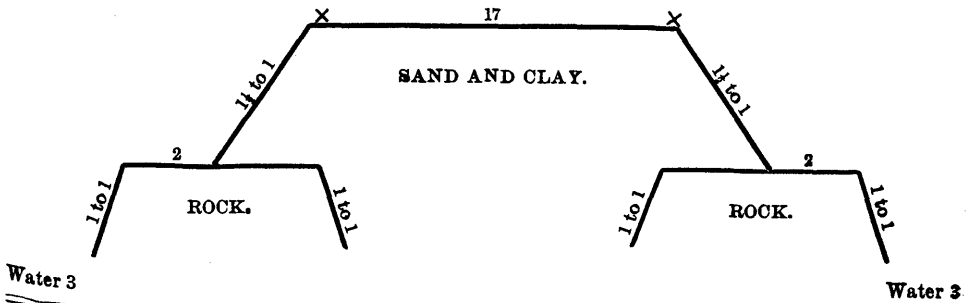


cutting and that required to complete the embankments will necessitate so very large an amount of trestle-work to bridge over the intervening space that I cannot procure a sufficient quantity of suitable timber in the country with which to construct it. I have ascertained by recent investigation and the sinking of test pits that sufficient or nearly sufficient material sand and clay can be obtained from borrowing pits to complete the whole of the banks; but some of this material would have to be hauled for a very considerable distance.

As however the adoption of this course would greatly facilitate my progress with work, I would beg leave to make the following proposal which, I believe, will be found more economical for the Government, also, in the long run.

If the Government will consent to do away with the trestle-work altogether, and permit me to complete the banks with clay and sand, I will agree to find the necessary material at my present price per cubic yard for earthwork, and make no charge for extra haul for any of the material required to do this, which has to be procured from borrowing pits.

And I will make up the embankment through water with two rock banks, carried up to three feet above high water mark and having a berm of two feet outside the foot of the earth slope on the plan suggested by you, as in the accompanying sketch, without extra charge:—



An early reply will greatly oblige, as it is necessary for me to make special arrangements for the transport of material, if my proposal is approved of.

I remain your obedient servant,

(Signed) JOSEPH WHITEHEAD.

JAMES H. ROWAN, Esq.,

TWENTY-FIFTH CONTRACT.

CANADIAN PACIFIC RAILWAY.—SUNSHINE CREEK TO ENGLISH RIVER.

*Tender for Works.*

*No Tender will be received unless on this Form, and with the Schedule of Quantities correctly priced and moneyed out; nor unless the clause requiring an accepted Bank Cheque is complied with.*

The undersigned hereby offer to furnish all necessary plant and labor, and to execute and complete, to the entire satisfaction of the Engineer-in-Chief, or officer duly authorized to act under him, all the excavation, grading and bridging required to be done on the line between Sunshine Creek and English River, in length about 80 miles; together with the track-laying and ballasting between Town Plot, Fort William, and English River; within the time and upon the terms and conditions stipulated in the Bill of Works and in the Specification bearing date 18th April, 1876, at the rates given herewith, which rates applied to the approximate quantities