fractional) 5 } .....	11	25 do	do
do do 23 } .....			
do 5, 7, 15, 17, 19.....	13	30 do	do
do 23, 27, 35.....	13	31 do	do
do 25, 35.....	13	17 do	do
do 1, 23, 25 and 5.....	11	24 do	do
do 33 and N. $\frac{1}{2}$ of 7.....	11	16 do	do
do 3, S.E. $\frac{1}{4}$ and N.W. $\frac{1}{4}$ of 31.....	14	16 do	do
do 33, N.W. $\frac{1}{4}$ 13.....	11	18 do	do
do 5.....	12	22 do	do

*Secretary Canadian Pacific Railway Company.*

DEPARTMENT OF THE INTERIOR, OTTAWA, 6th June, 1885.

SIR,—I am directed by the Minister of the Interior to enclose herewith thirty-five letters patent to the Canadian Pacific Railway Company, covering the land mentioned in the accompanying form of receipt, which please sign and return to me.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

MONTREAL, 1885.

Received from the Honorable the Minister of the Interior letters patent, issued in the name of the Canadian Pacific Railway Company, covering the following lands, viz. :—

Section.	Township.	Range.	Meridian.
W. $\frac{1}{2}$ 27.....	14	26 West.	1st.
Whole 5.....	12	16 do	do
do 5.....5 } Fractional whole 23 } Whole 33..... }	7	17 do	do
do 1, 19, 33.....	7	16 do	do
do 5 and 9.....	7	14 do	do
do 19.....	6	19 do	do
do 15.....	7	19 do	do
do 31.....	4	20 do	do
do 1 and 3.....	12	23 do	do
do 21.....	7	18 do	do
do 5 and 9..... } Fractional whole 21. }	6	23 do	do
Whole 27.....	13	2 do	2nd.
do 17 and 27.....	15	2 do	do
do 23.....	14	3 do	do
do 5, 7, 31, 35.....	15	3 do	do
do (fractional) 23.....	15		
do do 27.....	15	4 do	do
do 5.....	14	5 do	do
do 31.....	15	7 do	do
do (Fractional) 23.....	15	8 do	do
do 19.....	5	2 do	do
do 7 and 23.....	13	1 do	do
do 3, 17, 19 } do 27, 31, 35 } do 23 and 27.....	14	1 do	do
do 3, 17, 23, ..... } do 27 frac. and 35 } do 3 and 5.....	16	2 do	do
do 3.....	17	7 do	do
do 3.....	19 A.	9 do	do
do 3.....	17	10 do	do
do 7.....	16	1 do	do
do 31 and 35.....	16	9 do	do
do 3, 5, 15 and 17.....	17	9 do	do
do 9, 13, 15 17, } do 21, 23, 25 27 } do 31, 33 and 35 }	15	17 do	do
do 3 and 5.....	17	17 do	do
do 27.....	17	23 do	do
do 3.....	16	24 do	do
Fractional 23, 27, 31 and 35.....	18	9 do	do

OTTAWA, 30th May, 1885.

SIR,—In reply to your letter of the 16th instant, I have the honor to inform you that this Department no longer requires Section 1, Township 8, Range 3, west of the 4th Meridian, as it has ceased to operate a farm in that locality.

I have the honor to be, Sir, your obedient servant,

L. VANKOUGHNET,

*Deputy of the Superintendent General of Indian Affairs.*

A. M. BURGESS, Esq., Deputy Minister of the Interior, Ottawa.

## DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE, REGINA, 22nd May, 1885.

SIR,—I have the honor to acknowledge the receipt of your letter, dated the 16th instant, No. 86352 on 82030-1, and, in reply, to inform you that there is no claim registered against Section 17, Township 16, Range 22, west of 2nd Meridian, and I know no reason why the land should not be included in the grant to the Canadian Pacific Railway.

I have the honor to be, Sir, your obedient servant,

W. H. STEPHENSON, *Agent Dominion Lands.*

The Secretary Department of the Interior, Ottawa.

OFFICE OF THE DOMINION LAND COMMISSIONER, WINNIPEG, 19th May, 1885.

SIR,—I am directed by the commissioner to acknowledge the receipt of your letter dated 27th ultimo, 85157 on 82030-1 enclosing copies of two letters, addressed to the agents for the Souris and Qu'Appelle districts, and enquiring whether the records of this office disclose anything in reference to the several parcels of lands mentioned therein.

In reply, I am to inform you that the only piece of land among the parcels in question, concerning which the records of this office afford any information, is the S. W.  $\frac{1}{4}$  Section 1, Township 9, Range 18, west Meridian, referred to in the surveyor general's letter of the 6th of March, 1882, ref. 27662, and of the 23rd of March, 1882, ref. 43326.

I have the honor to be, Sir, your obedient servant,

J. R. BURPÉ, *Secretary.*

The Secretary Department of the Interior, Ottawa.

## DEPARTMENT OF THE INTERIOR,

DOMINION LANDS OFFICE, BRANDON, 12th May, 1885.

SIR,—I have the honor to acknowledge the receipt of your letter, dated the 27th ultimo (ref. 85157 on 82030-1), and, in reply, beg to say that all of the lands therein mentioned are vacant, that the squatters referred to have either not applied for entries or have abandoned their claims, and that I know no reason why the lands should not be included in the grant to the Canadian Pacific Railway Company.

I have the honor to be, Sir, your obedient servant,

ARTHUR W. REYNOLDS, *Agent of Dominion Lands.*

The Secretary of the Department of the Interior, Ottawa.

*Telegram from Regina, N. W. T.*

To P. B. DOUGLAS, Assistant Secretary Department of the Interior.

OTTAWA, 7th May.

No claim in this office registered against seventeen, seventeen, twenty-seven.

W. H. STEPHENSON.

DEPARTMENT OF THE INTERIOR, OTTAWA, 16th May, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 30th ultimo, requesting that patents may issue in favor of the Canadian Pacific Railway Company for certain lands in Manitoba and the North-West Territories, and, in reply, to inform you that patents are now in course of preparation for the same.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 30th April, 1885.

SIR,—I have the honor to request, on behalf of this company, that patents may issue in its favor for the following lands:—

Section.	Township.	Range.	Meridian.
All 13.....	9	18 West.	1st.
do 5.....	9	19 do	do
do 27.....	11	20 do	do
do 17.....	12	16 do	do
do 23.....	13	16 do	do
do 19.....	19	21 do	2nd.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 16th May, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 21st ultimo, requesting that Section 35, in Township 19, Range 7, west of 2nd Meridian, which is marked as rejected on the schedules received here, may be included in the accepted list, and, in reply, to state that this correction will forthwith be made.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 21st April, 1885.

SIR,—I have the honor to request that Section 35, Township 19, Range 7, west of 2nd Meridian, which is marked as rejected by this company on the schedule transmitted to the Department, may be included in the accepted list.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 16th May, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 20th ultimo, requesting that patents may issue in favor of the Canadian Pacific Railway Company for Section 23, Township 12, Range 21, west of 1st Meridian, and Section 31, Township 15, Range 23, west of the 2nd Meridian, and, in reply, to inform you that patents are now in course of preparation for the same.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 20th April, 1885.

SIR,—I have the honor to request, on behalf of this company, that patents may issue in their favor for the following lands:—

Section.	Township.	Range.	Meridian.
23.....	12	21 West.	1st.
31.....	15	23 do	2nd.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 16th May, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 10th ultimo, requesting that patents may issue in favor of the Canadian Pacific Railway Company for certain lands in Manitoba and

the North-West Territories, and in reply to inform you that patents are now in course of preparation for the same, with the exception of the E.  $\frac{1}{2}$  of Section 25 Township 14, Range 25, west of the Principal Meridian, which has been disposed of by the Department, and for which a patent has issued.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY.

OFFICE OF THE SECRETARY, MONTREAL, 10th April, 1886.

SIR,—I have the honor to request, on behalf of the Canadian Pacific Railway Company, that patents may issue in their favor for the following lands:—

Section.	Township.	Range.	Meridian.
17 .....	8	17 West	1st.
15 .....	9	27 do	do
13 .....	12	19 do	do
N.W. $\frac{1}{4}$ of 9 .....	13	20 do	do
3 .....	13	27 do	do
E. $\frac{1}{2}$ of 25.....	14	25 do	do
27 .....	14	3 do	2nd.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

LIST No. 6.—*Lands for which Government Patents are required.*

Deed.	Township.	Range.	Meridian.	Section.
226 & 234	7	22	1st	All 27 previously applied for.
228	8	17	do	do 17
230	9	27	do	do 15
227	12	19	do	do 13
231	13	20	do	N.W. $\frac{1}{4}$ 9
232	13	27	do	All 3
233	14	25	do	E. $\frac{1}{2}$ 25
229	14	3	2nd	All 27

WINNIPEG, 1st April, 1885.

LAND DEPARTMENT, CANADIAN PACIFIC RAILWAY COMPANY,

WINNIPEG, MANITOBA, 1st April, 1885.

DEAR SIR,—I forward to you by separate registered packet, the undermentioned deeds (in duplicate) for execution, and enclose a list of lands for which Government patents are required.

No.	Section.	Township.	Range.	Meridian.
226, Robt. Sharman.....	S.W. $\frac{1}{4}$	27 7	22	1st.
227, John Fraser.....	S.E. $\frac{1}{4}$	13 12	19	do
228, William Lamb.....	E. $\frac{1}{2}$	17 8	17	do
229, M. Kennedy.....	W. $\frac{1}{2}$	27 14	3	2nd.
230, Robt. Gillon.....	All	15 9	27	1st.
231, Dan. Reid.....	N.W. $\frac{1}{4}$	9 13	20	do
232, Maj.-Gen. Hyde R. Pigott.....	All	3 13	27	do
233, Joseph Hanna.....	S.E.	25 14	25	do
234, Robt. Sharman.....	N.E.	27 7	22	do

8, Massey Manufacturing Co'y.... Lots 16-18, block 16, Gretna.

Yours faithfully,

J. H. McTAVISH, *Assistant Land Commissioner.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

DEPARTMENT OF THE INTERIOR, OTTAWA, 16th May, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 8th ultimo, enclosing a statement of corrections to be made in the schedule which accompanied your letter to Mr. Hall, of the 23rd December last, and in reply to state that these corrections will be made forthwith.

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 8th April, 1883.

SIR,—With my letter of the 23rd December last I had the honor to transmit schedules of lands which had been examined at that date, indicating such as it was proposed to accept and reject in terms of the company's contract.

I now beg to enclose statements of corrections, which further examination of the reports of the land department show to be necessary, and I shall be obliged if you will have the corrections made in the schedules sent you.

I have the honor to be, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

CORRECTIONS to List of Accepted and Rejected Lands West of 1st Principal Meridian,

Range.	Accepted.	Rejected.
	<i>Township 2.</i>	
1E 28	(S.W. 19), for examination ..... Add 7.....	
	<i>Township 3.</i>	
1E 5W	N.E. 19 ..... Should read W. 19, S. $\frac{1}{2}$ 27 .....	
	<i>Township 4.</i>	
1E 7W 10 34	Strike out N.E. 21, being homestead ..... For examination (N and S.W. 1, frac. 13)..... do (S.W. 13, frac. 17, frac. 19)..... For 21 and 33 read, frac. E. $\frac{1}{2}$ 21, frac. E. $\frac{1}{2}$ 33.....	
	<i>Township 5.</i>	
7 9 10	(27), for examination ..... (S.E. 3) do ..... Add S.W. 25.....	
	<i>Township 6.</i>	
5 6 10	N.E. 31 ..... For N. 25, read N. 27 ..... For examination (frac. 5, 7, 19, N.W. 21, N.W. 33).....	
	<i>Township 13.</i>	
2E 2W 3 6 7 32	Add (N. 35) for examination ..... For examination (N.E. 33, W. 25, N.E. 35)..... do (N. 31, N.E. 35) ..... do (N.E. 1, S.W. 13)..... do (E. 33)..... Accept all .....	

CORRECTIONS to List of Accepted and Rejected Lands West of 1st Principal Meridian.

Range.	Accepted.	Rejected.
	<i>Township 14.</i>	<i>Township 14.</i>
2E	For examination (N.W. 15) .....	
13	Add 1 .....	Strike out all.
	For examination (S. 3, S. and N.E. 5, N. and S.W. 7, 19)....	(Reserved for examination).
14	Add N.W. 19.....	
15	do 13.....	For N. and S.E. 13, read E. 13.
16	do 25.....	
19	For 1, read N. $\frac{1}{2}$ and S.E. 1.....	
22	For S. and N.W. 25, read W. 25.....	
	<i>Township 7.</i>	
11	Strike out N.E. 21, sold by Government.....	
15	For S. 9, read all 9; for all 17, read S. 17.....	
17	For all 13, read N. 13.....	
	<i>Township 8.</i>	<i>Township 8.</i>
21	For S. 33, read all 33 .....	Strike out N. 33, being Can. N.W. Land Co.
	<i>Township 9.</i>	<i>Township 9.</i>
17	All 15 .....	Strike out 15.
18	Strike out 21; E. 21 stands.....	
	<i>Township 10.</i>	<i>Township 10.</i>
9	For 3, read N. $\frac{1}{2}$ and S.E. $\frac{1}{4}$ 3....	
	For 9, read N. $\frac{1}{2}$ and S.E. $\frac{1}{4}$ 9.....	
14	For N. 23, read all 23 .....	
15	Add W. 23.....	Add 15.
19	do 25.....	
23	Strike out 25.....	
24	For all 5, read N. $\frac{1}{2}$ and S.E. 5, for examination .....	
	<i>Township 11.</i>	<i>Township 11.</i>
3	N.E. 33, add.....	
6	.....	Add S.E. 7.
14	For all 27, read E. 27.....	
20	Included twice; strike out first insertion.....	
22	Include 1 .....	Strike out 1.
	<i>Township 12.</i>	
14	For N.W. 35, read N. $\frac{1}{2}$ 35.....	
34	Frac. 1, frac. 13, frac. 25, insert.....	
	<i>Township 15.</i>	
3E	For examination (3, 5, 9, 17; S. 21) .....	
9	do (W. 7, N. 27).....	
11	do (S.W. 9) .....	

## CORRECTION to List of Accepted and Rejected Lands West of the 2nd Principal Meridian.

Range.	Accepted.	Rejected.
	<i>Township 6.</i>	<i>Township 6.</i>
6	Strike out 17, 19 .....	Add 17, 19.
	<i>Township 8.</i>	<i>Township 8.</i>
12	Add to list 3, 13, 17, 19, 21, 23, 25, 31, 33, 35.....	Add 17.
13	Strike out 17 .....	
	<i>Township 9.</i>	<i>Township 9.</i>
13	Strike out 31 .....	Add 31.
17	For examination.....	do 23.
19	.....	
	<i>Township 11.</i>	<i>Township 11.</i>
1	Strike out 35.....	Add 35.
	<i>Township 12.</i>	<i>Township 12.</i>
16	Strike out 21.....	Insert 21.
25	For examination (31, 33, 35) .....	
26	do (35) .....	
27	do (33, 35) .....	
	<i>Township 19.</i>	
2	35 outside belt .....	
	<i>Township 19A.</i>	
1-12	Should be south halves of 7 and 9 .....	
	<i>Township 20.</i>	
16-17	Should be south portions of 19, 21, 23.....	
	<i>Township 21.</i>	<i>Township 21.</i>
11	25 is outside belt .....	
16	Add fractions 13, 15 and 17 .....	
18	do 15, 17 .....	Withdraw 15, 17, being C. N.-W
23	do 1 .....	Land Col. S.

C. P. R. LAND DEPARTMENT, WINNIPEG, 17th March, 1885.

DEPARTMENT OF THE INTERIOR, OTTAWA, 16th May, 1885.

SIR,—I am directed by the Minister to instruct you to inform me, without delay, on what grounds you made the sale to Mr. Henry N. Ruttan of the S.  $\frac{1}{2}$  of Section 23, Township 13, Range 24, west of 1st Meridian, on the 16th November, 1882, as it appears that the whole of this section was sold by the Canadian Pacific Railway Company in March of the same year.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

Agent of Dominion Lands, Birtle, Man.

DEPARTMENT OF THE INTERIOR, OTTAWA, 16th May, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 1st ultimo, enclosing a copy of a letter from

your company's land commissioner, respecting a claim to the S.  $\frac{1}{2}$  of Section 23, Township 13, Range 24, west of 1st Meridian, and, in reply, to state that the agent of Dominion lands reported this land as a sale to Henry N. Ruttan. That it was sold to him on the 16th of November, 1882. And, further, that a patent for the same issued to Mr. Ruttan on the 3rd July, 1884.

The agent of Dominion lands will be written to for his reasons for making this sale, although, so far as the dates in this Department shows, he was justified in so doing, as the land is situated immediately without the 24-mile belt of the railway.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 1st April, 1885.

SIR,—I beg to enclose copy of a letter from this company's land commissioner, dated 26th March, respecting S.  $\frac{1}{2}$  Section 23, Township 13, Range 24, west, 1st Meridian, upon which a claim is made under a sale by the Dominion lands agent at Birtle. The section in question having been already disposed of by this company, I shall be obliged if you will have the same confirmed and the claim removed.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. M. BURGESS, Esq., Deputy Minister of the Interior, Ottawa.

WINNIPEG, 26th March, 1885.

DEAR SIR,—Claim has been made to the S.  $\frac{1}{2}$  Section 23, Township 13, Range 24, 1st Meridian, under a sale by the Dominion lands agent, Birtle, to Henry N. Ruttan, dated 16th November, 1882.

This is clearly within our belt and there has never been any question as to its being so.

It is shown on the old maps of the Department of the Interior as falling to the Canadian Pacific Railway, and was not reported by the Dominion lands agent as having been disposed of in any way when we made inquiries previous to placing our lands on the market.

The whole section was sold by us on the 4th March, 1882, and application should be made to the Government to confirm the company in its title.

Yours truly,

J. H. McTAVISH, *Land Commissioner.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

DEPARTMENT OF THE INTERIOR, OTTAWA, 16th May, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 28th March last, requesting that a patent may issue in favor of the Canadian Pacific Railway Company, for the W.  $\frac{1}{2}$  and N.E.  $\frac{1}{4}$  of Section 9, in Township 24, Range 1, west of the 5th Meridian, and, in reply, to inform you that a patent to said company for the lands mentioned is now in course of preparation.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 28th March, 1885.

SIR,—I beg to apply, on behalf of this company, for a patent for the W.  $\frac{1}{2}$  and N.E.  $\frac{1}{4}$  Section 9, Township 24, Range 1, west of the 5th Meridian.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

## DEPARTMENT OF THE INTERIOR, OTTAWA, 10th May, 1885.

SIR,—With reference to your memorandum of the 26th March last, requesting that the enclosures with your letter of the 4th February last be returned to you, I have the honor, by direction of the Minister, to enclose the same, herewith, being descriptions of right of way of the Stonewall Branch of the Canadian Pacific Railway across the following lands, namely:—

Section.	Township.	Range.	County.
N.W. $\frac{1}{4}$ 11.....	12	2 East.	Selkirk.
S.E. $\frac{1}{4}$ 3 .....	13	2 do	Lisgar.
N.E. $\frac{1}{4}$ 29 .....	13	2 do	do
S.E. $\frac{1}{4}$ 29.....	13	2 do	do
S.W. $\frac{1}{4}$ 29.....	13	2 do	do
N.W. $\frac{1}{4}$ 29.....	13	2 do	do

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

A. P. BRADLEY, Secretary Department Railways and Canals, Ottawa.

(Memorandum.)

To P. B. DOUGLAS, Esq.

Will you please return enclosure No. 35719, enclosed to you with our letter dated 4th February, last, to which you reply 24th inst. No. 84610.

A. P. BRADLEY, *Secretary.*

*Answer.*  
Enclosures returned.

## DEPARTMENT OF THE INTERIOR, OTTAWA, 10th May, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 26th March last, requesting that a patent may issue in favor of the Canadian Pacific Railway Company for Section 9, Township 14, Range 18, west of the Principal Meridian, and, in reply, to inform you that a patent for that section to your company is now in course of preparation.

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 26th March, 1885.

SIR,—I have the honor to request, on behalf of the Canadian Pacific Railway Company, that patents may issue in their favor for the following land:—All Section 9, Township 14, Range 18, west 1st Meridian.

I am, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

## DEPARTMENT OF THE INTERIOR, OTTAWA, 10th May, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of the 21st March last, asking that patents may issue in favor of the Canadian Pacific Railway Company, for certain lands in Manitoba and the North-West Territories, and, in reply, to inform you that patents are now in course of preparation for the lands in question, with the exception of Section 5, Township 22, Range 1, west of the 5th Meridian, the plan of which township has not yet been received here.

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 21st March, 1885.

SIR,—I have the honor to request, on behalf of the Canadian Pacific Railway Company, that patents may issue in their favor for the following lands:—

Section.	Township.	Range.	Meridian.
All 3.....	7	16 West.	1st.
do 5.....	14	12 do	do
S. W. $\frac{1}{4}$ 25 .....	14	18 do	do
All 25.....	14	3 do	2nd.
do 3.....	15	4 do	do
do 5.....	22	1 do	5th.

I have the honor to be, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 1st May, 1885.

SIR,—I have the honor, by direction of the Minister, to enclose herewith a copy of a letter addressed to the agent of Dominion lands for Qu'Appelle district, in relation to the W.  $\frac{1}{2}$  of Section 17, in Township 16, Range 22, west of the 2nd Meridian, asked for by the Canadian Pacific Railway Company, and part of which is shown by the township plan to have been ploughed.

I am to ask you if any information respecting the land in question has ever been recorded in your office, or if any application has been filed with you in regard to the same.

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

H. H. SMITH, Esq., Commissioner of Dominion Lands, Winnipeg.

DEPARTMENT OF THE INTERIOR, OTTAWA, 10th May, 1885.

SIR,—I have the honor, by direction of the Minister, to request you to inform me, without delay, whether or not the W.  $\frac{1}{2}$  of Section 17, in Township 16, Range 22, west of the 2nd Meridian, is vacant, as the township plan shows ploughing to have been done on a part of this half-section.

If no entry has been made therefor, do you know any reason why this land should not be included in the grant to the Canadian Pacific Railway Company?

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

Agent of Dominion Lands, Regina, N.W.T.

DEPARTMENT OF THE INTERIOR, OTTAWA, 10th May, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to acknowledge the receipt of your letter of 16th March, requesting that patents may issue in favor of the Canadian Pacific Railway Company for certain lands in Manitoba and the North-West Territories.

In answer, I am to state that patents are now in course of preparation for the lands in question, with the exception of the N.W.  $\frac{1}{4}$  of Section 35, in Township 13, Range 22, west of 1st Meridian, which has been disposed of by the Department, and the W.  $\frac{1}{2}$  of Section 17, Township 16, Range 22, west of 2nd Meridian, which the township plan shows to have been occupied by a squatter.

With reference to this latter half-section, I may state that the Dominion lands agent and commissioner of Dominion lands have both been written to respecting it. If found vacant it will be patented to the company.

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

## THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 16th March, 1885.

SIR,—I have the honor to request, on behalf of the Canadian Pacific Railway Company, that patents may issue in their favor for the following lands :—

Section.	Township.	Range.	Meridian.
All 35 .....	10	22 West	1st
S $\frac{1}{2}$ 21.....	10	18 do	do
All 13.....	12	23 do	do
All 5.....	12	27 do	do
S $\frac{1}{2}$ and N. W. $\frac{1}{4}$ 35 .....	13	22 do	do
All 15 and 9.....	13	23 do	do
All 9.....	15	26 do	do
All 17.....	16	22 do	2nd

I have the honor to be, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 10th May, 1885.

SIR,—I have the honor, by direction of the Minister of the Interior, to ask you to be good enough to inform me if Section 1, in Township 8, Range 3, west of the 4th Meridian, is still used as an Indian farm, as the official plan of this township shows it to be appropriated for that purpose. The secretary of the Canadian Pacific Railway Company has applied for a patent for this section, the land lying within that railway's 48-mile belt, and he has been informed that the plan of the township in question shows the land applied for to have been used as an Indian farm, and that no action can be taken in relation thereto until enquiry has been made of you as to whether it is now so used or not.

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

L. VANCOUGHNET, Esq., Deputy of the Superintendent General of Indian Affairs.

DEPARTMENT OF THE INTERIOR, OTTAWA, 16th May, 1885.

SIR,—With reference to your letter of the 6th March last, enclosing schedule of lands required by the Canadian Pacific Railway Company, and asking that patents may issue therefor in its favor, I have the honor, by direction of the Minister, to inform you that patents are now in course of preparation for the same, with the exception of the N. E.  $\frac{1}{4}$  of Section 27, in Township 14, Range 26, west of 1st Meridian, which has already been disposed of, and Section 1, Township 8, Range 3, west of the 4th Meridian, which is, according to the official plan of this township, an Indian farm.

Before any steps can be taken to issue to your company a patent for this last-mentioned section, enquiry will be made of the Indian Department if this land is used as the plan denotes.

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

## THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 6th March, 1885.

SIR,—I have the honor to request, on behalf of this company, that patents may issue in their favor for the lands mentioned in the attached list.

I have the honor to be, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

LIST of Lands Deeded by Canadian Pacific Railway Company, and Government Patents required.

Tp.	R.	M.	Sections.	Patent required.
4	20	1	S $\frac{1}{4}$ and NW $\frac{1}{4}$ 27.....	All 27.
5	19	1	SW $\frac{1}{2}$ 27.....	All 27.
5	20	1	SW $\frac{1}{4}$ 27.....	All 27.
5	21	1	SW $\frac{1}{2}$ 5.....	All 5.
5	22	1	SW $\frac{1}{4}$ 17.....	All 17.
7	25	1	W $\frac{1}{2}$ 31.....	All 31.
9	19	1	E $\frac{1}{2}$ 33.....	All 33.
12	16	1	NW 5.....	All 5.
12	21	1	All 17.....	All 17.
12	21	1	All 19.....	All 19.
14	26	1	NW $\frac{1}{4}$ 27.....	N $\frac{1}{2}$ and W $\frac{1}{2}$ SW 27.
9	1	2	SW 19.....	All 19.
15	4	2	SE 17.....	All 17.
8	3	4	All 1.....	All 1.
.....	.....	.....	All 3.....	All 3.
.....	.....	.....	NW $\frac{1}{4}$ 25.....	All 25.
.....	.....	.....	All 13.....	All 13.

DEPARTMENT OF THE INTERIOR, OTTAWA, 27th April, 1885.

SIR.—I have the honor, by direction of the Minister, to acknowledge the receipt of your letter of the 17th of February last, enclosing a schedule of lands required by the Canadian Pacific Railway Company, and asking that patents should issue therefor in its favor.

In answer, I am to state that patents are now in course of preparation for the lands mentioned in the said schedule, with the exception of the following, that is to say:—

Section.	Township.	Range.	Meridian.
All of 15, 17, 19, 21, 23, and 33.....	2	27 West	1st.
S. $\frac{1}{2}$ 17 and S. $\frac{1}{2}$ 19.....	3	3 do	do
All of 23.....	3	4 do	do
W. $\frac{1}{2}$ of 19.....	3	5 do	do
N.W. $\frac{1}{4}$ of 23 and W. $\frac{1}{2}$ of 27.....	8	18 do	do
S. $\frac{1}{2}$ of 1.....	9	18 do	do
N.E. $\frac{1}{4}$ of 9 and W. $\frac{1}{2}$ of 1.....	10	18 do	do
W. $\frac{1}{2}$ of 25.....	10	21 do	do
All of 5, N.W. $\frac{1}{4}$ of 9 and E. $\frac{1}{2}$ of 15... ..	10	22 do	do
N.W. $\frac{1}{4}$ of 7.....	11	17 do	do
S. $\frac{1}{2}$ of 17.....	17	27 do	2nd.
All of 13.....	26	5 do	5th.

I am also to state, with referencē to these lands, that those in Township 2, Range 27 west of 1st Meridian, Township 3, Range 3 west, Township 3, Range 4 west, and Township 3, Range 5 west, are in the Manitoba and South-Western Railway belt. That Township 26, Range 5 west of 5th Meridian, is not surveyed, and that with respect to the other lands, I have written to the Dominion lands agents and the Commissioner of Dominion lands, enquiring whether any entries have been made or applications filed in relation to the same, as the township plans show them to have been squatted upon.

Section 35, in Township 2, Range 27 west, 1st Meridian, Sections 13 and 21, in Township 2, Range 28 west, and Sections 15, 17 and 21, in Township 2, Range 30

west although being in the Manitoba and South-Western Railway Company's belt, have been granted to the Canadian Pacific Railway Company for special reasons.

I have the honor to be, Sir, your obedient servant,

A. M. BURGESS, *Deputy Minister of the Interior.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

DEPARTMENT OF THE INTERIOR, OTTAWA, 27th April, 1885.

SIR,—I have the honor, by direction of the Minister, to enclose herewith copies of two letters, addressed to the Dominion lands agents for Souris and Qu'Appella districts, in relation to certain lands in odd-numbered sections, asked for by the Canadian Pacific Railway Company, and which are shown, by the township plans, to have been squatted upon.

I am to ask you if any information respecting the lands in question has ever been recorded in your office, or if any applications have been filed with you in regard to any of them.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

H. H. SMITH, Esq., Commissioner of Dominion Lands, Winnipeg.

DEPARTMENT OF THE INTERIOR, OTTAWA, 27th April, 1885.

SIR,—I have the honor, by direction of the Minister, to instruct you to inform me, without delay, if the S.  $\frac{1}{2}$  of Section 17, in Township 17, Range 27, west of the 2nd Meridian, is vacant.

The township plan shows a house built and land ploughed on this half section.

If no entry has been made therefor, do you know any reason why this land should not be included in the grant to the Canadian Pacific Railway Company?

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

Agent of Dominion Lands, Regina, N.W.T.

DEPARTMENT OF THE INTERIOR, OTTAWA, 27th April, 1885.

SIR,—I have the honor, by direction of the Minister, to instruct you to inform me, without delay, if the following lands are vacant. The N.W.  $\frac{1}{4}$  of Section 23, and the W.  $\frac{1}{2}$  of 27, in Township 8, Range 18, west of 1st Meridian; the S.  $\frac{1}{2}$  of 1, and the N.E.  $\frac{1}{4}$  of 9, in Township 9, Range 18, west of 1st Meridian; the W.  $\frac{1}{2}$  of 1, in Township 10, Range 18, west of 1st Meridian; the W.  $\frac{1}{2}$  of 25, in Township 10, Range 21, west of 1st Meridian; the whole of 5, the N.W.  $\frac{1}{4}$  of 9, and the E.  $\frac{1}{2}$  of 15, in Township 10, Range 22, west of 1st Meridian, and the N.W.  $\frac{1}{4}$  of 7, in Township 11, Range 17, west of 1st Meridian.

The township plan of Township 8, Range 18, west, shows on the N.W.  $\frac{1}{4}$  of 23 one acre ploughed by one John Screech; the N.W.  $\frac{1}{4}$  of 27, 5 acres ploughed and a house in course of erection by one A. C. Killam; the S.W.  $\frac{1}{4}$  of 27, 10 acres ploughed and a log house erected by one C. H. Killam. On the plan of Township 9, Range 18 west, the S.W.  $\frac{1}{4}$  of 1, shows land ploughed; the S.E.  $\frac{1}{4}$  of 1, land ploughed by one Chas. Stewart, and the N.E.  $\frac{1}{4}$  of 9, land ploughed by one S. F. McKay. On the plan of Township 10, Range 18 west, the S.W.  $\frac{1}{4}$  of 1 shows houses erected by one Wm. Currie; the N.W.  $\frac{1}{4}$  of 1, a house erected and land ploughed. On the plan of Township 10, Range 21 west, the W.  $\frac{1}{2}$  of 25 shows land ploughed. On the plan of Township 10, Range 22 west, the whole of 5, the N.W.  $\frac{1}{4}$  of 9, and the S.E.  $\frac{1}{4}$  of 15, shows land ploughed, and the N.E.  $\frac{1}{4}$  of 15, land ploughed and a house erected. On the books in this office the N.W.  $\frac{1}{4}$  of Section 7, Township 11, Range 17 west, is entered to one Robert Carter, as a homestead, dated 21st April, 1879.

Have those, whose names appear as squatters on the township plans above mentioned, ever applied to make entries?

If they have not, and the other lands are vacant, do you know any reason why these lands should not be included in the grant to the Canadian Pacific Railway Company?

I have the honor to be, Sir, your obedient servant,  
P. B. DOUGLAS, *Assistant Secretary.*

Agent of Dominion Lands, Brandon, Manitoba.

THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 17th February, 1885.

SIR.—I have the honor to request, on behalf of this company, that patents may issue in their favor for the lands mentioned in the attached lists.

I have the honor to be, Sir, your obedient servant,  
C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

LIST of Land Deeded by Canadian Pacific Railway Company, and Government Patents required.

WEST OF FIRST MERIDIAN.

TOWNSHIP 2.					TOWNSHIP 6.				
Range.	Section.	Con.	Deed.	Patent required.	Range.	Section.	Con.	Deed.	Patent required.
27	All 15 .....	0196	153	15.	15	All 33.....	15	51	33.
	All 17.....	0196	153	17.	19	W $\frac{1}{2}$ 19.....	0133	15	19.
	All 19.....	0196	153	19.	23	All 5.....	484	174	5.
	All 21.....	0196	153	21.		All 9.....	73	149	9.
	All 23.....	0196	153	23.		W $\frac{1}{2}$ 21.....	403	184	21.
	All 33.....	0196	153	33.					
	All 35.....	0197	154	35.					
28	All 13.....	0197	154	13.					
	All 21.....	0197	154	21.					
30	All 15.....	0197	154	15.					
	All 17.....	0197	154	17.					
	All 21.....	0197	154	21.					
TOWNSHIP 3.					TOWNSHIP 7.				
3	S $\frac{1}{2}$ 17.....	0021	54	S $\frac{1}{2}$ 17.	14	NE $\frac{1}{4}$ 5.....	1543	115	5.
	S $\frac{1}{2}$ 19.....	0023	55	S $\frac{1}{2}$ 19.		NE $\frac{1}{4}$ 9.....	1544	166	9.
4	All 23.....	0032	70	23.	15	NW $\frac{1}{4}$ 1.....	950	135	1.
5	W $\frac{1}{2}$ 19.....	0151	36	W 19.		SE $\frac{1}{4}$ 9.....	205	101	9.
						SW $\frac{1}{4}$ 17.....	106	102	S $\frac{1}{2}$ 17.
						SE $\frac{1}{4}$ 35.....	2137	164	} 35.
						SW $\frac{1}{4}$ 35.....	2140	116	
					16	SW $\frac{1}{4}$ 1.....	165	138	1.
						All 19.....	56	66	19.
						SW $\frac{1}{2}$ 33.....	204	49	33.
					17	N $\frac{1}{2}$ 5.....	119	173	5.
						SW 23.....	7	167	} 23.
						SE 23.....	238	168	
						E 33.....	186	113	33.
					18	NE $\frac{1}{4}$ 21.....	1480	195	21.
					19	SW $\frac{1}{4}$ 15.....	34	105	15.
					22	W $\frac{1}{2}$ 19.....	193	152	19.
						All 21.....	122	57	21.
						All 23.....	299	77-79	23.
						SE 27.....	88	199	27.
					26	All 21.....	131	86	21.
						All 23.....	129	87	23.
						All 27.....	130	88	27.
					27	All 25.....	132	85	25.
						N $\frac{1}{2}$ 33.....	583	82	33.

LIST of Land Deeded by Canadian Pacific Railway Company, &c.—Continued.  
WEST OF FIRST MERIDIAN—Continued.

TOWNSHIP 8.

Range.	Section.	Con.	Deed	Patent required.
17	NW $\frac{1}{4}$ 1.....	735	169	1.
	NW $\frac{1}{4}$ 3.....	692	160	3.
18	W $\frac{1}{2}$ 7.....	23	71	7.
	NW $\frac{1}{4}$ 15.....	103	176	15.
19	SW $\frac{1}{4}$ 19.....	0049	48	19.
	N $\frac{1}{2}$ 23.....	11	11-50	N $\frac{1}{2}$ 23.
20	All 27.....	598	139	27.
	N $\frac{1}{2}$ 19.....	31	175	19.
22	All 27.....	400	194	17.
	All 31.....	411	186	31.
24	NW $\frac{1}{4}$ 1.....	257	73	1.
	NW $\frac{1}{4}$ 31.....	0146	25	31.
28	All 13.....	1570	107	13.
	E $\frac{1}{2}$ 1.....	768	119	1.
28	SE $\frac{1}{4}$ 13.....	771	148	13.
	NW $\frac{1}{4}$ 23.....	766	93	23.

TOWNSHIP 9.

18	NE $\frac{1}{4}$ 1.....	918	180	1.
	NE $\frac{1}{4}$ 9.....	272	42	NE 9.
19	E $\frac{1}{2}$ 35.....	718	109	35.
	NW $\frac{1}{4}$ 35.....	719	110	35.
20	NE $\frac{1}{4}$ 25.....	353	197	25.
	SE $\frac{1}{4}$ 25.....	88	83	25.
21	All 17.....	243	157	17.
	W $\frac{1}{2}$ 5.....	946	34	5.
22	NE $\frac{1}{4}$ 15.....	149	46	15.
	NE $\frac{1}{4}$ 33.....	115	62	33.
23	NE $\frac{1}{4}$ 33.....	1611	191	33.
	SE $\frac{1}{4}$ 33.....	1665	155	33.
25	SW $\frac{1}{4}$ 7.....	1732	17	7.
	All 1.....	764	35	1.
27	All 15.....	0143	22	15.
	NW $\frac{1}{4}$ 31.....	2205	146	31.
28	NE $\frac{1}{4}$ 25.....	1985	145	25.
	NW $\frac{1}{4}$ 25.....	2029	144	25.
28	S $\frac{1}{2}$ 1.....	2036	118	1.
	NE $\frac{1}{4}$ 3.....	2456	134	3.
28	All 15.....	0169	65	15.
	All 31.....	0169	65	31.

TOWNSHIP 10.

13	SW $\frac{1}{4}$ 7.....	144	163	7.
	E $\frac{1}{2}$ 7.....	145	168	
18	SE $\frac{1}{4}$ 13.....	1816	92	13.
	All 1.....	717	108	1.
19	S $\frac{1}{2}$ 31.....	218	140	S 31.
	All 3.....	1	16	3.
20	All 9.....	306	33	NW 25.
	SE $\frac{1}{4}$ 13.....	348	41	
20	NW $\frac{1}{4}$ 25.....	232	2	25.
	SW $\frac{1}{4}$ 33.....	1190	114	

TOWNSHIP 10—Concluded.

Range.	Section.	Con.	Deed.	Patent required.
21	W $\frac{1}{2}$ 23.....	1483	136	23.
	SW $\frac{1}{4}$ 25.....	355	36	25.
22	All 5.....	283	53	5.
	S $\frac{1}{2}$ 9.....	155	132	9.
25	SW $\frac{1}{4}$ 15.....	4	131	15.
	All 19.....	1294	190	19.
26	W $\frac{1}{2}$ 25.....	0191	127	25.
	All 27.....	2478	61	27.
28	All 31.....	0169	65	31.
	All 15.....	0169	65	15.
29	All 19.....	0169	65	19.
	All 35.....	0169	65	35.
29	E $\frac{1}{2}$ 17.....	0169	65	17.
	N $\frac{1}{2}$ 19.....	0169	65	19.

TOWNSHIP 11.

11	N and SE 27...	0185	104	27.
16	NW 7.....	291	27	N $\frac{1}{2}$ 7.
	S $\frac{1}{2}$ 33.....	1836	192	33.
17	N $\frac{1}{2}$ 7.....	112	63	N $\frac{1}{2}$ 7.
	NW $\frac{1}{4}$ 13.....	54	165	NW 13.
20	All 33.....	216	124	33.
	E $\frac{1}{2}$ 13.....	76	133	13.
21	SE $\frac{1}{4}$ 19.....	690	159	19.
	S $\frac{1}{2}$ 9.....	93	29	S $\frac{1}{2}$ and NE 9.
22	S $\frac{1}{2}$ 15.....	788	103	15.
	All 19.....	92	28	19.
23	N $\frac{1}{2}$ 33.....	320	185	33.
	W $\frac{1}{2}$ 15.....	427	5	15.
24	W $\frac{1}{2}$ 19.....	657	69	19.
	NE $\frac{1}{4}$ 25.....	602	20	25.
25	All 1.....	607	68	1.
	All 23.....	617	67	23.
26	All 25.....	618	23	25.
	All 35.....	622	24	35.
27	W $\frac{1}{2}$ 5.....	0169	65	5.
	NE $\frac{1}{4}$ 23.....	0191	129	23.
28	W $\frac{1}{2}$ 23.....	0193	130	23.
	All 5.....	0169	65	5.
29	All 7.....	0169	65	7.
	SW 13.....	773	171	13.
27	All 3.....	0169	65	3.
	All 23.....	0169	65	23.
28	All 27.....	1578	189	27.
	SE 33.....	1679	198	33.
28	E 5.....	1368	75	5.
	NE $\frac{1}{4}$ 9.....	1344	162	9.
28	NE $\frac{1}{4}$ 21.....	969	90	21.
	All 23.....	0169	65	23.

TOWNSHIP 12.

14	NW $\frac{1}{4}$ 35.....	0132	14	N $\frac{1}{2}$ 35.
16	NW $\frac{1}{4}$ 1.....	1815	123	1.

LIST of Land Deeded by Canadian Pacific Railway Company, &c.—Continued.  
WEST OF FIRST MERIDIAN—Concluded.

TOWNSHIP 12—Concluded.					TOWNSHIP 13—Concluded.					
Range.	Section.	Con.	Deed.	Patent required.	Range.	Section.	Con.	Deed.	Patent required.	
17	SW $\frac{1}{4}$ 15.....	303	181	SW 15.	31	All 23.....	0170	.....	23.	
	All 25.....	1517	11	25.		All 27.....	0170	.....	27.	
	SE $\frac{3}{4}$ 3.....	176	182	33.		All 35.....	0170	.....	35.	
21	E 3.....	729	72	3.						
23	N 1.....	1172	19	} 1.						
	SW $\frac{1}{4}$ 1.....	1173	18							
	All 3.....	467	117		3.					
22	S $\frac{1}{4}$ 5.....	1430	89	5.						
24	E $\frac{1}{4}$ 3.....	667	84	3.						
27	S $\frac{1}{4}$ 1.....	992	161	1.						
28	NE $\frac{1}{4}$ 15.....	1033	76	15.						
29	All 15.....	0169	65	15.						
	All 31.....	0169	65	31.						
TOWNSHIP 13.					TOWNSHIP 14.					
15	SW $\frac{1}{4}$ 1.....	943	141	} S $\frac{1}{2}$ 1.	12	SW $\frac{1}{4}$ 27.....	1374	178	S $\frac{1}{2}$ 27.	
	SE $\frac{1}{4}$ 1.....	947	142			15	NW $\frac{1}{4}$ 9.....	952	47	9.
	N $\frac{1}{2}$ 27.....	167	177		27.		SW $\frac{1}{4}$ 19.....	571	150	W $\frac{1}{2}$ 19.
16	NE $\frac{1}{4}$ 13.....	1188	31	N $\frac{1}{2}$ 13.		NW $\frac{1}{4}$ 31.....	596	40	} N and SW 31.	
	NE $\frac{1}{4}$ 33.....	1452	94	33.		NE $\frac{1}{4}$ 31.....	43	120		
	W $\frac{1}{4}$ 35.....	127	183	35.		S $\frac{1}{4}$ 33.....	70	44		
17	E $\frac{1}{4}$ 25.....	1880	128	25.	16	N $\frac{1}{2}$ 3.....	368	143	3.	
	E $\frac{1}{4}$ 35.....	2097	100	35.		SE $\frac{1}{4}$ 31.....	948	151	SE and NW 31.	
23	S $\frac{1}{4}$ 3.....	699	1	3.	21	S $\frac{1}{4}$ 1.....	2241	43	1.	
24	SE $\frac{1}{4}$ 35.....	1114	193	35.	25	All 3.....	1304	121	3.	
28	SE $\frac{1}{4}$ 21.....	1150	112	21.	26	NW $\frac{1}{4}$ 35.....	1583	179	W $\frac{1}{2}$ and SE 35.	
29	SW $\frac{1}{4}$ 5.....	709	156	5.	27	W $\frac{1}{2}$ 7.....	0139	21	7.	
	E $\frac{1}{4}$ 17.....	0169	65	17.		All 25.....	1744	39	25.	
	N $\frac{1}{2}$ 23.....	0169	65	23.	28	All 23.....	813	59-60	23.	
30	S $\frac{1}{4}$ 3.....	.....	.....	.....	29	All 3.....	0183	96	3.	
	All 5.....	0170	66	5.		All 7.....	0183	96	7.	
	All 7.....	0170	.....	7.		All 15.....	0183	96	15.	
	All 15.....	0170	.....	15.		All 17.....	0183	96	17.	
	All 17.....	0170	.....	17.		All 23.....	0183	96	23.	
	All 19.....	0170	.....	19.						
TOWNSHIP 15.					TOWNSHIP 15.					
					1E	NW $\frac{1}{4}$ 3.....	0144	26	NW 3.	
					26	E $\frac{1}{2}$ 5.....	1321	80	E 5.	
					29	All 3.....	0183	96	3.	
						All 5.....	0183	96	5.	
						All 17.....	0183	96	17.	
					31	NE $\frac{1}{4}$ 27.....	1887	122	27.	

WEST OF SECOND MERIDIAN.

TOWNSHIP 5.					TOWNSHIP 14.				
2	N $\frac{1}{2}$ 19.....	0112a	10	19.	1	S $\frac{1}{2}$ 3.....	0170	66	3.
						All 17.....	0170	66	17.
						All 19.....	0170	66	19.
						All 27.....	0170	66	27.
						All 31.....	0170	66	31.
						All 35.....	0170	66	35.
					2	S and NE 15...	0170	65	15.
						All 23.....	0170	66	23.
						All 27.....	0170	.....	27.
1	SE $\frac{1}{4}$ 7.....	0150	30	7.	3	E 23.....	0164	58	23.
	N $\frac{1}{2}$ 23.....	0174	81	23.	5	E 5.....	0134	13	5.
2	W $\frac{1}{2}$ 27.....	0123-4	52	27.					

LIST of Land Deeded by Canadian Pacific Railway Company, &c.—*Concluded.*

WEST OF SECOND MERIDIAN—*Concluded.*

TOWNSHIP 15.

Range.	Section.	Con.	Deed.	Patent required.
2	All 17.....	0170	66	17.
	All 27.....	0170	.....	27.
3	N 5.....	0170	.....	5.
	All 7.....	0170	.....	7.
	All 31.....	0170	.....	31.
	All 35.....	0170	.....	35.
4	All 23.....	0170	.....	23.
	All 27.....	0170	.....	27.
7	All 31.....	1905-6	32	31.
8	SW $\frac{1}{4}$ 23.....	0189	111	23.
17	All 9.....	0179	91	9.
	All 13.....	0179	91	13.
	All 15.....	0179	91	15.
	All 17.....	0179	91	17.
	All 21.....	0179	91	21.
	All 23.....	0179	91	23.
	All 25.....	0179	91	25.
	All 27.....	0179	91	27.
	All 31.....	0179	91	31.
	All 33.....	0179	91	33.
	All 35.....	0179	91	35.

TOWNSHIP 16.

1	All 7.....	0170	66	7.
	All 23.....	0170	66	23.
2	All 27.....	0170	66	27.
	All 3.....	0170	66	3.
	All 17.....	0170	66	17.
	All 23.....	0170	66	23.
	All 27.....	0170	66	27.
	All 35.....	0170	66	35.
	All 3.....	0170	66	3.
4	W $\frac{1}{2}$ 23.....	0170	66	23.
	S $\frac{1}{2}$ 27.....	0170	66	27.
	W $\frac{1}{2}$ 35.....	0170	66	35.
6	All 27 and 31.	0170	66	27, 31.
	All 15 and 23.	0170	66	15, 23.
8	All 31.....	0163	38a	31.
	All 33.....	2411	95	33.
	E 31.....	0170	66	31.
9	NE 35.....	0051	12	35.
	17, 19, 21, 27, 31, 33.	0179	91	1, 3, 5, 7, 9, 15, 17, 19, 21, 27, 31, 33.

TOWNSHIP 16—*Concluded.*

Range.	Section.	Con.	Deed.	Patent required.
24	NE 3.....	1641	19	3.
	All 17.....	0059a	9	17.
26	All 19.....	0000a	3	19.
	All 23.....	0157	45	23.
	All 27.....	0000b	4	27.

TOWNSHIP 19a.

9	All 3.....	0170	66	3.
10	All 3.....	0170	66	3.
	All 5.....	0170	66	5.

TOWNSHIP 17.

7	All 3.....	0170	66	3.
	S $\frac{1}{2}$ 5.....	0170	66	5.
9	All 3.....	0170	66	3.
	All 5.....	0170	66	5.
	All 15.....	0170	66	15.
10	All 17.....	0170	66	17.
	S and NE 3....	0170	66	3.
17	All 17.....	0170	66	17.
	W 3.....	0170	91	3.
19	All 5.....	0170	91	5.
	All 5.....	2065	7	5.
23	All 9.....	2066	8	9.
	All 17.....	0176	74	17.
27	SW 27.....	2185	170	27.
	S $\frac{1}{2}$ 17.....	2172	137	17.

TOWNSHIP 18.

9	All 23.....	0170	66	23.
	All 27.....	0170	66	27.
10	All 31.....	0170	66	31.
	All 35.....	0170	66	35.
	All 35.....	0170	66	35.
17	SE $\frac{1}{4}$ 17.....	0179	91	17.
	All 5.....	2078	6	5.

WEST OF FIFTH MERIDIAN.

TOWNSHIP 24.

1	S $\frac{1}{2}$ 27.....	0156	37	27.
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TOWNSHIP 26.

5	E $\frac{1}{2}$ 13.....	0202	196	13.
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DEPARTMENT OF THE INTERIOR, OTTAWA, 24th March, 1885.

SIR,—I am directed by the Minister of the Interior to acknowledge the receipt of your letter of the 10th ultimo, pointing out an error in the description of the right of way through Section 32, Township 16, Range 24, west of the 2nd Meridian, and in reply to inform you that the correction has been made accordingly.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 10th February, 1885.

SIR,—In looking over the plans and descriptions of right of way and station grounds required by the company, and filed in your Department, I find that the right of way in Section 32, Township 16, Range 24, west 2nd Meridian, is described correctly, but in the final summing up is referred to as being on the N.E. and N.W. quarters, instead of on the S.  $\frac{1}{2}$ . I shall be much obliged if you will have this correction made.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 24th March, 1885.

SIR,—I am directed by the Minister of the Interior to acknowledge the receipt of your letter of the 7th ultimo, requesting that patents may issue in favor of the Canadian Pacific Railway Company for the S.  $\frac{1}{2}$  Section 33, Township 14, Range 15, west of the 1st Meridian, and for the whole of Section 27, Township 24, Range 1, west of the 5th Meridian, and, in reply, to inform you that patents will be prepared accordingly for these lands.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal.

THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 7th February, 1885.

SIR,—I have the honor to request, on behalf of this company, that patents may issue in their favor for the following sections of land, situate in Manitoba and the North-West Territories :—

Section.	Township.	Range.	Meridian.
S. $\frac{1}{2}$ 33.....	14	15 West.	1st.
All 27.....	24	1 do	5th.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 24th March, 1885.

SIR,—I am directed by the Minister of the Interior to acknowledge the receipt of your letter of the 7th ultimo, and, in reply, to inform you that the plan and description of right of way and station grounds at Austin (S.E.  $\frac{1}{4}$  29), enclosed therewith, have been filed of record in their proper place.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

C. DRINKWATER, Esq., Secretary Canadian Pacific Railway Company, Montreal

## THE CANADIAN PACIFIC RAILWAY COMPANY,

OFFICE OF THE SECRETARY, MONTREAL, 7th February, 1885.

SIR,—I beg to enclose herewith a certified plan and description of right of way and station grounds at Austin, in the Province of Manitoba. This was omitted from similar plans of right of way previously deposited, and I beg to ask that the same may be filed therewith.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.

DEPARTMENT OF THE INTERIOR, OTTAWA, 24th March, 1885.

SIR,—I am directed by the Minister of the Interior to acknowledge the receipt of your letter of the 4th ultimo, with a list and descriptions of certain lands in the Province of Manitoba which you request may be set apart for Canadian Pacific Railway purposes.

In reply I beg to state that all the lands referred to, with the exception of the S. E.  $\frac{1}{4}$  of Section 3, Township 13, Range 2, east, are appropriated by law for school endowment—see Section 19 of Dominion Lands Act—and consequently it is not within the power of the Minister to comply with your request. I enclose a copy of an opinion of the Honorable the Minister of Justice on the subject of appropriating school lands for railway purposes.

I have the honor to be, Sir, your obedient servant,

P. B. DOUGLAS, *Assistant Secretary.*

A. P. BRADLEY, Esq., Secretary Department of Railways and Canals.

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 4th February, 1885.

SIR,—In the year 1880 certain school lands in the counties of Selkirk and Lisgar, Manitoba, as shown on plans, and described herein being:—

Section.	Township.	Range.	County.
N.E. $\frac{1}{4}$ of 11 .....	12	2 East	Selkirk.
S.E. $\frac{1}{4}$ of 3 .....	13	2 do	Lisgar.
N.E. $\frac{1}{4}$ of 29 .....	13	2 do	do
S.E. $\frac{1}{4}$ of 29.....	13	2 do	do
S.W. $\frac{1}{4}$ of 29.....	13	2 do	do
N.W. $\frac{1}{4}$ of 29.....	13	2 do	do

Were taken possession of and used for stations and right of way of the Stonewall Branch of the Canadian Pacific Railway. I am now instructed to request that the necessary steps may be taken by your Department so that these lands may be set apart for Canadian Pacific Railway purposes, and that the acting Minister of Railways and Canals may be notified so soon as this has been done.

Your obedient servant,

A. P. BRADLEY, *Secretary.*

JOHN R. HALL, Esq., Secretary Department of the Interior, Ottawa.



# CANADIAN PACIFIC RAILWAY.

## "A."

(35c.)

Specification of combined passenger and freight building. One to be erected at North Bend, one at Chinaman's Ranche, and one at Pennie's on the Canadian Pacific Railway, in British Columbia.

1. The materials required for the framing and finishing of the walls, partitions, roof, &c., to be of the best quality of their several kinds. The timber for the carpenter work may be spruce, that for the joiner work and sheathing to be of white pine. The timber to be cut die square, perfectly sound, free from shakes, large or loose knots, and all other defects.

2. The general dimensions, height of rooms and internal arrangements are shown on the drawings.

3. The buildings and platforms will be erected on cedar or tamarac mud sills firmly bedded. The ground over the several sites will be excavated and levelled where necessary for this purpose.

4. The frame work consists of a sill and wall plate, 6 in. x 4 in., half checked at joinings and corners and spiked. Upright posts 6 in. x 6 in., to be set at each corner of building, on each side of door and window openings and under brackets. Intermediate posts, 6 in. x 4 in., to be placed at distances not exceeding 4 ft. The girts, 6 in. x 2 in., to be placed about 2 ft. 6 in. apart, gained into posts and properly nailed. Outer walls to have studding necessary for lathing purposes. All to be properly trimmed for doors and windows.

5. The outer walls of the building to be covered with 1 in. rough square edged merchantable pine lumber, in widths of 9 inches, of sufficient length to reach from the lower side of sill to under side of roof boarding, and nailed properly with 3 in. cut nails.

6. After the boards are nailed on, the joints are to be covered with best 3 in. x 1 in. battens of pine, cut in one length, same as boards, and nailed with 2½ in. cut nails.

7. The roof to be constructed as shown, the rafters to be of 9 x 2 placed at 2 ft. 6 in. centres and connected by a collar beam 9 x 2. The rafters to project 7 ft. over the walls of the buildings.

8. The projecting portions of roof to be supported by good strong pine brackets, made from 6 in. x 6 in. scantling, having moulded ends, and to be strongly bolted to posts of buildings.

9. The rafters to be covered with 1 inch pine or spruce, matched boards, not more than 9 inches wide, the joints broken where practicable, and properly nailed with 3 inch cut nails, three nails to each board on each bearing.

10. The roof boards to be covered with the best pine or cedar shingles laid in mortar, and not more than 4 inches to the weather, well nailed to boards about six inches above the butt.

11. The roof to be finished with saddle boards 6 inches broad, and a ridge roll 2½ inches diameter.

12. The underside of projections of roof shall be covered with 1 inch well seasoned pine boards, planed, grooved and tongued, and not more than 4 inches wide. The ends of the rafters and roof boarding to be finished off with box cornice and fascia boarding, to detail, as shown on drawing.

13. The floor joists to be 12 in. x 3 in. planks, 18 inches from centres, bridged with two rows of 1 in. x 3 in. crossed bridging. The joists in office and waiting rooms to be covered with a double floor. First with 1 inch boards nailed with 3 inch cut spikes, then with 1½ inch planed, grooved and tongued flooring nailed to floor below with 4 inch cut spikes. The joists in office and waiting rooms to be counterfloored. Fillets, 1 in. x 1½ in., well nailed, covered with rough boarding, and to have a good coat of hair mortar.

14. The partition walls between freight rooms and offices to be of 2 in. x 6 in. studding. The other partitions will be set throughout as shown by the plans. studs 2 in. x 4 in. set 16 inches from centres. Studs for door jumbs and projecting angles to be 4 in. x 4 in. or set double.

15. Fix grounds around the window and door openings, and for top of base and skirting to finish flush with the plastering, and finish all angles with corner bead.

16. The windows to have double frames, pulley stiles 1½ inches thick, sashes 2 inches thick, throated and moulded, single hung, furnished with pulleys, cords and weights, and with all necessary fastenings; to have outside and inside linings, and wickets placed where shown on plan. The glass for windows and transoms to be of 21 oz. Chance's Smethwick.

17. The outside doors of waiting rooms to be as shown on drawing, framed of 2 inch pine plank with panels and mouldings, provided with strong hinges, latches and approved locks. The inside doors to be 1¾ inches thick, framed with panels and mouldings, and provided with all necessary hinges and locks. The freight room doors to be made from 2 inch seasoned pine, and fitted in with two thicknesses of grooved and tongued stuff placed diagonally and well fastened. To slide on rollers from centre to each side in a frame built inside, and to be provided with rollers, fastenings and locks.

18. The walls of the waiting rooms, office, baggage room and closets to be sheathed to the height of four feet with pine sheathing, planed, matched and beaded, put on vertically, and finished with a neat cap. The walls under the sheathing to receive a coat of plaster.

19. The ceilings, walls and partitions of the offices, waiting rooms, baggage room and closets to be lathed, breaking joint, with good sound laths, and the whole to be covered with three coats of plaster, the first coat to have sufficient hair mixed with it to ensure perfect adhesion. The mortar to be composed of fresh burned lime and clean coarse sand to approval.

20. The inside of the freight room to be lined with 1 in. pine boards 9 in. wide from the floor upwards to a height of 8 ft. 6 in. The whole to be well nailed with 3 in. cut nails to posts and girts. The floors to be of good sound 3 in. plank, well nailed to joists with 6 in. cut spikes.

21. A "Moulds" earth closet, of approved pattern, to be furnished and put in where shown or directed; to have seat fitted up in the usual manner; the seat to have a cover secured at the back with two butt hinges in each building.

22. A strong platform will be framed, from 3 in. plank, as may be directed, to carry chimney, which will be built of best quality of brick, finished at top as shown on drawings in each building.

23. The whole of the internal and external woodwork, except the shingles, to be properly primed, knotted and stopped, and will be painted with three coats of best anti-corrosive paint and linseed oil, of an approved light stone color. The shingles to be painted two coats anti-corrosive paint and linseed oil and finished of an approved slate color.

24. The platforms to be of the dimensions shown on the plan, supported on flatted cedar or tamarac sills and joists as shown, the whole to be planked crosswise with good sound 3 in. plank, the edge next the track to be level with the surface of the rail, and the platform to incline upwards four inches, to the level of the floor of waiting room. In front of freight room a freight platform, 8 ft. wide and 3 ft. 9 in. above top of rail, to be built as shown for each building.

25. This specification, together with the plan exhibited, are to be taken as giving a general idea of the work required, and any omissions in either are not to be considered as invalidating the contract, and parties tendering must embrace everything in their tender, whether mentioned or not, as they will be required to complete the work according to the true intent and meaning of this specification and plan for the contract rate.

26. The contractor shall, at his own expense, from time to time, insure against loss by fire, and make the policies over to the Minister of Railways and Canals, for the amount of moneys advanced on the work.

27. The contractor finding all materials and labor, shall complete the buildings for the contract price. He shall commence operations immediately after the contract has been executed, and make such progress as shall secure their completion, ready for occupation, by the time mentioned in the form of tender.

COLLINGWOOD SCHREIBER, *Engineer-in-Chief.*

OTTAWA, 1st October, 1884.

THIS INDENTURE made the ninth day of May, one thousand eight hundred and eighty-five, between Andrew Onderdonk, of Yale, British Columbia, hereafter called "the contractor" of the first part, and Her Majesty Queen Victoria represented herein by the Minister of Railways and Canals of Canada, hereinafter called the "Minister," of the second part, WITNESSETH, that in consideration of the covenants and agreements on the part of Her Majesty hereinafter contained, the contractor covenants and agrees with Her Majesty as follows:—

1. In this contract the word "work" or "works" shall, unless the context require a different meaning, mean the whole of the work and the materials, matters and things required to be done, furnished and performed by the contractor under this contract. The word "engineer" shall mean the Chief Engineer for the time being having control over the work, and shall extend to and include any of his assistants acting under his instructions, and all instructions or directions, or certificates given, or decisions made by anyone acting for the Chief Engineer, shall be subject to his approval, and may be cancelled, altered, modified and changed, as to him may seem fit.

2. All covenants and agreements herein contained shall be binding on and extend to the executors and administrators of the contractor and shall extend to and be binding upon the successors of Her Majesty, and wherever in this contract Her Majesty is referred to, such reference shall include her successors, and wherever the contractor is referred to, such reference shall include his executors and administrators.

3. That the contractor will, at his own expense, provide all and every kind of labor, machinery and other plant, materials, articles, and things whatsoever necessary for the due execution and completion of all and every the works set out or referred to in the specifications hereunto annexed, marked A, and set out or referred to in the plans and drawings prepared and to be prepared for the purposes of the work, and will execute and fully complete the respective portions of such works and deliver the same complete to Her Majesty, on or before the first day of July, eighteen hundred and eighty-five. The said work to be constructed of the best materials of their several kinds, and finished in the best and most workmanlike manner, in the manner required by and in strict conformity with the said specifications and drawings relating thereto and the working and detail drawings which may from time to time be furnished (which said specifications and drawings are hereby declared to be part of this contract); and to the complete satisfaction of the Chief Engineer for the time being having control over the work.

4. That the several parts of this contract shall be taken together, to explain each other, and to make the whole consistent; and if it be found that anything has been omitted or mis-stated, which is necessary for the proper performance and completion of any part of the work contemplated, the contractor will, at his own expense, execute the same as if it had been properly described, and the decision of the engineer shall be final as to any such error or omission, and the correction of any such error

or omission shall not be deemed to be an addition to or deviation from the works hereby contracted for.

5. The Chief Engineer, with the sanction of the Minister, shall be at liberty at any time, either before the commencement or during the construction of the works or any portion thereof, to order any work to be done, and to make any changes which he may deem expedient in the grades, the width of cuttings and fillings, the dimensions, character, nature, location or position of the works, or any part or parts thereof, or in any other thing connected with the works, whether or not such changes diminish the work to be done, or the cost of doing the same, and the contractor shall immediately comply with all written requisitions of the engineer in that behalf, but the contractor shall not make any change in or addition to, or omission, or deviation from the works, unless directed by the engineer, and shall not be entitled to any payment for any change, addition or deviation, unless such change, addition, omission or deviation, shall have been first directed in writing by the engineer, and notified to the contractor in writing, nor unless the price to be paid for any additional work shall have been previously fixed by the Minister in writing, and the decision of the engineer as to whether any such change or deviation increases or diminishes the cost of the work, and as to the amount to be paid or deducted, as the case may be, in respect thereof, shall be final, and the obtaining of his certificate shall be a condition precedent to the right of the contractor to be paid therefor. If any such change or alteration constitutes, in the opinion of the said engineer, a deduction from the works, his decision as to the amount to be deducted on account thereof shall be final and binding.

6. That all the clauses of this contract shall apply to any changes, additions or deviations, in like manner, and to the same extent, as to the works at present projected, and no changes, additions, deviations or variations shall annul or invalidate this contract.

7. No compensation shall, in any case, be claimed by the contractor for any loss of anticipated profits.

8. That the engineer shall be the sole judge of work and material in respect of both quantity and quality, and his decision on all questions in dispute with regard to work or material, or as to the meaning or intention of this contract and the plans, specifications and drawings shall be final, and no works or extra or additional works or changes shall be deemed to have been executed, nor shall the contractor be entitled to payment for the same, unless the same shall have been executed to the satisfaction of the engineer, as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the contractor to be paid therefor.

9. It is hereby distinctly understood and agreed, that the respective portions of the works set out or referred to in the list or schedule of prices to be paid for the different kinds of work, include not merely the particular kind of work or materials mentioned in said list or schedule, but also all and every kind of work, labor, tools and plant, materials, articles and things whatsoever necessary for the full execution and completing ready for use of the respective portions of the works to the satisfaction of the engineer. And in case of dispute as to what work, labor, materials, tools, and plant are or are not so included, the decision of the engineer shall be final and conclusive.

10. A competent foreman is to be kept on the ground by the contractor during all the working hours, to receive the orders of the engineer, and should the person so appointed be deemed by the engineer incompetent, or conduct himself improperly, he may be discharged by the engineer, and another shall at once be appointed in his stead; such foreman shall be considered as the lawful representative of the contractor, and shall have full power to carry out all requisitions and instructions of the said engineer.

11. In case any material, or other things in the opinion of the engineer not in accordance with the said several parts of this contract, or not sufficiently sound or otherwise unsuitable for the respective works, be used for or brought to the intended works, or any part thereof, or in case any work be improperly executed, the engineer may require the contractor to remove the same, and to provide proper material or

other things, or properly re-execute the work, as the case may be, and thereupon the contractor shall and will immediately comply with the said requisition, and if twenty-four hours shall elapse and such requisition shall not have been complied with, the engineer may cause such material, or other thing, or such work, to be removed; and in any such case the contractor shall pay to Her Majesty all such damages and expense as shall be incurred in the removal of such material, materials, or other things, or of such work; or Her Majesty may, in her discretion, retain and deduct such damages and expenses from any amounts payable to the contractor.

12. All machinery and other plant, materials and things whatsoever, provided by the contractor for the works hereby contracted for, and not rejected under the provisions of the last preceding clause, shall from the time of their being so provided become and, until the final completion of the said works, shall be the property of Her Majesty for the purposes of the said works, and the same shall on no account be taken away, or used or disposed of except for the purposes of the said works, without the consent in writing of the engineer, and Her Majesty shall not be answerable for any loss or damage whatsoever which may happen to such machinery or other plant, material or things; provided always, that upon the completion of the works and upon payment by the contractor of all such moneys, if any, as shall be due from him to Her Majesty such of the said machinery and other plant, material and things as shall not have been used and converted in the works, and shall remain undisposed of shall, upon demand, be delivered up to the contractor.

13. If the engineer shall at any time consider the number of workmen, horses, or quantity of machinery or other plant, or the quantity of proper materials, respectively employed or provided by the contractor on or for the said works, to be insufficient for the advancement thereof towards completion within the limited times, or that the works are, or some part thereof is not being carried on with due diligence, then in every such case the said engineer may, by written notice to the contractor, require him to employ or provide such additional workmen, horses, machinery or other plant, or materials, as the engineer may think necessary, and in case the contractor shall not thereupon within three days, or such other longer period as may be fixed by any such notice, in all respects comply therewith, then the engineer may, either on behalf of Her Majesty, or if he see fit, may, as the agent of and on account of the contractor, but in either case at the expense of the contractor, provide and employ such additional workmen, horses, machinery and other plant, or any thereof or such additional and materials respectively, as he may think proper, and may pay such additional workmen such wages, and for such additional horses, machinery or other plant, and materials respectively, such prices as he may think proper, and all such wages and prices respectively, shall thereupon at once be repaid by the contractor, or the same may be retained and deducted out of any moneys at any time payable to the contractor; and Her Majesty may use, in the execution or advancement of the said work not only the horses, machinery and other plant, and materials so in any case provided by anyone on her behalf, but also all such as may have been or may be provided by or on behalf of the said contractor.

14. In case the contractor shall make default or delay in diligently continuing to execute or advance the works to the satisfaction of the engineer, and such default or delay shall continue for six days after notice in writing shall have been given by the engineer to the contractor requiring him to put an end to such default or delay, or in case the contractor shall become insolvent, or make an assignment for the benefit of creditors, or neglect either personally or by a skilful and competent agent to superintend the works, then in any of such cases Her Majesty may take the work out of the contractor's hands and employ such means as she may see fit to complete the work, and in such cases the contractor shall have no claim for any further payment in respect of the works performed, but shall, nevertheless, remain liable for all loss and damage which may be suffered by Her Majesty by reason of the non-completion by the contractor of the works; and all materials and things whatsoever, and all horses, machinery and other plant provided by him for the purposes of the works,

shall remain and be considered as the property of Her Majesty, for the purposes and according to the provisions and conditions contained in the twelfth clause hereof.

15. The contractor shall be at the risk of, and shall bear, all loss or damage whatsoever, from whatsoever cause arising, which may occur to the works, or any of them, until the same be fully and finally completed and delivered up to and accepted by the said Minister for the time being; and if any such loss or damage occur before such final completion, delivery and acceptance, the contractor shall immediately at his own expense repair, restore and re-execute the work so damaged, so that the whole works, or the respective parts thereof, may be completed within the time hereby limited.

16. The contractor shall not have or make any claim or demand, or bring any action or suit or petition against Her Majesty for any damage which he may sustain by reason of any delay in the progress of the work, arising from the acts of any of Her Majesty's agents, and it is agreed that in the event of any such delay the contractor shall have such further time for the completion of the works as may be fixed in that behalf by the Minister for the time being.

17. The contractor shall not make any assignment of this contract, or any sub-contract, for the execution of any of the works hereby contracted for; and in any event no such assignment or sub-contract even though consented to, shall exonerate the contractor from liability, under this contract, for the due performance of all the work hereby contracted for. In the event of any such assignment or sub-contract being made then the contractor shall not have or make any claim or demand upon Her Majesty for any future payments under this contract for any further or greater sum or sums than the sum or sums respectively at which the work or works so assigned or sub-contracted for shall have been undertaken to be executed by the assignee or sub-contractor; and in the event of any such assignment or sub-contract being made without such consent, Her Majesty may take the work out of the contractor's hands, and employ such means as she may see fit to complete the same; and in such case the contractor shall have no claim for any further payment in respect of the works performed, but shall, nevertheless, remain liable for all loss and damage which may be suffered by Her Majesty by reason of the non-completion by the contractor of the works; and all materials and things whatsoever, and all horses, machinery and other plant provided by him for the purposes of the works, shall remain and be considered as the property of Her Majesty, for the purposes and according to the provisions and conditions contained in the twelfth clause hereof.

18. Time shall be deemed to be of the essence of this contract.

19. The contractor shall be responsible for all damages claimable by any person or corporation whatsoever, in respect of any injury to persons or to lands, buildings, ships or other property, or in respect of any infringement of any right whatsoever, occasioned by the performance of the said works, or by any neglect or misfeasance or non-misfeasance on his part, and shall and will, at his own expense, make such temporary provisions as may be necessary for the protection of persons, or of lands, buildings, ships or other property, or for the uninterrupted enjoyment of all rights of persons or corporations, in and during the performance of the said works.

20. If the contractor fail, at any time, in paying the salaries or wages of any person employed by him upon or in respect of the said works, or any of them, and any part of such salary be one month in arrear, or if there be due to any such person one month's wages or salary, the engineer may notify the contractor to pay such salary or wages, and if two days elapse and the same be not paid in full up to the date of payment or to such other date as may be in accordance with the terms of employment of such person, then Her Majesty may pay to such person salary or wages from any date to any date, and to any amount which may be payable, and may charge the same to the contractor, and the contractor covenants with Her Majesty to repay at once any and every sum so paid.

21. The contractor will protect and will not remove or destroy, or permit to be removed or destroyed, the stakes, buoys and other marks placed on or about the said

works by the engineer of the works, and shall furnish the necessary assistance to correct or replace any stake or mark which through any cause may have been removed or destroyed.

22. Any notice or other communication mentioned in this contract to be notified or given to the contractor shall be deemed to be well and sufficiently notified or given, if the same be left at the contractor's office or mailed in any post office, to the contractor or foreman, addressed to the address mentioned in this contract, or to the contractor's last known place of business.

23. And Her Majesty, in consideration of the premises, hereby covenants with the contractor that he will be paid for and in respect of the works hereby contracted for, and in the manner set out in the next clause hereof the several prices or sums following, viz., \$3,500 for each and every of the several station-houses at North Bend, Chinaman's Ranch and Pennie's respectively, on the line of the Canadian Pacific Railway in British Columbia.

24. Cash payments equal to about ninety per cent. of the value of the work done approximately made up from returns of progress measurements and computed at the prices agreed upon or determined under the provisions of this contract, will be made to the contractor monthly on the written certificate of the engineer that the work for or on account of which the certificate is granted, has been duly executed to his satisfaction, and stating the value of such work computed as above mentioned; and upon approval of such certificate by the Minister for the time being for the Dominion of Canada, and the said certificate and such approval thereof shall be a condition precedent to the right of the contractor to be paid the said ninety per cent. or any part thereof. The remaining ten per cent. shall be retained until the final completion of the whole work to the satisfaction of the chief engineer for the time being, having control over the work, and within two months after such completion the remaining ten per cent. will be paid. And it is hereby declared that the written certificate of the said engineer certifying to the final completion of said works to his satisfaction shall be a condition precedent to the right of the contractor to receive or be paid the said remaining ten per cent., or any part thereof.

25. It is intended that every allowance to which the contractor is fairly entitled, will be embraced in the engineer's monthly certificates; but should the contractor at any time have claims of any description which he considers are not included in the progress certificates, it will be necessary for him to make and repeat such claims in writing to the engineer, within fourteen days after the date of each and every certificate in which he alleges such claims to have been omitted.

26. The contractor in presenting claims of the kind referred to in the last clause must accompany them with satisfactory evidence of their accuracy, and the reason why he thinks they should be allowed. Unless such claims are thus made during the progress of the work, within fourteen days, as in the preceding clause, and repeated, in writing, every month, until finally adjusted or rejected, it must be clearly understood that they shall be for ever shut out, and the contractor shall have no claim on Her Majesty in respect thereof.

27. The progress measurements and progress certificates shall not in any respect be taken as an acceptance of the work or release of the contractor from responsibility in respect thereof, but he shall at the conclusion of the work deliver over the same in good order, according to the true intent and meaning of this contract.

28. Her Majesty shall have the right to suspend operations from time to time at any particular point or points or upon the whole of the works, and in the event of such right being exercised so as to cause any delay to the contractor, then an extension of time equal to such delay or detention, to be fixed by the Minister as above provided for, shall be allowed him to complete the contract, but no such delay shall vitiate or avoid this contract or any part thereof or the obligation hereby imposed or any concurrent or other bond or security for the performance of this contract, nor

shall the contractor be entitled to any claim for damages by reason of any such suspension of operations. And at any time after operations have been suspended either in whole or in part—such operations may be again resumed and again suspended and resumed as Her Majesty may think proper. And upon the contractor receiving written notice on behalf of Her Majesty that the suspended operations are to be resumed, the contractor shall at once resume the operations and diligently carry on the same.

29. Should the amount now voted by Parliament and applicable towards payment for the work hereby contracted for, be at any time expended previous to the completion of the works, the Minister for the time being may give the contractor written notice to that effect. And upon receiving such notice the contractor may, if he thinks fit, stop the work—but in any case shall not be entitled to any payment for work done, beyond the amount voted and applicable as aforesaid—unless and until the necessary funds shall have been voted by Parliament in that behalf. And in no event shall the contractor have or make any claim upon Her Majesty for any damages or compensation by reason of the said suspension of payment, or by reason of any delay or loss caused by the stoppage of work.

30. The contractor shall not permit, allow, or encourage the sale of any spirituous liquors on near the works.

31. No work whatever shall at any time or place be carried on during Sunday, and the contractor shall take all necessary steps for preventing any foreman, or agent, or men from working or employing others on that day.

32. It is hereby agreed, that all matters of difference arising between the parties hereto, upon any matter connected with or arising out of this contract, the decision whereof is not hereby especially given to the engineer—shall be referred to the award and arbitration of the chief engineer for the time being, having control over the works, and the award of such engineer shall be final and conclusive; and it is hereby declared that such award shall be a condition precedent to the right of the contractor to receive or be paid any sum or sums on account, or by reason of such matters in difference.

33. It is distinctly declared that no implied contract of any kind whatsoever, by or on behalf of Her Majesty, shall arise or be implied from anything in this contract contained, or from any position or situation of the parties at any time, it being clearly understood and agreed that the express contracts, covenants and agreements herein contained and made by Her Majesty, are and shall be the only contracts, covenants and agreements upon which any rights against Her are to be founded.

34. This contract is hereby, pursuant to the provisions of the 8th section of the Statute 41st Victoria (1878), chapter 5, made subject to the express condition that no member of the House of Commons of Canada shall be admitted to any share or part of such contract, or to any benefit to arise therefrom.

35. In the event of it becoming advisable in the interests of the public to suspend the work hereby contracted for, or any portion thereof, at any time before its completion, and to put an end to this contract, the Minister for the time being shall have full power to stop the work and to cancel this contract, on giving due notice to that effect to the contractor. The contractor, however, will be entitled to receive payment for all sums then due for work already done, materials used or delivered, or ready to be used, or in course of preparation, together with such reasonable compensation as will cover all *bond fide* damages, if any, resulting therefrom, and as may then be agreed upon; or, in case of disagreement, as may be determined by the official arbitrators of the Dominion of Canada; it being understood, however, that no compensation will be allowed to or claimed by the contractor for materials procured for the works, after the date of the service of the notice above referred to, or for any loss of anticipated profits, either in respect of the works so suspended as aforesaid, or of the materials then procured for said works.

IN WITNESS whereof, the contractor has hereto set his hand and seal and these presents have been signed and sealed by the said Minister, and countersigned by the

Secretary of the Department of Railways and Canals of Canada, on behalf of Her Majesty.

Signed, sealed and delivered by the  
Contractor in presence of  
W. D. MCKAY.

ANDREW ONDERDONK,  
[L.S.]

Signed, sealed and delivered by the  
Minister, and countersigned by the  
Secretary of Railways and Canals  
in the presence of  
H. A. FISSIAULT.

J. H. POPE,  
*Acting Minister of Railways and Canals.*  
A. P. BRADLEY,  
*Secretary.*  
[L.S.]

## CANADIAN PACIFIC RAILWAY.

“A.”

### SPECIFICATION FOR TEN-STALL ENGINE HOUSE.

1. The building to be erected in such position as shall be pointed out by the engineer in charge of the works. To be of brick or stone, on foundation wall of stone, and to be built in strict accordance with the drawings, and with the true intent and meaning of this specification.

2. The contractor to excavate and level trenches for the foundation walls, engine pits, pipe race, drains and turn-table, to the depth of four feet below rail level, or to such other depth as may be necessary to reach solid strata, and of width sufficient to allow the walls to be built up with true faces in a thorough and workmanlike manner.

The whole surface of ground below round house floor to be levelled to a uniform depth of 18 inches below the top of foundations. Materials excavated from the trenches, &c., to be deposited as directed, after the spaces left around the walls have been thoroughly filled in and well rammed; no filling to be done until the mortar is perfectly set.

Should these excavations prove to be in the rock, the engineer to decide to what depth it may be necessary to go.

3. Foundation walls to be built of the form and dimensions shown on the drawings, or to such other depths as may be found necessary. They are to consist of first class random rubble masonry, the stones to be laid in mortar on their natural beds, and the beds and the vertical joints to be scabbled so as to make good bond. The top course to consist entirely of headers the full width of the wall. A plinth course of dressed stone to be set on the outer face of the wall, to be 18 inches deep and 9 inches wide, of good square stone well bedded and jointed, and to project one inch outside of walls and piers, and be in length on the wall at least three feet; a stone sill 4 feet by 9 inches by 8 inches, will be placed under each window.

4. A foundation of masonry, 2 feet square, with footings, to be built under each of the posts which support the roof; these foundations to be carried down at least to a depth of 4 feet below rail level, or deeper if required. They are each to be capped with a single cut stone 12 inches thick by 24 inches square, and the top of piers to be 3 inches above top of rail.

5. Pits, pipe races and drains to have two courses of flat cedars, the lower course laid lengthways and the upper course laid crossways of the pit. The latter to be full length timbers and all to extend one foot outside of the wall footings. Inside engine pits to be filled with earth on cross timbers to a sufficient depth and well rammed to proper shape for arched bottom of pit to be laid on. Broken snag stone will be substituted for the flatted cedars if ordered by the engineer.

6. Engine pits, ten in number, pipe walls and drains, to be of first-class random rubble masonry, laid in hydraulic cement mortar, the top course to consist entirely of headers the full width of the wall; the bricks or paving in the arched bottom must be laid on edge, bedded in concrete, and thoroughly grouted with hydraulic cement with a fall towards the drain. A pit drain, 12 inches diameter, must be

built as shown. Also an outlet drain, of the same dimensions, carried to a distance of 100 feet clear of the outer face of the building, in such direction and with such fall as the engineer shall determine. Cast iron drain pipe and box with loose cast-iron grating to be supplied and fixed to each pit; all drains must be laid in good approved cement.

7. The pit for the turn-table to be excavated to the diameter and depth shown on the drawings, or deeper, if found necessary. The masonry in connection therewith will be of a heavier class of stone than that specified for the walls of the building. All mortar used in turn-table masonry to be made with hydraulic cement. A turn-table to be finished and erected in accordance with the detailed plan, and when complete must turn evenly and be easily worked by one man.

8. All brickwork to be built of good, sound, well burnt bricks, free from lime and of uniform tint for the outside face of the walls. All bricks, if necessary, to be steeped in water before being used, and all exposed faces of brickwork to have straight and neatly struck joints.

9. Floor beams to be of Douglas fir or cedar, 12 by 10 inches; timber on pipe race and on pit walls to be of Douglas fir, 12 by 9 inches. Floor joists to be of Douglas fir, 12 by 4 inches, not more than 1 foot 6 inches centres, gained 1 foot 6 inches deep in floor beams, and 1 inch in timber on pit walls, joists resting on 6 by 4 inches wall plates on side of pit wall. Wall plates 6 by 4 inches for flooring to be laid on inside of foundations of outer walls. Flooring to be of Douglas fir 3 inches thick, close jointed and spiked to the floor joists, and to be loose over pipe races and boxes for water cocks. Drains to be covered with Douglas fir 3 inches thick. Door sills to be of oak 12 by 12 inches.

10. Door posts to be of Douglas fir, 12 by 12 inches; inside posts to be of Douglas fir, 10 by 10 inches; main rafters to be of Douglas fir, 10 by 10, 10 by 12 and 10 by 14 inches, as shown on drawing, and to be well supported from each post by 6 by 10 inch struts, as shown. Wall plates over doors to be of Douglas fir, 12 by 12 inches. Wall plates and main rafters to be secured together on door posts by wrought iron T-plates bolted to each timber. Main rafters to be bedded into brickwork of wall not less than 12 inches, and secured by a  $\frac{7}{8}$ -inch Palm bolt to pass through pier of wall, and have cast iron washer 10 inches diameter, and nut on outside. Palm bolts to be screwed to side of rafter by two  $\frac{3}{4}$ -inch bolts, and have ends turned in and checked in timber. Wall plates over doors to be supported in centre by 6 by 8 inch struts from each door post, as shown. Door lintels to be of Douglas fir, 6 by 8 inches, to be secured to struts to suit. Doors to be 16 feet high as shown in drawing. Wall plates of red pine, 6 by 4 inches, to be laid outside top edge of outer wall to secure roofing boards, outside cornice, &c.

11. Roof joists to be of Douglas fir, 12 x 2½ inches, to be not more than 1 foot 8 inches in centres, from wall to first post, from 1st to 2nd post not more than 2 feet centres, and from 2nd to 3rd post not more than 2 feet 6 inches between centres; to be well cross-bridged at ends close to main rafter and also at intermediate distances of less than 6 feet; to be sheathed with clear Douglas fir boards, 1½ inches thick, on top. Roof to be covered with 4-ply felt, pitch and gravel. Outside of roof to be furnished with fascia boards and mouldings, as shown. Roof to be made good to all eaves, lights, stacks, openings and projections.

12. The contractor to provide and lay longitudinal Douglas fir stringers, 12 by 6 inches, for carrying the rails from the turn-table over the engine pit walls to the walls of the building. These stringers to be laid on the flat and half-checked 12 inches at the ends, their upper sides level with underside of rail. Between the turn-table and pit walls to the outer walls of building, they will be laid on 6-inch flatted timber 8 feet long, and at 3 feet centres.

13. Window sills to be of oak, 4 feet by 5 feet by 8 inches; heads to be of oak 4 feet by 10 inches by 4 inches; windows to be 7 feet by 3 feet 2 inches, two in each bay. Spaces in framing over door lintels and over struts to wall plates to have windows inserted as shown in drawing; all to be glazed with  $\frac{3}{16}$  inch plain rolled glass, in lights to suit frames.

14. Doors to be of Douglas fir framed as in drawing with upper half glazed and lower half sheeted with clear Douglas fir sheeting  $\frac{7}{8}$  inch thick; each door to be hung with three 4-inch gudgeon and strap hinges and fastenings with a wrought-iron swing bar and staple.

15. A cowl or smoke stack to be fitted over each pit, to consist of riveted iron plate of the size and description in use for such purposes by the Canadian Pacific Railway Company in Winnipeg, and to be fitted with tin conductors around their base so as to lead off moisture, fitted with Emerson cap on top, and made water-tight to roof by a suitable casting.

16. The whole of the internal and external woodwork usually painted, to be painted with two coats best anti-corrosive paint and linseed oil, the tint to be of an approved color; all woodwork to be properly knotted and stopped.

17. The contractor to provide and fix a sufficient number of ventilator gratings, 6 by 12 inches, to allow a proper circulation of air under the flooring. The water service pipes and fittings complete, to be provided by contractor and placed in position as shown in the drawings.

18. The water pipes will have 6-inch mains with 3-inch branches, having cock and box in flooring between each second pit together with the smoke jacks and heating pipes with carriers for same. Heating apparatus will be furnished and erected by the contractor in accordance with the drawings. Main supply and return pipes will be  $1\frac{1}{2}$  inches diameter and will extend from the boiler house the whole length of the building. Coils will be of  $\frac{3}{4}$ -inch pipes fitted with headers, cocks, &c., complete.

19. All material shall be subject to the approval or rejection of the engineer or other person duly appointed to superintend the work.

20. It is hereby fully understood that anything necessary to the full and complete execution of the work, according to the general intent and meaning of the drawings and specifications, is to be done, and all materials are to be furnished so as to fully execute the work in a workmanlike manner, whether herein particularly described or not.

Should anything appear to be omitted in either drawings, specifications, or both, which may be necessary to the proper performance and completion of the work, and is usual with buildings of this class, the contractor shall take no advantage of the same, but supply whatever may be wanting as though it had been particularly described.

In case of any alteration, addition or deduction, the price shall be agreed upon in writing before such work is performed, and no extras shall be allowed unless first agreed upon in writing and the price fixed.

The contractor shall preserve and protect the whole of the works, and repair at his own cost any injury done to the same by workmen, fire, or any other cause, and the contractor must assume all risks up to the time of completion.

The whole work to be done to the full and entire satisfaction of the Engineer in Chief, who shall have the power to reject any part or portions of the work not in strict accordance with the specifications and the drawings referred to.

COLLINGWOOD SCHREIBER,

*Engineer-in-Chief.*

OTTAWA, May, 1885.

THIS INDENTURE, made the thirteenth day of June, one thousand eight hundred and eighty-five, between George Jennings Wilson, of the City of Ottawa, in the Province of Ontario, contractor, and Frank Welcome McCrady, of the said City of Ottawa, contractor, hereafter called "the contractors" of the first part, and Her Majesty Queen Victoria, represented herein by the Minister of Railways and Canals of Canada, hereinafter called the "Minister," of the second part, WITNESSETH, that in consideration of the covenants and agreements on the part of Her Majesty hereinafter contained, the contractors covenant and agree with Her Majesty as follows:

1. In this contract the word "work" or "works" shall, unless the context require a different meaning, mean the whole of the work and the materials, matter and things required to be done, furnished and performed by the contractors under this contract. The word "engineer" shall mean the Chief Engineer for the time being having control over the work, and shall extend to and include any of his assistants acting under his instructions, and all instructions or directions, or certificates given, or decisions made by anyone acting for the Chief Engineer, shall be subject to his approval, and may be cancelled, altered, modified and changed as to him may seem fit.

2. All covenants and agreements herein contained shall be binding on and extend to the executors and administrators of the contractors, and shall extend to and be binding upon the successors of Her Majesty; and wherever in this contract Her Majesty is referred to, such reference shall include her successors, and wherever the contractors are referred to, such reference shall include their executors and administrators.

3. That the contractors will, at their own expense, provide all and every kind of labor, machinery and other plant, materials, articles, and things whatsoever necessary for the due execution and completion of all and every the works set out or referred to in the specifications hereunto annexed, marked A, and set out or referred to in the plans and drawings prepared and to be prepared for the purposes of the work, and will execute and fully complete the respective portions of such works and deliver the same complete to Her Majesty, on or before the first day of September A. D. 1885. The said work to be constructed of the best materials of their several kinds, and finished in the best and most workmanlike manner, in the manner required by and in strict conformity with the said specifications and drawings relating thereto and the working and detail drawings which may from time to time be furnished (which said specifications and drawings are hereby declared to be part of this contract); and to the complete satisfaction of the Chief Engineer for the time being having control over the work.

4. That the several parts of this contract shall be taken together, to explain each other, and to make the whole consistent; and if it be found that anything has been omitted or mis-stated, which is necessary for the proper performance and completion of any part of the work contemplated, the contractors will, at their own expense, execute the same as if it had been properly described, and the decision of the engineer shall be final as to any such error or omission, and the correction of any such error or omission shall not be deemed to be an addition to or deviation from the works hereby contracted for.

5. The Chief Engineer, with the sanction of the Minister, shall be at liberty at any time, either before the commencement or during the construction of the works or any portion thereof, to order any work to be done, and to make any changes which he may deem expedient in the dimensions, character, nature, location or position of the works, or any part or parts thereof, or in any other thing connected with the works, whether or not such changes diminish the work to be done, or the cost of doing the same, and the contractors shall immediately comply with all written requisitions of the engineer in that behalf, but the contractors shall not make any change in or addition to, or omission or deviation from the works, unless directed by the engineer, and shall not be entitled to any payment for any change, addition or deviation, unless such change, addition, omission or deviation shall have been first directed in writing by the engineer, and notified to the contractors in writing, nor unless the price to be paid for any additional work shall have been previously fixed by the Minister in writing, and the decision of the engineer as to whether any such change or deviation increases or diminishes the cost of the work, and as to the amount to be paid or deducted as the case may be in respect thereof, shall be final, and the obtaining of his certificate shall be a condition precedent to the right of the contractors to be paid therefor. If any such change or alteration constitutes, in the opinion of the said engineer, a deduction from the works, his decision as to the amount to be deducted on account thereof shall be final and binding.

6. That all the clauses of this contract shall apply to any changes, additions or deviations, in like manner, and to the same extent, as to the works at present projected, and no changes, additions, deviations or variations shall annul or invalidate this contract.

7. No compensation shall, in any case, be claimed by the contractors for any loss of anticipated profits.

8. That the engineer shall be the sole judge of work and material in respect of both quantity and quality, and his decision on all questions in dispute with regard to work or material, or as to the meaning or intention of this contract and the plans, specifications and drawings shall be final, and no works or extra or additional works or changes shall be deemed to have been executed, nor shall the contractors be entitled to payment for the same, unless the same shall have been executed to the satisfaction of the engineer, as evidenced by his certificate in writing, which certificate shall be a condition precedent to the right of the contractors to be paid therefor.

9. It is hereby distinctly understood and agreed that the works set out or referred to in this contract include not merely the particular kind of work or materials mentioned, but also all and every kind of work, labor, tools and plant, materials, articles and things whatsoever necessary for the full execution and completing ready for use of the respective portions of the works to the satisfaction of the engineer. And in case of dispute as to what work, labor, materials, tools and plant are or are not so included the decision of the engineer shall be final and conclusive.

10. A competent foreman is to be kept on the ground by the contractors, during all the working hours, to receive the orders of the engineer, and should the person so appointed be deemed by the engineer incompetent, or conduct himself improperly, he may be discharged by the engineer, and another shall at once be appointed in his stead; such foreman shall be considered as the lawful representative of the contractors, and shall have full power to carry out all requisitions and instructions of the said engineer.

11. In case any material, or other things in the opinion of the engineer not in accordance with the said several parts of this contract, or not sufficiently sound or otherwise unsuitable for the respective works, be used for or brought to the intended works, or any part thereof, or in case any work be improperly executed, the engineer may require the contractors to remove the same, and to provide proper material or other things, or properly re-execute the work, as the case may be, and thereupon the contractors shall and will immediately comply with the said requisition, and if twenty-four hours shall elapse and such requisition shall not have been complied with, the engineer may cause such material, or other thing, or such work to be removed; and in any such case the contractors shall pay to Her Majesty all such damages and expense as shall be incurred in the removal of such material, materials, or other things, or of such work; or Her Majesty may, in her discretion, retain and deduct such damages and expenses from any amounts payable to the contractors.

12. All machinery and other plant, materials and things whatsoever, provided by the contractors for the works hereby contracted for, and not rejected under the provisions of the last preceding clause, shall from the time of their being so provided become, and until the final completion of the said works, shall be the property of Her Majesty for the purposes of the said works, and the same shall on no account be taken away, or used or disposed of except for the purposes of the said works, without the consent in writing of the engineer, and Her Majesty shall not be answerable for any loss or damage whatsoever which may happen to such machinery or other plant, material or things, provided always that upon the completion of the works and upon payment by the contractors of all such moneys, if any, as shall be due from them to Her Majesty, such of the said machinery and other plant, material and things as shall not have been used and converted in the works, and shall remain undisposed of shall, upon demand, be delivered up to the contractors.

13. If the engineer shall at any time consider the number of workmen, horses, or quantity of machinery or other plant, or the quantity of proper materials, respectively employed or provided by the contractors on or for the said works, to be

insufficient for the advancement thereof towards completion within the limited times, or that the works are, or some part thereof is not being carried on with due diligence, then in every such case the said engineer may, by written notice to the contractors, require them to employ or provide such additional workmen, horses, machinery or other plant, or materials, as the engineer may think necessary, and in case the contractors shall not thereupon within three days, or such other longer period as may be fixed by any such notice, in all respects comply therewith, then the engineer may, either on behalf of Her Majesty, or if he see fit, may, as the agent of and on account of the contractors, but in either case at the expense of the contractors, provide and employ such additional workmen, horses, machinery and other plant, or any thereof or such additional and materials respectively, as he may think proper, and may pay such additional workmen such wages, and for such additional horses, machinery or other plant, and materials respectively, such prices as he may think proper, and all such wages and prices respectively, shall thereupon at once be repaid by the contractors, or the same may be retained and deducted out of any moneys at any time payable to the contractors; and Her Majesty may use, in the execution or advancement of the said work not only the horses, machinery, and other plant, and materials so in any case provided by anyone on Her behalf, but also all such as may have been or may be provided by or on behalf of the said contractors.

14. In case the contractors shall make default or delay in diligently continuing to execute or advance the works to the satisfaction of the engineer, and such default or delay shall continue for six days after notice in writing shall have been given by the engineer to the contractors requiring them to put an end to such default or delay, or in case the contractors shall become insolvent, or make an assignment for the benefit of creditors, or neglect either personally or by a skilful or competent agent to superintend the works, then in any of such cases Her Majesty may take the work out of the contractors' hands and employ such means as she may see fit to complete the work, and in such cases the contractors shall have no claim for any further payment in respect of the works performed, but shall, nevertheless, remain liable for all loss and damage which may be suffered by Her Majesty by reason of the non-completion by the contractors of the works; and all materials and things whatsoever, and all horses, machinery and other plant provided by them for the purposes of the works, shall remain and be considered as the property of Her Majesty for the purposes and according to the provisions and conditions contained in the twelfth clause hereof.

15. The contractors shall be at the risk of, and shall bear, all loss or damage whatsoever, from whatsoever cause arising, which may occur to the works, or any of them, until the same be fully and finally completed and delivered up to and accepted by the said Minister for the time being; and if any such loss or damage occur before such final completion, delivery and acceptance, the contractors shall immediately at their own expense repair, restore and re-execute the work so damaged, so that the whole works, or the respective parts thereof, may be completed within the time hereby limited.

16. The contractors shall not have or make any claim or demand, or bring any action or suit or petition against Her Majesty for any damage which they may sustain by reason of any delay in the progress of the work, arising from the acts of any of Her Majesty's agents, and it is agreed that in the event of any such delay the contractors shall have such further time for the completion of the works as may be fixed in that behalf by the Minister for the time being.

17. The contractors shall not make any assignment of this contract, or any sub-contract, for the execution of any of the works hereby contracted for; and in any event no such assignment or sub-contract even though consented to, shall exonerate the contractors from liability, under this contract, for the due performance of all the work hereby contracted for. In the event of any such assignment or sub-contract being made then the contractors shall not have or make any claim or demand upon Her Majesty for any future payments under this contract for any further or greater sum or sums than the sum or sums respectively at which the work or works so

assigned or sub-contracted for shall have been undertaken to be executed by the assignee or sub-contractor; and in the event of any such assignment or sub-contract being made without such consent, Her Majesty may take the work out of the contractors' hands, and employ such means as she may see fit to complete the same; and in such case the contractors shall have no claim for any further payment in respect of the works performed, but shall, nevertheless, remain liable for all loss and damage which may be suffered by Her Majesty by reason of the non-completion by the contractors of the works; and all materials and things whatsoever, and all horses, machinery and other plant provided by them for the purposes of the works, shall remain and be considered as the property of Her Majesty for the purposes and according to the provisions and conditions contained in the twelfth clause hereof.

18. Time shall be deemed to be of the essence of this contract.

19. The contractors shall be responsible for all damages claimable by any person or corporation whatsoever, in respect of any injury to persons or to lands, buildings, ships or other property, or in respect of any infringement of any right whatsoever, occasioned by the performance of the said works, or by any neglect or misfeasance or non-misfeasance on their part, and shall and will at their own expense, make such temporary provisions as may be necessary for the protection of persons, or of lands, buildings, ships or other property, or for the uninterrupted enjoyment of all rights of persons or corporations, in and during the performance of the said works.

20. If the contractors fail at any time in paying the salaries or wages of any person employed by them upon or in respect of the said works, or any of them, and any part of such salary be one month in arrear, or if there be due to any such person one month's wages or salary, the engineer may notify the contractors to pay such salary or wages, and if two days elapse and the same be not paid in full up to the date of payment or to such other date as may be in accordance with the terms of employment of such person, then Her Majesty may pay to such person salary or wages from any date to any date, and to any amount which may be payable, and may charge the same to the contractors and the contractors covenant with Her Majesty to repay at once any and every sum so paid.

21. The contractors will protect and will not remove or destroy or permit to be removed or destroyed, the stakes, buoys and other marks placed on or about the said works by the engineer of the works, and shall furnish the necessary assistance to correct or replace any stake or mark which through any cause may have been removed or destroyed.

22. Any notice or other communication mentioned in this contract to be notified or given to the contractors shall be deemed to be well and sufficiently notified or given, if the same be left at the contractors' office or mailed in any post office, to the contractors or foreman, addressed to the address mentioned in this contract, or to the contractors' last known place of business.

23. And Her Majesty, in consideration of the premises, hereby covenants with the contractors, that they will be paid for and in respect of the works hereby contracted for, and in the manner set out in the next clause hereof the several prices or sums following, viz. :--

The sum in the whole of thirty-one thousand five hundred and twenty-five dollars and eighty-four cents of lawful money of Canada, for the engine house at North Bend.

24. Cash payments equal to about ninety per cent. of the value of the work done, approximately made up from returns of progress measurements and computed at the prices agreed upon or determined under the provisions of this contract, will be made to the contractors monthly on the written certificate of the engineer that the work for or on account of which the certificate is granted, has been duly executed to his satisfaction and stating the value of such work computed as above mentioned— and upon approval of such certificate by the Minister, for the time being for the Dominion of Canada, and the said certificate and such approval thereof shall be a condition precedent to the right of the contractors to be paid the said ninety per

cent. or any part thereof. The remaining ten per cent. shall be retained until the final completion of the whole of the work to the satisfaction of the Chief Engineer for the time being, having control over the work, and within two months after such completion the remaining ten per cent. will be paid. And it is hereby declared that the written certificate of the said engineer certifying to the final completion of said works to his satisfaction shall be a condition precedent to the right of the contractors to receive or be paid the said remaining ten per cent., or any part thereof.

25. It is intended that every allowance to which the contractors are fairly entitled, will be embraced in the engineer's monthly certificates; but should the contractors at any time have claims of any description which they consider are not included in the progress certificates, it will be necessary for them to make and repeat such claims in writing to the engineer, within fourteen days after the date of each and every certificate in which they allege such claims to have been omitted.

26. The contractors in presenting claims of the kind referred to in the last clause must accompany them with satisfactory evidence of their accuracy, and the reason why they think they should be allowed. Unless such claims are thus made during the progress of the work, within fourteen days, as in the preceding clause, and repeated, in writing, every month, until finally adjusted or rejected, it must be clearly understood that they shall be for ever shut out, and the contractors shall have no claim on Her Majesty in respect thereof.

27. The progress measurements and progress certificates shall not in any respect be taken as an acceptance of the work or release of the contractors from responsibility in respect thereof, but they shall at the conclusion of the work deliver over the same in good order, according to the true intent and meaning of this contract.

28. Her Majesty shall have the right to suspend operations from time to time at any particular point or points or upon the whole of the works, and in the event of such right being exercised so as to cause any delay to the contractors, then an extension of time equal to such delay or detention, to be fixed by the Minister as above provided for, shall be allowed them to complete the contract, but no such delay shall vitiate or avoid this contract or any part thereof or the obligation hereby imposed or any concurrent or other bond or security for the performance of this contract, nor shall the contractors be entitled to any claim for damages by reason of any such suspension of operations. And at any time after operations have been suspended either in whole or in part—such operations may be again resumed and again suspended and resumed as Her Majesty may think proper. And upon the contractors receiving written notice on behalf of Her Majesty that the suspended operations are to be resumed, the contractors shall at once resume the operations and diligently carry on the same.

29. Should the amount now voted by Parliament and applicable towards payment for the work hereby contracted for, be at any time expended previous to the completion of the works, the Minister for the time being may give the contractors written notice to that effect. And upon receiving such notice, the contractors may, if they think fit, stop the work—but in any case shall not be entitled to any payment for work done, beyond the amount voted and applicable as aforesaid—unless and until the necessary funds shall have been voted by Parliament in that behalf. And in no event shall the contractors have or make any claim upon Her Majesty for any damages or compensation by reason of the said suspension of payment, or by reason of any delay or loss caused by the stoppage of work.

30. The contractors shall not permit, allow, or encourage the sale of any spirituous liquors on or near the works.

31. No work whatever shall at any time or place be carried on during Sunday, and the contractors shall take all necessary steps for preventing any foreman, or agent, or men from working or employing others on that day.

32. It is hereby agreed, that all matters of difference arising between the parties hereto, upon any matter connected with or arising out of this contract, the decision whereof is not hereby especially given to the engineer—shall be referred to the award and arbitration of the Chief Engineer for the time being, having control over

the works, and the award of such engineer shall be final and conclusive; and it is hereby declared that such award shall be a condition precedent to the right of the contractors to receive or be paid any sum or sums on account, or by reason of such matters in difference.

33. It is distinctly declared that no implied contract of any kind whatsoever, by or on behalf of Her Majesty, shall arise or be implied from anything in this contract contained, or from any position or situation of the parties at any time, it being clearly understood and agreed that the express contracts, covenants and agreements herein contained and made by Her Majesty, are and shall be the only contracts, covenants and agreements upon which any rights against Her are to be founded.

34. This contract is hereby, pursuant to the provisions of the 8th section of the Statute 41st Victoria (1878), chapter 5, made subject to the express condition that no member of the House of Commons of Canada shall be admitted to any share or part of such contract, or to any benefit to arise therefrom.

35. In the event of it becoming advisable in the interests of the public to suspend the work hereby contracted for, or any portion thereof, at any time before its completion, and to put an end to this contract, the Minister for the time being shall have full power to stop the work and to cancel this contract, on giving due notice to that effect to the contractors. The contractors, however, will be entitled to receive payment for all sums then due for work already done, materials used or delivered, or ready to be used, or in course of preparation, together with such reasonable compensation as will cover all *bond fide* damages, if any, resulting therefrom, and as may then be agreed upon; or, in case of disagreement, as may be determined by the official arbitrators of the Dominion of Canada; it being understood, however, that no compensation will be allowed to or claimed by the contractors, for materials procured for the works, after the date of the service of the notice above referred to, or for any loss of anticipated profits, either in respect of the works so suspended as aforesaid, or of the materials then procured for said works.

IN WITNESS whereof, the contractors have hereto set their hands and seals, and these presents have been signed and sealed by the said Minister, and countersigned by the Secretary of the Department of Railways and Canals of Canada, on behalf of Her Majesty.

Signed, sealed and delivered by the  
contractors, in presence of  
H. A. FISSIAULT.

GEO. J. WILSON.

[SEAL.]

F. WELCOME McCRADY.

[SEAL.]

Signed, sealed and delivered by the  
Minister, and countersigned by  
the Secretary of Railways and  
Canals, in the presence of  
H. A. FISSIAULT.

J. H. POPE,

*Acting Minister of Railways and Canals.*

A. P. BRADLEY,

*Secretary.*

[SEAL.]

## CANADIAN PACIFIC RAILWAY.

"A"

SPECIFICATION OF IRON PILES FOR THE WHARF AT PORT MOODY, BRITISH COLUMBIA.

*List of piles required.*

Number of Piles.	Length in Feet.
5.....	66
8.....	62
2.....	60
7.....	58
7.....	56
14.....	54
11.....	52
41.....	50
20.....	48
24.....	46
18.....	44
7.....	42
15.....	40
16.....	38
9.....	36
4.....	34
4.....	32

212 piles.

212 cast iron caps.

212 cast iron points.

4 wrought iron driving caps.

1,700 wrought spikes,  $4\frac{1}{2}$  inches long by  $\frac{5}{8}$  inch square.

The piles are to be made of the best quality of wrought iron for resisting the injurious action of salt water.

The section of the segments is to be the same as shown on plan, or an approved one of equal strength and area.

The diameter of the cylindrical part not less than 9 inches and the thickness  $\frac{5}{8}$  of an inch.

The rivets are to be  $\frac{7}{8}$  inch diameter and spaced 6 inches between centres, except at the upper and lower ends, where the rivets are to be spaced 3 inches between centres as shown on plan.

All riveting done at the shops is to be machine riveting. When the segments are in the lengths, the abutting joints are to be not less than 4 feet apart, but in case it is necessary that the longest piles have to be made in two lengths, the abutting joints may then be not less than 2 feet apart. The splice plates are to be formed to fit solidly against the flanges. The spliced parts are to be fitted and bolted together at the works, and the rivet holes through the splice plates and flanges reamed out to admit the rivets, and each splice plate marked and bolted to the flange it has been fitted to.

The ends are to be faced off with a milling machine, to make true bearing surfaces for the cast iron caps and points.

There are to be four countersunk holes of  $\frac{7}{8}$  of an inch diameter, in the lower end of each pile for spiking the wooden plugs.

The lengths of the piles given in foregoing list, are the extreme lengths from the caps to the points.

The inside surfaces of the segments and flanges are to have a good coat of hot coal tar varnish before they are riveted together, and a similar coat on the outside after they are finished.

The cast iron caps are to be 2 feet 2 inches long and 13 inches wide on their top surfaces. They are to have cylinders on their under sides, formed to fit unto and inside the end of the wrought iron piles, and with truly dressed shoulders 1 inch wide to bear on their ends. They are to be strengthened with brackets and have bolt holes through them, as shown on plan.

The cast iron pile points are to be formed partly cylindrical with curved conical points. The insides of the cylindrical parts are to be the same diameter as the inside of the wrought iron and the outside 2 inches larger. There are also to be four projections on each to extend the bearing surfaces under the flanges. The forms of the inside and outside are shown on plans. Four countersunk holes  $\frac{7}{8}$  of an inch in diameter are to be drilled in each point to fasten them to the wood plugs with the  $\frac{5}{8}$  inch square spikes.

The spikes are to be  $4\frac{1}{2}$  inches long  $\frac{5}{8}$  inch square, with chisel sharpened points, and heads to fit the countersunk holes.

Four driving caps are to be provided, formed as shown on plans. Each top plate of wrought iron is to be 13 inches diameter by 2 inches thick, slightly rounded on the upper surface. Attached to the under side are two pieces of  $1\frac{1}{2}$ -inch by 1-inch iron bent as shown, with their ends riveted to the plate. The distance from out to out of the bent pieces is to be the same as the inside diameter of the pile.

C. SCHREIBER, *Engineer-in-Chief Canadian Pacific Ry.*

J. TOMLINSON, *Bridge Engineer, Dept. Rys. & Canals.*

OTTAWA, 10th March, 1885.

ARTICLES OF AGREEMENT entered into this day of seventeenth of June, in the year of our Lord one thousand eight hundred and eighty-five, and made in duplicate between Messrs. Head, Wrightson and Company, on Stockton-on-Tees, London, England, owners of the Teesdale Iron Works (hereinafter called the contractors), of the first part, and Her Majesty Queen Victoria, represented herein by the Honorable the Minister of Railways and Canals for the Dominion of Canada (hereinafter called the Minister), of the second part, WITNESSETH, that the contractors, for and in consideration of the conditions and agreements hereinafter mentioned, doth hereby agree to and with Her Majesty, her successors and assigns, to manufacture, supply and deliver to the satisfaction of the said Minister, in full and perfect accordance with the terms and agreeably to the true intent and meaning of the specification hereunto annexed, marked "A" (which is hereby agreed and declared to be part and parcel of this agreement and to be taken and read as incorporated herewith), and which is hereinafter called the specification, two hundred and twelve iron piles, with caps and points; the said delivery of the same to be made by the contractors on the Canadian Pacific Railway wharf at Port Moody, Burrard Inlet, in the Province of British Columbia, in bond and free of all charges except customs duty, on or before the twentieth day of September, A. D. one thousand eight hundred and eighty-five; the said piles, caps and points being required for the said Port Moody wharf.

In consideration whereof Her Majesty's Minister doth hereby agree to pay the contractors the sum of twelve pounds nine shillings sterling for each ton of the said iron piles, caps and points hereinbefore mentioned (the ton weight for the purposes hereof being fixed at two thousand two hundred and forty pounds) the whole being payable as follows, that is to say:—the price of each shipment to be paid to the contractors on account of the same through the financial agent of the Government of Canada, or other duly authorized agent or banking house in British Columbia, on delivery thereof on the wharf at Port Moody as aforesaid, free of all charges except customs duty and upon production of the certificates of inspection by the inspector appointed by the Minister for such purpose.

And it is hereby agreed that the inspector who may be appointed in England by the Minister for such purpose shall have full power to reject any of the iron piles, caps or points which in his opinion are not fully and in all respects conformable to and in accordance with the specification and the agreement.

And it is further agreed that if, from strikes or extraordinary occurrences beyond their control the contractors shall be unable to complete the said deliveries or either of them within the time specified, a further period not exceeding three months shall be allowed for such incomplete delivery, and thereafter only such further time as the Minister may by writing allow for such purpose.

In witness whereof the contractors have hereunto set their hands and seals, and the Acting Minister of Railways and Canals hath hereunto set his hand and caused these presents to be sealed and to be countersigned by the Secretary of the Department of Railways and Canals for Canada, on the day and year first above written.

Signed, sealed and delivered by the }  
 contractors, in presence of }  
     GEO. W. WILCOX, }  
     Stockton on Tees, Accountant. }  
     JOHN T. ROBINSON, }  
     60 Gilmour st., Stockton on Tees, }  
     Ledger Clerk. }

HEAD, WRIGHTSON & CO.,  
 [L.S.]

Signed, sealed and delivered by the }  
 Minister and by the Secretary of }  
 Railways and Canals, of Canada, }  
 in presence of }  
     H. A. FISSIAULT. }

J. H. POPE,  
*Acting Minister of Railways and Canals.*  
 A. P. BRADLEY,  
*Secretary.*  
 [L.S.]

## RETURN

(35d.)

To an ADDRESS of the HOUSE OF COMMONS, dated 5th March, 1886 ;—For Copies of all correspondence between the Government, or any member of the Government, with the Canadian Pacific Railway Company and the North Shore Railway Company, and between the two Companies, concerning the prolongation of the line of the Canadian Pacific Railway to the Harbor of Quebec ; of all contracts between the said two Railway Companies in reference to the same ; of all Orders in Council passed in reference to the same, together with a statement of all moneys paid by the Government, and of the names of the persons to whom such payments were made ; also in reference to the same and in conformity with the Acts 47 Victoria, Chapter 8, and 48-49 Victoria, Chapter 58.

By Command.

J. A. CHAPLEAU,

Department of the Secretary of State,  
13th April, 1886.

*Secretary of State.*

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*CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by the Honorable the Deputy Governor General in Council on the 19th September, 1885.*

The Committee of Council hereby respectfully recommend that on the transfer of possession of the North Shore Railway to the Government under the agreement to-day entered into between the Government and the Grand Trunk Railway Company of Canada—and on the execution of the agreement aforesaid by such Grand Trunk Railway Company, and on the transfer of the stock of the North Shore Railway Company to persons named by the Government—payment be made to the Grand Trunk Railway Company of the sum of five hundred and twenty-five thousand dollars, as specified in the said agreement.

JOHN J. MCGEE, *Clerk Privy Council.*

*CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by the Honorable the Deputy Governor on the 19th September, 1885.*

The Committee of Council have the honor to report that in order to carry out the provisions of the Act of last session, cap. 58, with respect to the procuring free access for the trains and traffic of the Canadian Pacific Railway Company to the harbor of Quebec, negotiations have been entered into under the 2nd and 3rd sections of the said Act and concluded, provisionally, between the Department of Railways and Canals and the Grand Trunk Railway Company of Canada (which railway has the control of the North Shore Railway and its stock) for the acquisition of the said North Shore Railway ; and they submit a copy of the agreement made between the

Government of Canada and the said Grand Trunk Railway Company, embodying the results of the said negotiations for approval, and they further recommend that the Honorable John Henry Pope be authorized to execute the said agreement on behalf of the Government.

All of which is respectfully submitted for approval.

JOHN J. MCGEE, *Clerk Privy Council.*

#### AGREEMENT.

An agreement made this 19th day of September, in the year of Our Lord one thousand eight hundred and eighty-five, between

The Grand Trunk Railway Company of Canada, represented herein by Joseph Hickson, Esq., General Manager, hereinafter called the Company, and

Her Majesty the Queen, represented herein by the Minister of Railways and Canals of Canada, hereinafter called the Government:—

Whereas, by an Act of the Parliament of Canada, passed at the last Session thereof, intituled: "An Act to authorize the granting of further Subsidies to and making further provision for the construction and efficient operation of the Railways therein described," it was, among other things, provided, that if it should be expedient so to do in order to facilitate free access to the port of Quebec by the Canadian Pacific Railway Company, the Governor in Council might acquire the North Shore Railway and apply the sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition;

And whereas the company have been operating the said North Shore Railway under an agreement made with the North Shore Railway Company in regard thereto, and dated the twenty-seventh day of February, one thousand eight hundred and eighty-three;

And whereas the Government have deemed it expedient to acquire the North Shore Railway;

Now, therefore, this agreement witnesseth and the company and the Government agree to and with each other in the manner following, that is to say:—

1st. The company shall forthwith cause to be transferred to the Government, or to such person or persons or corporation as they shall name, all the shares in the stock of the North Shore Railway Company constituting the entire share capital thereof.

2nd. The company shall put the Government in possession of the said railway and its appurtenances, rolling stock, plant, equipment, tools, machinery, implements, stores, fuel, books of minutes and of account, title deeds, muniments, vouchers and documents without any exception whatsoever, as the same exists and are at the date hereof in use upon the said railway, its property and appurtenances, or held or controlled by the company, but the company shall have the free use of all books, deeds and papers which are requisite and necessary to the closing up of its business with the North Shore Railway Company and until such business is so closed up.

3rd. The company shall forthwith secure the resignation of all or such of the directors of the North Shore Company as the Government may desire, and the election to seats at the board of the directors of said company of such persons as the Government shall designate.

4th. The company shall forthwith cause to be delivered to the Government, with all coupons attached, one hundred and eighty thousand dollars of bonds of the North Shore Railway Company which are its property and remain in its treasury unissued.

5th. The company shall retain and have the right to collect and get in all accounts due or accrued to the North Shore Railway Company up to the morning of the twentieth instant, and for that purpose, on giving notice to the Government, or to the person, persons or corporation named by them, as provided in the first paragraph hereof, the company shall, at its own cost and charges, be allowed to use the name of the North Shore Railway Company in any legal proceedings, or otherwise, for the purpose of making such collection.

6th. The company shall, except as herein otherwise provided, pay and discharge all accounts and debts incurred and all damages for breaches of contract entered into by the North Shore Railway Company between the fourth day of March, 1882, and the morning of the twentieth instant, and all other obligations and liabilities between the twentieth day of April, 1883, and the said morning of the twentieth instant.

7th. The company shall pay the wages of employes of the North Shore Railway Company of every rank and class whatsoever up to the morning of the twentieth instant.

8th. The company shall forthwith secure the cancellation of all contracts and agreements between the North Shore Railway Company and its employes, except men employed in the train department, the track department, the shops and the station service :

And the company declare and covenant that no time engagements have been made with any of the men so employed in the train department, the track department, the shops or the station service, for any period beyond the termination of the present year, and that all such employes are liable to dismissal at the pleasure of the company after the notice required by law in respect of similar engagements in the manner and upon the conditions usual with respect to railway companies and their employes.

9th. The company declare, covenant and agree, that of the contracts and agreements which have been entered into by the North Shore Railway Company since the company has been operating the North Shore Railway, none are in force and effect except those herein expressly mentioned.

10th. The Government shall, on the transfer of the stock of the North Shore Railway Company, the election of directors and the placing of an officer or person named by the Government, in charge of the North Shore Railway, with its appurtenances, rolling stock, plant, equipment, tools, machinery, implements, stores, fuel, books and muniments, as herein provided, pay to the company the sum of five hundred and twenty-five thousand dollars.

11th. The Government shall, as soon as the amount can be ascertained, and as the coal is delivered, pay to the company the value at its cost to the North Shore Railway Company, of all fuel purchased expressly for the use of the North Shore Railway for the business of the present autumn and coming winter.

12th. The Government shall either assume, or cause the person, persons or corporation named by them, as aforesaid, to assume, the liabilities of the North Shore Railway Company with respect to the following claims :—

For the Palais Harbor property at Quebec.....	\$ 45,000
For land at Quebec, due Robt. H. McGreevey.....	15,000
For land in Hochelaga, due to H. Robert, and payable in 1884.....	22,500

13th. The company shall, by due and legal procedure, with such authority of the shareholders of the several companies thereto as may be necessary for that purpose, forthwith secure the cancellation of the following in part described agreements, that is to say :—

(a.) The agreement dated the thirty-first day of July, 1882, between the company and the North Shore Railway Company, respecting the Jacques Cartier Union Railway Company ;

(b.) The agreement dated the first of September, 1883, between the North Shore Railway Company and the Jacques Cartier Union Railway Company ;

(c.) The agreement dated the third of September, 1883, between the company, the North Shore Railway Company and the Jacques Cartier Union Railway Company.

14th. The company shall forthwith procure the North Shore Railway Company to be fully and absolutely released and discharged from all obligation and liability to and in favor of the holders of the bonds of the Jacques Cartier Union Railway Company, and more particularly the obligation and undertaking assumed by the North Shore Railway Company in and by the agreement of the thirty-first day of July, 1882,

and subsequent agreement aforesaid, to pay jointly with the company the interest upon the bonds of the Jacques Cartier Union Railway Company, such release and discharge to be effected in such manner that no present or subsequent holder of any of the bonds of the said Jacques Cartier Union Railway Company can have or maintain any action or recourse against the North Shore Railway Company for the said interests or any part thereof.

15th. The Government or the person, persons or corporation so named by them as aforesaid, shall cause the North Shore Railway Company to maintain, assume and carry out the obligations and conditions of the following in part described agreements that is to say:—

(a.) An agreement with the Government of Quebec in respect of the acquisition of the said North Shore Railway Company, dated the fourth day of March, 1882, and embodied in the Acts of the Legislature of the Province of Quebec, in the Session thereof held during the last mentioned year;

(b.) An agreement dated the fifteenth day of September, 1883, between the North Shore Railway Company and the Quebec and Lake St. John Railway Company.

16th. With respect to the said agreement between the company and the North Shore Railway Company, dated the twenty-seventh day of February, 1883, under which the company has been operating the North Shore Railway, it is mutually agreed as follows:—

(a.) The said agreement as to all matters between the company and the North Shore Railway Company shall be considered to be cancelled and shall be put an end to and the company renounce all claim, obligation or duty thereunder.

(b.) The company shall pay the interest accrued or accruing due on the mortgage debt of the North Shore Railway Company on the morning of the twentieth instant.

(c.) The Government shall, from time to time, and at all times hereafter indemnify and hold harmless or cause the person, persons or corporation so named by them, as aforesaid, to indemnify and hold harmless the company from any claim or demand which the holders present or future of the first mortgage bonds of the said North Shore Railway Company may have against the company in respect of any liability under the said agreement, to pay or provide for the payment of interest on such mortgage bonds and against all damage and injury that may arise out of any such claim or demand.

17th. The company expressly declare and covenant that the North Shore Railway, its property and appurtenances, substantially and as nearly as the circumstances of the case will admit thereof, comprise the same property as that of which they acquired control and possession on the twentieth day of April, 1883, and that since that date the same has not been incumbered by the North Shore Railway Company.

18th. The company shall indemnify and hold harmless the Government and the person, persons or corporation so named by them, as aforesaid, against all and every loss, damage, expense and injury which may be incurred or sustained by the Government, such person, persons or corporation, by reason of a breach of any declaration, covenant or agreement herein made by the company and on its part to be kept and performed.

And that the person, persons or corporation so named by the Government, as aforesaid, shall have every and all remedies and recourses against the company which the Government might or could have had hereunder and as fully and to the same extent and in the same manner as if each declaration, covenant, agreement and undertaking herein contained, was made with such person, persons or corporation and be they or it were privy hereto.

19th. The Government shall indemnify and hold harmless the company against all and every loss, damage, expense or injury which may be incurred or sustained by the company by reason of the breach of any declaration, covenant, agreement or undertaking herein made by the Government, and on their part to be kept and performed.

In witness whereof the Grand Trunk Railway Company of Canada has caused its seal to be hereto affixed and these presents to be signed by the said Joseph Hickson, its general manager, and the Minister of Railways and Canals has caused his seal to be hereto affixed, and these presents to be signed by himself and the secretary of his Department.

J. H. POPE, *Acting Minister of Railways and Canals.*  
A. P. BRADLEY, *Secretary.*

Witness:

GEORGE W. BURBIDGE, Ottawa.

*CERTIFIED COPY of a Report of a Committee of the Honorable the Privy Council, approved by the Honorable the Deputy Governor in Council on the 19th September, 1885.*

The Committee of Council have the honor to report that, in order to carry out the provisions of the Act of last Session, Chapter 58, intituled: "An Act to authorize the granting of further subsidies to and making further provision for the construction and efficient operation of the railway therein described," with respect to the procuring free access by the Canadian Pacific Railway Company to the harbor of Quebec, an agreement has been entered into between the Government of Canada and the Grand Trunk Railway Company for the acquisition of the North Shore Railway, and they now submit copy of agreement between the Government of Canada and the Canadian Pacific Railway Company transferring to the said company, in accordance with the provisions of the 3rd section of the above cited Act, the said North Shore Railway, for approval, and they recommend that the Honorable John Henry Pope be authorized to execute the said agreement on behalf of the said Government.

All which is respectfully submitted for approval.

JOHN J. MCGEE, *Clerk Privy Council.*

To the Hon. the Minister of Railways and Canals.

*EXTRACT from the minutes of an adjourned meeting of the Board of Directors of the Canadian Pacific Railway Company, held pursuant to resolution passed at the meeting held on Wednesday, 16th day of September, 1885, on this Thursday, 17th day of September, 1885, at the hour of 12 o'clock, noon, at the office of the company in Montreal.*

Present in person.—Mr. George Stephen, President; Mr. W. C. Van Horne, Vice-President; Hon. Donald A. Smith, Mr. Sandford Fleming, C.E., C.M.G.

And by proxy.—Messrs. R. B. Angus, E. B. Osler, George R. Harris, H. S. Northcote, P. du P. Grenfell.

Mr. Drinkwater also attended.

The vice-president reported that he, with the consent of the company, had met the Government the previous afternoon for the purpose of considering and discussing a proposed agreement between the Grand Trunk Railway Company and the Government, preparatory to the transfer to this company of the North Shore Railway under the provisions of the Act of last session. That he had left Mr. Abbott in Ottawa, after deciding with him upon the line of action which this company should adopt with respect to the position of the Grand Trunk Railway Company and that of the various companies with whom agreements of different kinds had been made by the North Shore Railway Company, among which might be mentioned the agreement with the Richelieu and Ontario Navigation Company, made on the 30th March last, and agreements previously made with the Jacques Cartier Union Railway Company, the Canadian Express Company and the Shedden Company, at various times. That the position taken on behalf of this company in these and other respects was, as previously determined by the board, that all time contracts between the North Shore Railway Company and other companies and persons should be cancelled, including those above mentioned. That the Grand Trunk Railway Company should undertake to pay all the liabilities of every description of the North Shore Railway Company up to the date of transfer, thus placing this company in possession of the North Shore

Railway free of all liabilities whatever, except the bond issue, less a sum equivalent to about \$180,000 still in the treasury of the North Shore Railway Company, and except also the balance of price of three properties, two at Quebec and one at Hochelaga, amounting in all to about \$80,000. That, as previous correspondence showed, this company claimed satisfactory security, that the Grand Trunk Railway Company would perform the obligations it was to assume in respect of the payment of the debts and liabilities of the North Shore Railway Company, and that the Government should appropriate to this company, in aid of the proposed acquisition of the North Shore Railway, the balance of the grant of last session, after payment to the Grand Trunk Railway Company of the sum of \$525,000, that company retaining possession of the Jacques Cartier Union Railway, and causing the liability of the North Shore Railway Company, in respect of the bonds secured on that railway, to be discharged.

Whereupon it was resolved, that the position taken by the vice president on behalf of this company with the Government at Ottawa as to the terms of transfer of the North Shore Railway be and the same is hereby approved.

That the vice-president be and is hereby authorized to make arrangements with the Government on behalf of this company for the acceptance by this company of a transfer of the North Shore Railway upon such terms and conditions as he shall agree upon with them in conformity as nearly as may be with his report as confirmed by this board, and that the details of such arrangements shall be left to his discretion: Provided always, that the result of such arrangements shall in effect be that this company will receive the whole of the capital stock of the North Shore Railway Company, and obtain possession and control of its railway, subject to no other burdens than the amount of the bonds, including the balance of the purchase money of the railway, but less the sum of about \$180,000 still in the treasury, and subject to the payment of the balance of the price of the three properties referred to by the vice-president in his report to this meeting; that the obligation of the Grand Trunk Railway company to pay all the debts and indemnify this company against all the liabilities of the North Shore Railway Company, from its transfer by the Government of Quebec to the 20th September instant, be satisfactorily secured, and that the balance of the grant of Parliament at its last session of \$1,500,000, to aid this company in obtaining access to Quebec after payment of the sum of \$525,000 to the Grand Trunk Railway Company, be appropriated and used in such manner as practically to reduce the annual liability of this company to about \$200,000.

Certified a true copy.

C. DRINKWATER, *Secretary.*

#### AGREEMENT.

An agreement made this nineteenth day of September, in the year of Our Lord one thousand eight hundred and eighty-five, between

Her Majesty, herein acting and represented by the Minister of Railways and Canals of Canada, hereinafter called the "Government," and

The Canadian Pacific Railway Company, represented herein by William C. Van Horne, of the city of Montreal, vice-president of the said company, hereinafter called the "Company;"

Whereas it is, among other things, provided by an Act of the Parliament of Canada, passed at the last session thereof, intituled: "An Act to authorize the granting of further subsidies to, and making further provision for the construction and efficient operation of the railways therein described," that the Governor in Council might grant a subsidy with the subsidies theretofore granted, amounting to one million five hundred thousand dollars as an aid towards procuring free access by the company to the harbor of Quebec, and that if it should be expedient so to do, in order to facilitate the Canadian Pacific Railway Company in obtaining such free access, the Governor General in Council might acquire the North Shore Railway, and apply the said sum of one million five hundred thousand dollars, or any part thereof, in aid of such acquisition, and upon such acquisition might transfer and convey or

lease the said railway to the Canadian Pacific Railway Company, subject to such obligations as the Government might have assumed in acquiring it ;

And whereas the Government, deeming it expedient so to do, have acquired the North Shore Railway, in the manner, on the terms and conditions, and subject to the obligations set out in the agreement bearing even date herewith, and made between the Grand Trunk Railway Company of Canada and the Government, copy of which agreement is hereto attached ;

Now, therefore, this agreement witnesseth that the Government have under the said agreement, copy of which is attached, named the company as the corporation to which the Grand Trunk Railway Company of Canada shall transfer the shares in the stock of the North Shore Railway Company, and the company have named George Stephen, Esq., and the Honorable Donald A. Smith, both of the city of Montreal, as trustees to whom the said shares shall be so transferred for the company.

(2.) And the Government have transferred, and by these presents do transfer, to the company all the interest, right and title to and in the said North Shore Railway, and its appurtenances, rolling stock, plant, equipment, tools, machinery, implements, stores, fuel, books of minutes and of account, title deeds, muniments, vouchers and documents, which they acquired by virtue of the said in part recited agreement, and do subrogate the said company in and to all the rights, claims, demands and remedies whatsoever, which, under the said agreement, the Government could have had or exercised if this agreement had not been made.

(3.) In consideration of the premises the Government agree to apply and use part of the said sum of one million five hundred thousand dollars, to wit, the sum of nine hundred and seventy thousand dollars in aid of the said company in the acquisition of the said railway in the following manner, that is to say :—In the event of the net receipts of the operation of the said railway, after paying the operating expenses, thereof, proving insufficient to meet the interest on the first mortgage bonds of the said North Shore Railway Company, including those held by the Government of Quebec as collateral security for the balance of the price of the said railway, the Government will apply the interest on the said sum of nine hundred and seventy thousand dollars at the rate of four per cent. per annum, in whole or in part, as may be required, towards the payment of the deficiency. But if or when after payment of all such deficiencies, the net receipts of the said railway as aforesaid, shall be sufficient to pay the interest on the said bonds, the said company shall cease to have any further claim or demand upon the Government in respect of the said sum of money ; provided that as regards operating expenses the cost of no new works or renewals of a more expensive character than existing works were when new, shall be accounted as forming part of such operating expenses, unless the previous consent of the Minister of Railways and Canals has been obtained to their construction.

(4.) And the Government further agree and covenant with the company, that in case the Grand Trunk Railway Company of Canada shall fail to make good, and keep, or shall make default in any declaration, covenant, obligation, agreement or undertaking mentioned in the said agreement (copy of which is hereto attached) and on its part to be made good, kept or performed, the company shall have the right and liberty at its own option, but at its own cost and expense, to exercise in its own name, or in the name of Her Majesty, any right or remedy by action or proceeding which it may, by counsel learned in the law, be advised to take against the Grand Trunk Railway Company of Canada, or for the protection of its rights and interest.

And upon any judgment or award being rendered or made in respect of any such declaration, covenant, obligation, agreement or undertaking, granting redress to the company for the injury complained of, Her Majesty will by all ways and means open to Her, assist and aid the company to enforce such judgment or award, and for that purpose, if default is made by the Grand Trunk Railway Company to pay the amount thereof, and the company finds itself unable to levy such amount, and if the same may lawfully be done, will enforce payment thereof by retaining such amount out of such moneys as shall thereafter become due by the Government to the Grand Trunk Railway Company or in such other manner as the Government sees fit.

(5.) And the company agree to and with the Government that it will accept, be bound by, fulfil and perform each and every declaration, covenant, obligation, agreement and undertaking which, by the said agreement (copy of which is hereto attached) the Government have made, incurred, entered into or given, and that it will, from time to time, and at all times hereafter, indemnify and hold harmless the Government from and against all claims, demands, damages, injuries, actions, costs and expenses which may happen or arise by reason of any such declaration, covenant, obligation, agreement or undertaking.

In witness whereof the Minister of Railways and Canals has caused his seal to be affixed to these presents, and the same to be signed by himself and the secretary of his Department, and the Canadian Pacific Railway Company has caused its seal to be affixed to these presents, and the same to be signed by the said William C. Van Horne, its vice-president.

(L.S.)

J. H. POPE, *for the Minister of Railways and Canals.*

A. P. BRADLEY, *Secretary.*

For the Canadian Pacific Railway Company:

(L.S.)

W. C. VAN HORNE, *Vice-president.*

C. DRINKWATER, *Secretary.*

Witness,

GEO. W. BURBIDGE, Ottawa.

GRAND TRUNK RAILWAY OF CANADA,

GENERAL MANAGER'S OFFICE, MONTREAL, 19th September, 1885.

DEAR SIR,—In reference to the agreement made between the Government and the Grand Trunk Railway Company to-day, it is understood that the company agree to secure the cancellation of the following contracts, made by the North Shore Company:—

1. A contract with the Grand Trunk Railway Company and the Richelieu and Ontario Navigation Company, dated the 31st March, 1885.
2. A contract between the North Shore Railway Company and the Canadian Express Company, dated the 11th January, 1884.
3. A contract (by letter only) between the North Shore Company and the Shedden Cartage Company, in respect of cartage.

The Government in respect of the last two contracts are to pay as compensation for the cancellation of the contracts, the sum of five thousand dollars (\$5,000).

Will you kindly confirm this arrangement?

I am, dear Sir, your obedient servant,

J. HICKSON, *General Manager.*

Hon. J. H. POPE, Ottawa.

DEPARTMENT RAILWAYS AND CANALS, OTTAWA, 21st September, 1885.

SIR,—With reference to your letter of the 19th instant, relative to the agreement between the Government and the Grand Trunk Railway Co. arrived at on that date, whereby the Grand Trunk Railway agreed to secure the cancellation of certain contracts made by the North Shore Railway Company, the Government in its turn agreeing to pay certain compensation in this connection, I hereby, by the direction of the Minister, and in compliance with your request, confirm the agreement as expressed in the terms of your letter, namely:—

1st. That the Grand Trunk Railway secure this cancellation of the following contracts made by the North Shore Company:—

- (a.) A contract with the Grand Trunk Railway Company and the Richelieu and Ontario Navigation Company, dated the 30th of March, 1885.
- (b.) A contract between the North Shore Railway Company and the Canadian Express Company, dated the 11th January, 1884.
- (c.) A contract (by letter only) between the North Shore Company and the Shedden Cartage Company in respect of cartage.

2nd. That the Government pay as compensation for the cancellation of the two contracts last named the sum of five thousand dollars (\$5,000).

The Minister directs me to request that you will be pleased to carry out this arrangement without delay.

I am, Sir, your obedient servant,  
A. P. BRADLEY, *Secretary.*

Jos. HICKSON, Esq., General Manager Grand Trunk Railway.

DEPARTMENT OF JUSTICE, OTTAWA, 23rd September, 1885.

SIR,—The transfer of the stock of the North Shore Railway Company having been made to persons named by the Government, as provided in the agreement, dated 19th September, between the Grand Trunk Railway Company and the Government and the Canadian Pacific Railway Company having been put in possession of the North Shore Railway, I have the honor to send you the following papers:—

1. Agreement with the Grand Trunk Company, executed by Mr. Joseph Hickson.
2. Agreement with the Canadian Pacific Railway Company, dated 19th instant.
3. Copy of the agreement with the Grand Trunk Railway Company, executed by Mr. Pope, which was not found necessary to use, and attached to which you will find the Order in Council of the 19th September, 1885.
4. Copy of an Order in Council of the 19th instant, stating the conditions on which the sum of \$525,000 should be paid to the Grand Trunk Railway Company.
5. The Shedden contract.
6. Agreement, dated 27th February, 1883, between the Grand Trunk Railway Company and the North Shore Railway Company.
7. Agreement with the Quebec and Lake St. John Railway Company, dated 15th September, 1883.
8. Agreement between the Grand Trunk Railway Company, the North Shore Railway Company and the Jacques Cartier Union Railway Company, dated 3rd September, 1883.
9. Agreement between the North Shore Railway Company and the Jacques Cartier Union Railway Company, dated 1st September, 1883.
10. Railways and Canals, file No. 37534 of '85, letter from W. C. Van Horne to the Hon. J. H. Pope, dated 5th September, 1885.
11. Railways and Canals, file No. 37569 of '85, letter from W. C. Van Horne to the Hon. J. H. Pope, dated 10th September, 1885.
12. Railways and Canals, file No. 37601 of '85, letter from W. C. Van Horne to the Hon. J. H. Pope, dated 14th September, 1885.
13. Telegram from Hon. J. H. Pope to C. Schreiber, dated 16th September, 1885.

These, I think, comprise all the papers which I had in the matter, except the contract with the Canadian Express Company which was taken to Council and which has not since been returned to me.

If the Minister of Railways and Canals thinks it best to have these arrangements printed, as I presume he will, seeing that they were drawn up and executed in considerable haste, I would be glad if he would send more copies of the contract with the Grand Trunk Railway Company to that company, and also copies of the contract with the Canadian Pacific Railway Company to that company.

I promised Mr. Drinkwater, the secretary of the latter company, that in case they were printed copies would be sent to him.

I am, Sir, your obedient servant,

GEO. W. BURBIDGE, *Deputy Minister of Justice.*

GRAND TRUNK RAILWAY OF CANADA,  
TREASURER'S OFFICE, MONTREAL, 15th October, 1885.

SIR,—Enclosed, I beg to hand you certified copy of a resolution of the board of directors of the Richelieu and Ottawa Navigation Company, cancelling the agreement

between that company and the North Shore and Grand Trunk Railway Companies, which I have to ask you to be good enough to attach to the North Shore Company's copy of the agreement, now in possession of the Department.

I am, Sir, your obedient servant,

P. WRIGHT, *Treasurer.*

A. P. BRADLEY, Esq., Secretary Department of Railways and Canals, Ottawa.

GRAND TRUNK RAILWAY OF CANADA,

GENERAL MANAGER'S OFFICE, MONTREAL, 17th October, 1885.

SIR,—In compliance with the request contained in your letter, addressed to me on the 21st ultimo, I enclose herewith, a letter from the Shedden Company, intimating that the agreement between that company and the North Shore Railway Company in respect to cartage is cancelled.

I also enclose a notarial document evidencing that the agreement between the North Shore Railway Company and the Canadian Express Company is cancelled.

You have already had forwarded to you, a copy of the resolution of the Richelieu and Ontario Navigation Company's board agreeing to the cancellation of the contract between that company and the North Shore Railway Company.

I shall now feel obliged if the Hon. Minister of Railways will arrange for the remittance to this company of the \$5,000, the sum agreed upon as the consideration of the cancellation of the agreements with the Canadian Express Company and the Shedden Cartage Company.

I am, Sir, your obedient servant,

J. HICKSON, *General Manager.*

A. P. BRADLEY, Esq., Secretary Department of Railways and Canals, Ottawa.

(*Memorandum.*)

DEPARTMENT OF RAILWAYS AND CANALS, OTTAWA, 23rd October, 1885.

The undersigned has the honor to represent that in connection with the transfer of the North Shore Railway from the Grand Trunk Railway Company to the Canadian Pacific Railway Company, three contracts made by the North Shore Railway Company with the Richelieu and Ontario Navigation Company, the Canadian Express Company and the Shedden Cartage Company, respectively, have been cancelled.

In accordance with an understanding had with the Grand Trunk Railway Company and the Canadian Pacific Railway Company, the undersigned recommends that authority be given for the payment to the Grand Trunk Railway Company of the sum of \$5,000 as compensation for such cancellation, the amount to be taken from and charged against the Canadian Pacific Railway Company conformably with the terms of the Act 48-49 Vic., chap. 58 (1885), authorizing the conveyance of the road to them, subject to such obligations as the Government shall have assumed in acquiring it.

Respectfully submitted.

J. H. POPE, *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 31st October, 1885.

On a memorandum, dated 23rd October, 1885, from the Minister of Railways and Canals, representing that, in connection with the transfer of the North Shore Railway from the Grand Trunk Railway Company to the Canadian Pacific Railway Company, three contracts made by the North Shore Railway Company with the Richelieu and Ontario Navigation Company, the Canadian Express Company and the Shedden Cartage Company, respectively, have been cancelled.

The Minister recommends, in accordance with an understanding had with the Grand Trunk Railway Company and the Canadian Pacific Railway Company, that authority be given for the payment to the Grand Trunk Railway Company of the

sum of \$5,000, as compensation for such cancellation, the amount to be taken from and charged against the Canadian Pacific Railway Company, conformably with the terms of the Act 48-49 Vic., chap. 58 (1885), authorizing the conveyance of the road to them "subject to such obligations as the Government shall have assumed in acquiring it."

The Committee advise that the authority be granted accordingly.

JOHN J. MCGEE, *Clerk Privy Council.*

To the Hon. the Minister of Railways and Canals.

GRAND TRUNK RAILWAY OF CANADA,

GENERAL MANAGER'S OFFICE, MONTREAL, 27th November, 1885.

DEAR SIR,—Referring to your telegram to me of the 2nd October last, I enclose herewith the copy of a resolution under the seal of the company, passed by the board of directors, approving the agreement made between the company and Her Majesty the Queen, represented by the Minister of Railways, dated 19th September, 1885.

Yours faithfully,

J. HICKSON, *General Manager.*

A. P. BRADLEY, Esq., Secretary Railways and Canals, Ottawa.

EXTRACT from the minutes of a meeting of the Directors of the Grand Trunk Railway Company of Canada, held at the Office of the Company, Dashwood House, No. 9 New Broad Street, London, on Friday, 13th November, 1885.

PRESENT :

Sir Henry W. Tyler, M.P., president, in the chair.

Resolved, That the agreement dated the 19th day of September, 1885, between the Grand Trunk Railway Company of Canada, represented therein by Joseph Hickson, General Manager, and Her Majesty the Queen, represented herein by the Minister of Railways and Canals of Canada, be, and is hereby, approved.

H. W. TYLER, *President.*

J. B. BENTON, *Secretary.* [SEAL.]

## RETURN

(35e)

To an ORDER of the HOUSE OF COMMONS, dated 29th March, 1886 ;—For copies of any agreements or contracts entered into between the Canadian Pacific Railway Company and the Northern Railway Company of Canada, and the Hamilton and North-Western Railway Company as lessees of the Northern and Pacific Junction line from Gravenhurst to Callander, providing for through rates and fares and proper traffic arrangements for freight and passengers over the line of the Canadian Pacific Railway as stipulated in the agreement of the 12th April, 1884, under which the Government granted the subsidy of \$12,000 per mile for the construction of the Railway from Gravenhurst to Callander.

By Command.

J. A. CHAPLEAU,

*Secretary of State.*

Department of the Secretary of State,  
13th April, 1886.

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THE CANADIAN PACIFIC RAILWAY COMPANY,  
OFFICE OF THE SECRETARY, MONTREAL, 6th April, 1886.

SIR,—I beg to acknowledge receipt of your letter of the 5th instant, stating that, by an Order of the House of Commons, a Return has been called for "of any agreements or contracts entered into between the Canadian Pacific Railway Company and the Northern Railway Company of Canada, and the Hamilton and North-Western Railway Company, as lessees of the Northern and Pacific Junction line from Gravenhurst to Callander, providing for through rates and fares, and proper traffic arrangements for freight and passengers over the line of the Canadian Pacific Railway, as stipulated in the agreement of 12th April, 1884," &c.

I am directed to state in reply, that no such agreements or contracts have been entered into between the Canadian Pacific Railway Company and the companies named.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Esq., Secretary Department of Railways and Canals, Ottawa.

## COPIES

(35f)

Of letters from James A. Dickey, office of Government Inspecting Engineer, summit of the Selkirks, enclosing extracts from diary as to weather reports, snow slides, etc.

SUMMIT OF SELKIRKS, 9th Decembor, 1885.

DEAR SIR,—I enclose extracts from diary, which I thought perhaps might be useful to you.

My headquarters are opposite Station 170, east of the summit of the Selkirks, being the best place to gain information concerning snow slides that it is possible to get. The company have another camp of engineers, six miles west of the summit, and also one eighteen miles west. These I visit as often as circumstances permit. Up to date, no snow slides have taken place on the side of the valley the railway is, but there have been several small ones on the opposite side, not in any instance, however, coming near the track.

Yours truly,

JAS. A. DICKEY.

COLLINGWOOD SCHREIBER, Esq., Engineer-in-Chief, Ottawa.

SUMMIT OF SELKIRKS, 16th December, 1885.

DEAR SIR,—I enclose herewith extracts from my diary up to 15th instant, and also "weather reports" up to 14th instant, taken at west end of loop, two and a half miles in direct line west of summit of Selkirks.

The first snow slide of the season, on the line of railway, came down on Sunday night last, at eleven o'clock, at Station 215, east of summit. It was a very small one, however, being only 200 feet wide, and 20 feet deep. I cut out a cubic foot of this slide, and found it weighed thirty-four pounds, so you can form an idea of the force with which it would strike any obstacle impeding its way.

It continues to snow, more or less, every day.

Yours truly,

JAS. A. DICKEY.

COLLINGWOOD SCHREIBER, Esq., Engineer-in-Chief, Ottawa.

SUMMIT OF SELKIRKS, 28th December, 1885.

I forward herewith extracts from my diary from 16th to 27th inst., inclusive, and weather report, taken at west end of loop, from 15th to 23rd inst., also inclusive.

The weather has been very mild since my last letter, with snow falling more or less nearly every day. In addition to those already reported, no snow slides have come down, excepting two small ones at Station 215, east of summit. If, however, they act in the same way as they did last year, I look for a large number to come down the early part of next month.

Yours truly,

JAS. A. DICKEY.

COLLINGWOOD SCHREIBER, Esq., Engineer-in-Chief, Ottawa.

SUMMIT OF SELKIRKS, 13th January, 1886.

DEAR SIR,—I enclose extracts from my diary from 28th December, 1885, to 9th January, 1886, inclusive.

On the 4th of this month snow slides came down at Stations 201, 215 and 230, east of summit of Selkirks. I ran a line of levels over the first two, and found quantity of snow in cut from 201 to 205.50 to be 7,221 cubic yards, equals 2,437 tons, at 25 per cubic foot; and in cut from 213.50 to 219.50 to be 14,220 cubic yards, equals 6,527 tons, at 34 lbs. per cubic foot. The slide at 230 was a very small one, being only 100 feet wide and 5 feet deep. These are the only slides that have taken place on the line of railway in the Selkirks up to this date.

Yours truly,  
JAS. A. DICKEY.

COLLINGWOOD SCHREIBER, Esq., Engineer-in-Chief, Ottawa.

SUMMIT OF SELKIRKS, 23rd January, 1886.

DEAR SIR,—Accompanying these are meteorological observations for the month of December, 1885, and from the 1st to 22nd of this month inclusive, in the form of record you sent me in your letter of the 2nd inst, received here on the 18th inst. I am unable to give you any barometrical readings on account of my barometer being out of order, but in the weather report of Mr. Chisholm, C.E., of which I'll send you a copy, the readings of his barometer are given.

Since writing you on the 13th inst, we have had some cold weather, the thermometer going as low as 30 degrees the night before last.

On the 14th inst., another slide came down at 230, size 100 ft. wide and 10 ft. deep, and on the 18th one came down at Station 190 of the same size. This slide only came from the foot of the mountain side, but, nevertheless, it is packed hard on the track. Yesterday I noticed several pieces of ice 14 ft. by 16 ft. on top of the slides at 201 and 215 having evidently dropped from the extreme mountain top.

Yours truly,  
JAS. A. DICKEY.

COLLINGWOOD SCHREIBER, Esq., Engineer-in-Chief, Ottawa.

SUMMIT OF SELKIRKS, 1st February, 1886.

DEAR SIR,—I enclose meteorological observations for the month of January, and also memo. of snow slides coming down during the same period on the east slope.

No slides have taken place on the west slope yet excepting a small one at Station 894. The slides which have come down to date, can easily be carried across the line of railway by sheds.

I hope to be able to forward you by next mail memo. showing exact breadth and depth of each slide.

Yours truly,  
JAS. A. DICKEY.

COLLINGWOOD SCHREIBER, Esq., Engineer-in-Chief, Ottawa.

SUMMIT OF SELKIRKS, 20th February, 1886.

DEAR SIR,—I enclose meteorological observations and memo. of snow slides on the east slope of the Selkirks, from 1st to 19th instant, inclusive. Between these dates we have had an unusual amount of high wind, and this, no doubt, accounts for the heavy slides at Stations 19 and 300, as the constant drifting has filled the pockets in the mountain side with snow.

The weather is now quite mild, and the snow going rapidly under the influence of the warm winds. There is only about 3 feet of snow, at the present time, over the top of the rails.

Yours truly,  
JAS. A. DICKEY.

COLLINGWOOD SCHREIBER, Esq., Engineer-in-Chief, Ottawa.

## SUMMIT OF SELKIRKS, 13th March, 1886.

DEAR SIR,—I forward herewith my meteorological observations up to date, Mr. Chisholm's, for the month of February, and a memorandum showing the snow slides which have come down during the past winter on the west slope of the Selkirks.

As I anticipated, by putting in the loop, and getting the location into the bottom of the valley of the Illicilliwait, the track on the west slope is almost entirely removed from any danger from snow slides.

The only one of consequence is at Station 733, and this can be easily overcome by a shed which, when erected, will throw the snow entirely clear of the track into the river below, and this can also be said of the others excepting the one at the summit, where the grade will have to be lowered.

Although Mr. Chisholm's observations show a great deal of actual snow fallen, still on the level there is now only 5 feet, and but 4 feet twelve miles further west. Up to within a few days ago, since my last report to you, we have had beautiful weather, clear bright days, with cool nights. No slides have come down, and I feel pretty certain, from last year's experience, none will, excepting perhaps a few caused by the heat of the sun, which never amount to anything.

Yours truly,  
JAS. DICKEY.

COLLINGWOOD SCHREIBER, Esq., Engineer-in-Chief, Ottawa.

## SUMMIT OF SELKIRKS, 1st April, 1886.

DEAR SIR,—I enclose my meteorological observations for month of March, and copy of Mr. Chisholm's from the 1st to the 24th of same month. Since my last report, we have had more snow than I anticipated, but it was of a very light character and would offer no opposition to trains. For the past week the weather has been extremely fine and the snow is going rapidly. During this time the heat of the sun has brought down a few small snow slides, but they came slowly and a very small proportion reached the track.

Yours truly,  
JAS. A. DICKEY.

COLLINGWOOD SCHREIBER, Esq., Engineer-in-Chief, Ottawa.

CANADIAN PACIFIC RAILWAY, (CENTRAL SECTION),  
OFFICE OF GOVERNMENT INSPECTING ENGINEER,  
SUMMIT OF SELKIRKS, 10th April, 1886.

DEAR SIR,—Herewith I enclose meteorological observations from 1st to 9th inclusive.

The warm weather of the past ten days has brought down a great many snow slides from the mountain tops, but they only reached the track at five points, viz, at Stations No. 180, 202 and 215, on the 2nd, and at 255 and 265 on the 3rd, coming very slowly and doing no damage to speak of.

You can form, perhaps, a better opinion of how little these slides brought down by the heat of the sun have affected the line, when I tell you that six weeks ago a temporary telegraph line was erected from Stations 170 to 310, the poles being merely stuck in the snow, and it has only been disturbed twice.

There is about 2 feet of snow on the level here now.

Yours truly,  
JAS. A. DICKEY.

COLLINGWOOD SCHREIBER, Esq., Engineer-in-Chief, Ottawa.