

But the extra cost of the deviation (though so short) would be considerable, and it is for the Minister to decide whether it should be made.

The position is about the 41st mile from the terminus at Fort William.

Yours truly,

(Signed) M. SMITH.

W. B. SMELLIE, Esq.

CANADIAN PACIFIC RAILWAY,

LAC DES MILLE LACS, 15th Sept., 1876.

DEAR SIR,—Since I wrote to you respecting the deviation proposed by Mr. Hazlewood, I have learnt that the steam tugs run right up to the line at Savanne (about the 72nd mile). It is important to reach this by rail as it will do away with two tug-boats for the navigation westwards. Therefore, if the proposed tunnel should retard the completion of the line to this point for one season, it will be a strong argument, as well as the Contractors' high prices, for keeping the original line. This will have to be ascertained from Mr. Hazlewood, and I shall be out of his reach in a few days.

Yours truly,

(Signed) M. SMITH.

W. W. SMELLIE, Esq.

5th October, 1876.

SIR,—I am directed by the Minister of Public Works to transmit to you herewith, for your information, copy of a letter addressed to Mr. Samuel Hazlewood, authorizing him to instruct, on certain conditions, Messrs. Purcell & Ryan, Contractors for works embraced in Contract No. 25, to proceed with the construction of the tunnel and other works on the proposed improved line between Stations 2050 and 2450 on the original located line of the Canadian Pacific Railway.

I have the honor to be, Sir,

Your obedient servant,

(Signed) F. BRAUN,
Secretary.

MARCUS SMITH, Esq.,
Acting Chief Engineer, C.P.R.,
Ottawa.