

- No. 19c. CANADIAN PACIFIC RAILWAY:—Andrew Onderdonk—to do the excavation, etc., required between Lytton and Junction Flat, about 6 miles above Spence's Bridge, on the River Thompson, B.-C., about 28½ miles in length (Section C.)
- No. 19d. Andrew Onderdonk—to do the excavation, grading, bridging, track-laying, ballasting, etc., between Junction Flat and Savona's Ferry, British Columbia, about 40½ miles in length (Section D.)
- No. 19e. Miller Bros & Miller—to supply 700 tons of railway spikes, delivered, 400 tons at Fort William and 300 tons at Montreal, for the Canadian Pacific Railway.
- No. 19f. The Dominion Bolt Co.—to supply 35 tons of fish-plates, bolts and nuts, at Fort William, for the Canadian Pacific Railway.
- No. 19g. Correspondence in connection with letting of the following contracts for the supply of 5,000 tons of steel rails and fastenings, etc., viz.: the West Cumberland Iron and Steel Co. (Limited), for 1,000 tons; the Barrow Co. for 1,500 tons; the Ebbw Vale Co. for 1,500 tons; and the Patent Nut and Bolt Co. for 48 tons.
- No. 19h. Agreement, R. Dickson, to erect station buildings, etc., on the Pembina Branch, Canadian Pacific Railway.
- No. 19i. Agreement, Guest & Co., for 10,000 tons steel rails and quantity fish plates, etc.
- No. 19k. Return to Address; Reports made since the first day of March, 1879, respecting any portion of the route or proposed route of the Pacific Railway; also, Reports of exploration of any portion of the country between the neighborhood of Fort Pelly and the Pacific Ocean *via* the Peace River Valley or Pine River Pass, with all Orders in Council respecting such explorations or the adoption of the route of the said Pacific Railway; and also, all correspondence relating to the same. Also, all Reports made by Capt. Brundage upon Port Simpson and the navigation of Dixon's Entrance.
- No. 19l. Articles of agreement between the Barrow Hematite Steel Company (Limited), and Her Majesty Queen Victoria, for the supply of 30,000 tons of steel rails, with fish-plates, bolts and nuts, for the Canadian Pacific Railway.
- No. 19m. Return to Address; Copies of all tenders for works on the Pacific Railway since January, 1879; and of all tenders received, showing the names of all sureties, etc., with Orders in Council and correspondence, not heretofore brought down.
- No. 18m. Supplementary Return to Address; Copies of all tenders for works on the Pacific Railway since January 1879, and all tenders received, showing the names of all sureties, etc., with Orders in Council and correspondence, not heretofore brought down.
- No. 19m. Further Supplementary Return to Address; Copies of all tenders for works on the Pacific Railway since January, 1879, and of all tenders received, showing the names of all sureties, etc., with Orders in Council and correspondence, not heretofore brought down.
- No. 19m. Further Supplementary Return to Address; Copies of all tenders for works on the Pacific Railway since January, 1879, with Orders in Council and correspondence, not heretofore brought down.
- No. 19n. Return to Address; Orders in Council and correspondence which led to the postponement or abandonment of the Georgian Bay Branch of the Canada Pacific Railway, etc.
- No. 19o. Return to Order; Statement showing the names and salaries of all persons engaged during the year 1879, as Engineers and Assistants in the field on the Canada Pacific Railway, etc.
- No. 19p. Return to Order; Correspondence respecting the non-efficiency of the Canadian Pacific Railway Telegraph; correspondence with the contractors in reference to the working of the line, and a Statement showing the moneys paid for the construction of each section, etc. (*Not printed.*)
- No. 19q. Return to Order; Copy of a memorandum of location of Canadian Pacific Railway, 1879, by Mr. Marcus Smith.