

(Copy, No. 11,436—subj. 96i.)

OTTAWA, 26th April, 1879.

SIR,—The Department has noticed, in the evidence recently given before a Committee of the Senate on Canadian Pacific Railway matters, by Mr. Marcus Smith, a member of your staff, that important changes are said to have been made, on your authority, in the nature of the works on Section 15, Canada Pacific Railway, which will increase very largely the original estimated cost of that Section.

Will you be good enough to report the nature of such changes, if any have been made, together with the cause which necessitated them and on whose authority they were made?

I have the honor to be, Sir,

Your obedient servant,

(Signed) F. BRAUN,

Secretary

SANDFORD FLEMING, Esq.,
Chief Engineer, Canadian Pacific Railway,
Ottawa.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF,
OTTAWA, 29th April, 1879.

To the Honorable
The Minister of Public Works.

SIR,—I have received from the Secretary a letter informing me that in the evidence recently given before a Committee of the Senate, a member of my staff, Mr. Marcus Smith, had said that important changes in the nature of the works on Section 15, which will very largely increase the cost of the section, have been made on my authority.

I am called upon to report the nature of such changes, if any, which have been made, and the causes which necessitated them.

I beg to state that repeated attempts had been made to place this section under contract between February, 1875, and December, 1876; and it was not until January, 1877, that a contract was entered into with Sutton, Thompson & Whitehead for doing the work. The first certificate was issued on March 17th, 1877, for \$8,316. The work went on until May, 1878, when the certificates amounted to \$486,631.

On the 22nd of that month I made the following report to the Department:—

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF,
OTTAWA, 22nd May, 1878.

SIR,—Mr. Whitehead, on the 6th November last, proposed by letter, addressed to Mr. Rowan, which letter is herewith enclosed, to complete the roadway on Section 15 with permanent rock and earth embankments throughout, in lieu of the wooden trestle-work, which was originally proposed to be built in many places. He proposes to find all the material required for making the solid embankments at the contract price for earthwork (37 cents), and make no charge for extra haul for any that may have to be brought from long distances.

The District Engineer reports, this date, that the contract cost of trestle-work, which would be dispensed with by the course proposed, would be about \$360,000; that an additional present expenditure of \$260,000 on earthwork under Mr. Whitehead's offer, including masonry-culverts, would make all the embankments permanently