



**Canadian Pacific Railway.**

**Tenders for Rolling Stock.**

TENDERS are invited for furnishing the Rolling Stock required to be delivered on the Canadian Pacific Railway within the next four years, comprising the delivery in each year of about the following, viz.:-

- 25 Locomotive Engines,
- 16 First class Cars (a proportion being sleepers),
- 20 Second class Cars, do
- 3 Express and Baggage Cars,
- 3 Postal and Smoking Cars,
- 240 Box Freight Cars,
- 100 Flat Cars,
- 2 Wing Ploughs,
- 2 Snow Ploughs,
- 2 Flangers,
- 40 Hand Cars,

THE WHOLE TO BE MANUFACTURED IN THE DOMINION OF CANADA and delivered on the Canadian Pacific Railway, at Fort William, or in the Province of Manitoba.

Drawings, specifications and other information may be had on application at the office of the Engineer-in-Chief, at Ottawa, on and after the 15th day of MARCH next.

Tenders will be received by the undersigned up to noon of THURSDAY, the FIRST day of JULY next.

By order, **F. BRAUN,**  
Secretary.

Department of Railways and Canals,  
Ottawa, February 7th, 1880.



**Canadian Pacific Railway.**

**TENDERS FOR IRON BRIDGE SUPERSTRUCTURE.**

TENDERS, addressed to the undersigned, will be received up to noon of FRIDAY, the 15th MAY next for furnishing and erecting Iron Superstructures over the Eastern and Western outlets of the Lake of the Woods.

Specifications and other particulars will be furnished on application at the office of the Engineer-in-Chief, Ottawa, on and after the 15th April.

By order, **F. BRAUN,**  
Secretary.

DEPT. OF RAILWAYS AND CANALS,  
Ottawa, 1st April, 1880.



**Canadian Pacific Railway.**

**TENDERS FOR TANKS AND PUMPING MACHINERY.**

TENDERS will be received by the undersigned up to noon on SATURDAY, the 15th MAY next, for furnishing and erecting in place at the several watering stations along the line of the Canadian Pacific Railway under construction, Frost-proof Tanks with Pumps and Pumping Power of either wind or steam, as may be found most suitable to the locality.

Drawings can be seen and specifications and other particulars obtained at the office of the Engineer-in-Chief, Ottawa, on and after the 15th April.

By order, **F. BRAUN,**  
Secretary.

DEPT. OF RAILWAYS AND CANALS,  
Ottawa, 1st April, 1880.



**Canadian Pacific Railway.**

**TENDERS FOR FENCING.**

THE undersigned will receive Tenders for Wire Fencing to be erected, where required, on the line of Railway in Manitoba. Parties tendering will furnish specifications, drawings and samples of the fence, or different kinds of fence, they propose to erect, and also of the Farm Gates and Fastenings to be employed. The prices must be for the work erected and in every respect completed.

Tenders addressed to the undersigned and endorsed "Tender for Fencing" will be received up to Noon on Tuesday, the First June next.

By order, **F. BRAUN,**  
Secretary.

DEPT. RAILWAYS AND CANALS,  
OTTAWA, 26th April, 1880.



**WELLAND CANAL.**

**Notice to Machinist - Contractors.**

SEALED TENDERS, addressed to the undersigned, (Secretary of Railways and Canals) and endorsed "Tender for Lock Gates, Welland Canal," will be received at this office until the arrival of the Eastern and Western Mails on THURSDAY, the 3rd day of JUNE next for the construction of gates, and the necessary machinery connected with them, for the new locks on the Welland Canal.

Plans, Specifications and General Conditions can be seen at this office on and after THURSDAY, the 20th day of MAY next, where forms of tender can also be obtained.

Parties tendering are expected to provide the special tools necessary for, and to have a practical knowledge of, works of this class, and are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms, and—in the case of firms—except there are attached the actual signatures, the nature of the occupation and residence of each member of the same; and, further, an accepted bank cheque for a sum equal to \$250, for the gates of each lock, must accompany each tender, which sum shall be forfeited if the party tendering declines entering into contract for the work at the rates and on the terms stated in the offer submitted.

The cheque thus sent in will be returned to the respective parties whose tenders are not accepted.

For the due fulfilment of the contract the party or parties whose tender it is proposed to accept will be notified that their tender is accepted subject to a deposit of five per cent. of the bulk sum of the contract—of which the sum sent in with the tender will be considered a part—to be deposited to the credit of the Receiver-General within eight days after the date of the notice.

Ninety per cent. only of the progress estimates will be paid until the completion of the work.

This Department does not, however, bind itself to accept the lowest or any tender.

By Order, **F. BRAUN,**  
Secretary.

DEPT. OF RAILWAYS & CANALS,  
Ottawa, 29th March, 1880.



**LACHINE CANAL.**

**Notice to Machinist-Contractors.**

SEALED TENDERS, addressed to the undersigned, (Secretary of Railways and Canals) and endorsed "Tender for Lock Gates, Lachine Canal," will be received at this office until the arrival of the Eastern and Western Mails on THURSDAY, the 3rd day of JUNE, next, for the construction of gates, and the necessary machinery connected with them, for the new locks on the Lachine Canal.

Plans, Specifications and General Conditions can be seen at this office on and after THURSDAY, the 20th day of MAY, next, where forms of tender can also be obtained.

Parties tendering are expected to provide the special tools necessary for, and to have a practical knowledge of, works of this class, and are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms, and—in the case of firms—except there are attached the actual signatures, the nature of the occupation and residence of each member of the same; and, further, an accepted bank cheque for a sum equal to \$250, for the gates of each lock, must accompany each tender, which sum shall be forfeited if the party tendering declines entering into contract for the work at the rates and on the terms stated in the offer submitted.

The cheque thus sent in will be returned to the respective parties whose tenders are not accepted.

For the due fulfilment of the contract the party or parties whose tender it is proposed to accept will be notified that their tender is accepted subject to a deposit of five per cent. of the bulk sum of the contract—of which the sum sent in with the tender will be considered a part—to be deposited to the credit of the Receiver-General within eight days after the date of the notice.

Ninety per cent. only of the progress estimates will be paid until the completion of the work.

This Department, does not, however, bind itself to accept the lowest or any tender.

By Order, **F. BRAUN,**  
Secretary.

DEPT. OF RAILWAYS & CANALS,  
Ottawa, 29th March, 1880.

**Canadian Pacific Railway.**

**TENDERS FOR TRANSPORT OF RAILS & FASTENINGS.**

SEALED TENDERS, addressed to the undersigned, and endorsed "Tender for Transport," will be received up to Noon of SATURDAY, the EIGHTH of MAY next, for the transport of about 23,000 tons of Rails and Fastenings—about one half to be delivered on cars at Emerson, and the remainder at Fort William—during the season of 1880.

Forms of tender can be had, and other information, on application at the Office of the Engineer-in-Chief, Ottawa.

By order, **F. BRAUN,**  
Secretary.

DEPT. OF RAILWAYS AND CANALS,  
Ottawa, April 23rd, 1880.



**WELLAND CANAL.**

**Notice to Bridge-Builders.**

SEALED TENDERS, addressed to the undersigned, (Secretary of Railways and Canals) and endorsed "Tender for Bridges, Welland Canal," will be received at this office until the arrival of the Western Mails on TUESDAY, the 15th day of JUNE next, for the construction of swing and stationary bridges at various places on the line of the Welland Canal. Those for highways are to be a combination of iron and wood, and those for railway purposes are to be of iron.

Plans, Specifications and General Conditions can be seen at this office on and after MONDAY, the 31st day of MAY, next, where Forms of Tender can also be obtained.

Parties tendering are expected to have a practical knowledge of works of this class, and are requested to bear in mind that tenders will not be considered unless made strictly in accordance with the printed forms, and—in the case of firms, except there are attached the actual signatures, the nature of the occupation, and residence of each member of the same; and further an accepted bank cheque for a sum equal to \$250 for each bridge, for which an offer is made, must accompany each Tender, which sum shall be forfeited if the party tendering declines entering into contract for the work at the rates and on the terms stated in the offer submitted.

The cheques thus sent in will be returned to the respective parties whose tenders are not accepted.

For the due fulfilment of the contract the party or parties whose tender it is proposed to accept will be notified that their tender is accepted subject to a deposit of five per cent. of the bulk sum of the contract—of which the sum sent in with the tender will be considered a part—to be deposited to the credit of the Receiver-General within eight days after the date of the notice.

Ninety per cent. only of the progress estimates will be paid until the completion of the work.

This Department does not, however, bind itself to accept the lowest or any tender.

By order, **F. BRAUN,**  
Secretary.

DEPT. OF RAILWAYS & CANALS,  
Ottawa, 29th March, 1880.



**Delaware & Hudson Canal Company's RAILROADS**

TO SARATOGA, TROY, ALBANY, BOSTON, NEW YORK, PHILADELPHIA, AND ALL POINTS EAST AND SOUTH.

**Trains leave Montreal:**

7.15 a.m.—Day Express, with Wagner's Elegant Drawin Room Car attached, for Saratoga, Troy and Albany, arriving in New York at 10.10 p.m. same day without change.

8.15 p.m.—Night Express. Wagner's Elegant Sleeping Car runs through to New York without change. This Train makes close connection at Troy and Albany with Sleeping Car Train for Boston, arriving at 9.20 a.m.

New York Through Mails and Express carried via this line.

Information given and Tickets sold at all Grand Trunk Railway Offices, and at the Company's Office,

143 St. James Street, Montreal.

JOSEPH ANGELL, CHAS. C. MCFALL,  
General Passenger Agent, Albany, N.Y. Agent, Montreal.



**GRAND TRUNK RAILWAY.**

**NOTICE.**

**Summer 1880, Suburban Trains.**

The Local Trains between Montreal and St. Hyacinthe, and Ste. Annes and Vaudreuil, will run the same as last year, commencing about the 1st MAY.

**LACHINE BRANCH.**

The Morning and Evening Trains will run as at present, and additional Trains will be put on to accommodate families desirous of taking up their residence at Lachine, full particulars of which will be announced in due time.

JOSEPH HICKSON,  
General Manager.



**Midland Railway of Canada,**

AND WHITBY, PORT PERRY and LINDSAY R. R.

**NOTICE TO SHIPPERS.**

ALL FREIGHT FOR POINTS ON THE above roads should be shipped via the GRAND TRUNK RAILWAY, when it will be forwarded by the shortest route without transshipment and at the cheapest rates.

FAST FREIGHT TRAINS RUN THROUGH TO Peterborough, Fenelon Falls, Kilmount, Minden, Orillia, Lindsay, Haliburton, Midland, and Wau-bashene, connecting with fast steamers for Parry Sound and Byng Inlet.

For rates, etc., apply to local agents, or to A. WHITE, General Traffic agent, Port Hope.

GEO. A. COX,  
Managing Director, M. R. of C.

JAS. HOLDEN,  
Managing Director, W., P. P., & L. Ry.



**GRAND TRUNK RAILWAY.**

**Important to Shippers of Manitoba Goods.**

COMMENCING IMMEDIATELY, a SPECIAL FAST FREIGHT TRAIN will be despatched weekly from Montreal with through cars for Manitoba.

Goods intended for this train should be delivered at Bonaventure Freight Station on FRIDAY, if possible, and at latest before Noon on SATURDAY, each week.

JOSEPH HICKSON,  
General Manager.



**GRAND TRUNK RAILWAY.**

**NOTICE.**

IMPROVED TRAIN SERVICE BETWEEN MONTREAL & LACHINE.

COMMENCING ABOUT THE 1st MAY NEXT, Trains will be run as follows:—

LEAVE LACHINE.	LEAVE MONTREAL.
6.15 a.m.	7.15 a.m.
8.20 "	9.15 "
10.00 "	12.00 noon
1.00 p.m.	3.15 p.m.
4.00 "	5.00 "
5.30 "	6.15 "
7.00 "	7.35 "
11.00 "	11.30 "

The latter Train Tri-Weekly. The latter Train Tri-Weekly.

JOSEPH HICKSON,  
General Manager.

Montreal, February 9th, 1880.



**Q., M., O. & O. RAILWAY.**

**CHANGE OF TIME.**

COMMENCING ON

MONDAY, MAY 3rd, 1880,

Trains will run as follows:

	MAIL.	EXPRESS.
Leave Hochelaga for Hull.....	8.30 a.m.	5.15 p.m.
Arrive at Hull.....	12.40 p.m.	9.25 p.m.
Leave Hull for Hochelaga.....	8.20 a.m.	5.05 p.m.
Arrive at Hochelaga.....	12.30 p.m.	9.15 p.m.
		Night Passenger
Leave Hochelaga for Quebec...	3.00 p.m.	10.00 p.m.
Arrive at Quebec.....	9.00 p.m.	6.30 a.m.
Leave Quebec for Hochelaga...	10.40 a.m.	9.30 p.m.
Arrive at Hochelaga.....	4.45 p.m.	6.30 a.m.
	Mixed.	Mixed.
Leave Hochelaga for St. Jerome	5.30 p.m.	
Arrive at St. Jerome.....	7.15 p.m.	
Leave St. Jerome for Hochelaga		6.45 a.m.
Arrive at Hochelaga.....		9.05 a.m.

(Local Trains between Hull and Aylmer.)

Trains leave Mile End Station seven minutes later. Magnificent Palace Cars on all Passenger Trains, and Elegant Sleeping Cars on Night Trains.

Trains to and from Ottawa connect with Trains to and from Quebec.

All Trains run by Montreal time.

GENERAL OFFICE, 13 Place d'Armes Square.  
TICKET OFFICE, 202 St. James Street.

L. A. SENECA,  
Gen'l Supt.