

Memorandum to be taken in connection with W. H. Carpenter & Co's., of Orillia, Ont., tender for transporting freight and passengers from Thunder Bay to Fort Garry, that they have received information from J. J. Dawson, Esq., showing them that

1,600 passengers were taken over the route last year	
and that for so doing the sum of.....	\$16,000 00
was received and that say 600 tons of freight was also	
taken over last year and that the sum of.....	24,000 00

or thereabout was received therefor, making a total of \$40,000 00

That there was employed for this purpose last year a staff consisting of say 100 pair of horses and about 200 men, and that the cost of transporting them from Sarnia and Collingwood and return (with special rates made with the boats) was equal to an average of about \$60 for each team and man, and about \$20 for each ordinary man including their return fare and meals.

That the price of oats at Collingwood just now is nearly 10 cents per bushel higher than last year, and that hay and provisions generally are a little higher in price.

That there are six new boilers now in course of construction at Dundas and will be delivered at Thunder Bay at first boat, and that contractors are expected to take them from there and place them in the launches on the inland waters at their own expense.

That owing to the fact of so many men being detained so late last fall, the blankets in use had to be distributed and the contractors would therefore have to provide themselves almost entirely with new ones.

That owing to the sudden and frequent rain storms it would be necessary to furnish the greater part of both passenger and freight wagons with covers to keep goods dry.

That the first boat last year left Sarnia on or about 5th May and Collingwood first boat left about 10th May, that should the undersigned be entrusted with contract they would be prepared to leave with a portion of their staff at about the same dates this year and that they calculate the route will remain open to on or about 15th October or later if practicable.

That the firm is composed of workers who would proceed at once to the scene of operations and take an active personal interest in pushing the work to its utmost.

That Mr. Carpenter for some eight years was engaged in contracting with such firms as Gilmour & Co. and A. S. Page & Co., in hauling saw logs in the woods and teaming supplies to their shanties, employing a large number of men and teams, and that for nearly two years he was engaged as general manager of a large saw mill and limits employing a large number of men and teams, and at present engaged in Orillia as a wholesale and retail flour and provision dealer.

That Mr. Wemp has for a number of years been engaged in the stage business formerly between Napanee and Belleville, and latterly and now between Belleville and Bridgewater, and has therefore large experience of such work.

That Mr. McCallum is now engaged at milling, but for some years was engaged in saw milling and saw log driving and has a practical knowledge of steam and steam power and the use of boats generally.

That Mr. McInnes is an officer of long experience on Lakes Ontario, Erie, Michigan, Huron and Superior principally on propellers, and that he now holds a first class certificate from Buffalo Board of Examiners as pilot dated May, 1873.

That Mr. Thompson has been engaged for some five years as assistant manager and book-keeper of a lumbering firm running two large saw mills and employing large numbers of men, and that his ability as a financier is generally acknowledged.

The firm therefore base their claim for acceptance of their tender on the ground that they combine all the elements of success in themselves and that their practical knowledge could here be turned into good account, and they can confidently refer you to Messrs. H. H. Cook, M. P., for North Simcoe; A. P. Cockburn, M. P. for Muskoka to Jas. Brown, Esq., M. P., for West Hastings who have a personal knowledge of the applicants and can vouch for their ability and integrity.