

NAKUSP-SLOCAN

**Complete Information
Probable Cost of the
of Construction**

**Expert Opinions Upon
Interesting Comparison
With Other Roads**

The latest return presented to the Legislature by the Hon. the Attorney General gives the most complete details upon which the government estimates the cost of construction were found. The personnel of the construction and others interested in the project. This return was the very one made to the demand for further information made by the opposition. It is as follows:

VICTORIA, B. C., March 10.
Arthur G. Smith, Esq., Deputy Attorney General, Victoria, B. C. :

SIR,—I have the honor to acknowledge the receipt of your letter of the 7th inst. enclosing a copy of a resolution of the Legislature yesterday, and request that I forward certain information in reply to you with this company to the Attorney General's office forthwith, and in respect to the estimate that I shall be pleased to submit the information asked for at the earliest possible moment, but fear this cannot be sooner than Monday next.

I have the honor to be, sir,
Your obedient servant,
(Signed) A. J. WEAVER, Esq.,
Secretary-J.

A.

VICTORIA, B.C., March 11.
A. G. Smith, Esq., Deputy Attorney General,

eral, Victoria. B. O.

Sta.—In further reply to your cation of the 16th inst., I have to state that a meeting of the direct company was convened yesterday o'clock, who authorized me to co your request for information, and enclose—

1. Copy of contract under which tion is proceeding.
2. Copy of form of tender issued.

The only tender received com the form was that of Mr. D. M which was for all the bonds of the and contained a marked cheque for

Three other tenders were opened \$20,000 per mile in bonds and paid up stock of the company; one 000 in bonds and \$4,000 in paid and one for \$20,000 in bonds per of which complied with the form issued, or were accompanied by cheque or deposit, and which com could not receive consideration.

The mentioned tender was immediately drawn after receipt.

No contract was awarded at (the 7th of June), the government ing with an objection to the comp ficing their bonds in order to realize money to construct the road.

After the government agreed to the interest on the bonds in accordance the agreement entered into on the August last, the contract, on a basis (of which copy accompany

awarded to Mr. McGillivray, whose had been in the hands of the company two months, and Mr. McGillivray to form a construction company to the enterprise.

I have also the honor to give the information, viz: A. W. Jones, C. and Johann Walffsohn were pro- directors of this company. They were directors after the formation of the company and have been ever since and directors.

The Inland Construction & Development Company, Ltd., are the contractors am informed by Mr. McGillivray are shareholders in that company are Molver Campbell, Donald McGillivray, J. Lowen and John Irving.

The subscribed capital of the New Hecla Railway Company is three to (3,000) shares of \$100 each, on which (10-per cent.) has been paid up, the amount was deposited in the Bank of British Columbia, at Victoria, on the 25th 1893.

In conclusion I beg to say that the bonds were guaranteed, this company credit in the Bank of British Columbia of the Government of British Columbia on the 27th day of July, 1893, of \$118,400.

I have the honor to be, sir,
Your obedient servant,
A. J. WEAVER-BRIDGMAN
Secretary-Treasurer
[This is the letter referred to by

John Weaver-Bridgman in his de-
clared before me on the 27th day of
A.D. 1894.

ARTHUR G. SMITH
Notary Public.

CITY OF VICTORIA,
Province of British Columbia. }

To wit:

1. Arthur John Weaver-Bridgman
City of Victoria, do solemnly declare
1. That I am the Secretary and Treas-
urer of the Nakupe & Slocan Railway Com-
pany.

2. That the facts mentioned in my
Deputy Attorney-General
March 21, 1894, and which letter
produced and shown to me at the
my declaring hereto, marked "A,"
in substance and in fact.

A. J. WEAVER-BRIDGMAN
Declared before me at the City of
Victoria, in the Province of British Col-
umbia, this 27th day of March, A.D. 1894.

ARTHUR G. SMITH
Notary Public.

NAKUPÉ AND SLOCAN RAILWAY
General Specifications for the Work
mining, Bridging, etc., and for
pleting the said Railway.

1st. The railway shall be a single
line, with gauge four feet eight and
half inches, with necessary sidings.

2nd. The alignments, gradients and
curves shall be the best that the physico-
graphical features of the country will admit of.

4th. In all wooded sections the land must be cleared to the width of not less than thirty two (32) feet to the m^l, and minimum curvature not to be of less than two hundred and ninety-five feet.

5th. In all wooded sections the land must be cleared to the width of not less than (50) feet on each side of the center line. Brush and logs must be completely and none thrown on the adjacent line.

6th. The grading will include all action in earth and rock, and all descriptions of material necessary for formation of the road, be to the p^l grades, both for the main line and sidings, that may be required. All must be grubbed out within the limits of the road, under three feet in depth, or bank cuts less than two feet in height all stumps must be close out where elements are less than four feet and more than two feet in height.

7th. Where land is occupied and valued, and in all other necessary p