

plans, profiles and specifications for a fixed sum, provision being, however, made in a schedule of prices to be given with the tender, for additions to or deductions from such sums, in the event of changes being made.

The undersigned, concurring in the views of the Chief Engineer, as above set forth, recommends that authority be given for the calling for tenders for the construction of this section. The work to be let in one contract, and upon the "Lump Sum" system.

Respectfully submitted,
CHARLES TUPPER, *Min. Railways & Canals.*

Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 19th October, 1881.

On a memorandum dated 18th October, 1881, from the Minister of Railways and Canals, representing that the Chief Engineer of the Canadian Pacific Railway has reported that the revised location of the line to be followed by that railway between Emory's Bar and Port Moody, in British Columbia, a distance of about eighty-five (85) miles has now been effected, that the plans, profiles and specifications will, he expects, be prepared about the 1st of January next. That he further reports that the completion and putting under traffic of the section now under contract between Emory's Bar and Kamloops would not be of the same benefit towards the development of the resources of the country as if the whole line from tide-water to Kamloops were in a condition to be operated, and also that the construction of the section from Kamloops, easterly, through the Rocky Mountains, cannot be conducted to the same advantage without rail connection with the sea coast.

That he, therefore, considers it important to have the section between Emory's Bar and Port Moody completed no later than that portion between Emory's Bar and Kamloops, and advises the calling of tenders therefor at an early date, in order to afford contractors an opportunity of visiting the ground during the fine weather and before winter sets in.

That, in the opinion of the Chief Engineer, it would tend towards the economical prosecution of the work that it should be let as a whole, in one contract, such a course being, he considers, advisable on the grounds: 1st. That the rails and fastenings will have to be transported over the line from Port Moody; 2nd. That the adoption of this course will very largely reduce the competition for labor; 3rd. Because the work is of such character as to necessitate the employment of a large amount of plant and rolling stock.

That the Chief Engineer further advises that the work be let upon the "lump sum" system, the contractor being required to carry out all the works shown by the plans, profiles and specifications for a fixed sum, provision being, however, made in a schedule of prices to be given with the tender, for additions to, or deductions from such sum, in the event of changes being made.

The Minister, concurring in the views of the Chief Engineer as above set forth, recommends that authority be given for the calling for tenders for the construction of the section between Emory's Bar and Port Moody, and that the work be let in one contract and upon the "lump sum" system.

The Committee submit the above recommendation for Your Excellency's approval.

Certified. **J. O. COTÉ**, *Clerk P. C.*

(Telegram.)

VICTORIA, B.C., 12th Nov., 1881.

Hon. Sir **CHARLES TUPPER**.

Mr. Smith reports line, Port Moody to Emory, now definitely located and ready for inspection by intending contractors, and that profile can be seen at his office, New Westminster. Do you intend notice to this effect should be published as contemplated?

JOS. TRUTCH.