

3. In all wooded sections the land must be cleared to the width of 50 feet on each side of the centre of line.

All brush and logs must be completely burnt up and none thrown on to the adjacent lands.

4. All stumps must be grubbed out within the limits of cuttings under 3 feet in depth or embankments less than 2 feet in depth.

5. All stumps must be close-cut where embankments are less than 4 feet and more than 2 feet in height.

6. Through settlements, the railway must be enclosed with substantially built legal fences.

7. Road crossings, with cattle guards and sign boards, shall be provided wherever required.

8. The width of cuttings at formations shall be 20 feet, embankments, 16 feet.

9. Efficient drainage must be provided either by open ditches or under drains.

10. All bridges, culverts and other structures must be of ample size and strength for the purpose intended. Piers and abutments of bridges must be either of substantial massive stone masonry, iron or wood, and in every essential particular, equal to the best description of like works employed in the construction of the Canadian Pacific Railway in *British Columbia*. Arched culverts must be of good solid masonry, equal in every respect to similar structures designed for the Canadian Pacific Railway in *British Columbia*. Box culverts must be of either masonry, iron or wood.

11. The passenger station houses, freight sheds, workshops, engine houses, other buildings and wharves, shall be sufficient in number and size to efficiently accommodate the business of the road, and they shall be either stone, brick or timber of neat design, substantially and strongly built.

12. The rails shall be of steel, weighing not less than 50 pounds per lineal yard of approved section, and with the most approved fish-plate joints.

13. The roadway must be well ballasted with clean gravel or other suitable material.

14. Sufficient siding accommodation shall be provided by the contractors, as may be necessary to meet the requirements of the traffic.

15. Sufficient rolling stock, necessary to accommodate the business of the line, shall be provided by the contractors, with stations and terminal accommodations, including engine sheds, turn-tables, shops, water tanks, machinery, wharves, &c.

A. CAMPBELL,

*Minister of Justice, for the Minister of Railways and Canals.*

ROBERT DUNSMUIR.

ARTICLES OF AGREEMENT made and entered into this Twentieth day of August, in the year of Our Lord, One Thousand Eight Hundred and Eighty-three.

Between *Robert Dunsmuir, James Dunsmuir and John Bryden*, all of *Nanaimo*, in the Province of *British Columbia*; *Charles Crocker, Charles F. Crocker, and Leland Stanford*, all of the City of *San Francisco, California, United States of America*; and *Collis P. Huntington*, of the City of *New York, United States of America*, of the first part, and Her Majesty *Queen Victoria*, represented herein by the Minister of Railways and Canals, of the second part.

Whereas, it has been agreed by and between the Governments of *Canada* and *British Columbia*, that the Government of *British Columbia* should procure the incorporation, by an Act of their Legislature, of certain persons to be designated by the Government of *Canada*, for the construction of a railway from *Esquimalt* to *Nanaimo*, and that the Government of *Canada* should take security from such Company for the construction of such railway: