

ment of the resources of the country, as if the whole line from tide-water to Kamloops was in a condition to be operated; and, further, the construction of the section from Kamloops easterly through the Rocky Mountains cannot be conducted to the same advantage without rail communication with the sea coast, it therefore appears to me important to have the section between Emory's and Port Moody completed no later than that portion between Emory's and Kamloops.

In order to accomplish this object, I would suggest that authority be given to invite tenders at an early date, thus giving contractors an opportunity of visiting the ground during the fine weather and before winter sets in.

As the plans, profiles and specifications will show very clearly the work required to be done, I recommend that the contract be let under the "lump sum" system, the contractors being required to carry out all the works shown and specified in the above-named documents for the said "lump sum," but that a schedule of prices be given the tender to be made use of in making additions or deductions from the lump sum, in case of changes in the work, either reducing or increasing it.

I have further to state that I am strongly of opinion, it would be in the interest of the economical prosecution of the work to let it as a whole, in one contract, and for the following reasons recommend that this course be adopted:—

*First*, Because the rails and fastenings will have to be transported over the line from Port Moody.

*Second*, Because such a course will very largely reduce the competition for labor.

*Third*, Because the work is of such a character as will necessitate the employment of a large amount of plant and rolling stock.

I have the honor to be, Sir, your obedient servant,

COLLINGWOOD SCHREIBER, *Engineer-in-Chief*.

F. BRAUN, Esq., Secretary, Department of Railways and Canals.

OTTAWA, 18th October, 1881.

(Memorandum.)

The undersigned has the honor to represent 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 miles, has now been effected, and that the plans, profiles and specifications will, he expects, be prepared about the 1st of January next. 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 force, 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. 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 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 contractors being required to carry out all the works shown by the

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(Telegram.)

Hon. Sir CHA  
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