

CANADIAN PACIFIC RAILWAY,

YALE, B.C., 2nd April, 1885.

MY DEAR SIR,—On my return, a few days ago, to Yale, I received your letter of the 6th ultimo, making inquiries about a Mr. Hugh Keefer.

Mr. Keefer had some work upon my contract "pieced" out to him, in all, about five miles. He did not undertake the whole five miles at one time, but in various lengths, and mostly between the Leowash and a point about half a mile west of the Fraser River crossing. He began with me as a foreman, near the end of the track; was very industrious, and handled his work well. He came from the Northern Pacific Railway.

The nature of the work he did was, in a great part, solid rock cuttings, rock slides of loose rock, large boulders cuttings, two short tunnels and some heavy earthwork.

The work is very heavy work, indeed. The solid rock cuts turned out very favorable, being hard on the exterior, but when opened, drilled easily and "shot well" (blasted freely). Keefer is reputed to have made considerable money out of his solid rock cuts, and from the favorable way in which these cuts worked I think it is no doubt true that he did make money, but the other work, particularly the boulder cuttings, did not, in my opinion, yield him any profit worth speaking of.

The approximate quantities moved in all by him were as follows:—

Solid rock.....	200,000 cubic yds.
Loose rock	90,000 do
Earth	400,000 do
Tunnels.....	400 feet.

If you desire it, my engineer can give you the classification and amount in each cutting.

The cross sections, &c., no doubt, your engineers have furnished you. My own engineers, as far as they have checked these cross sections, report the same absolutely correct.

Yours very truly,

A. ONDERDONK.

To Mr. COLLINGWOOD SCHREIBER, Engineer-in-Chief C.P.R.

P.S.—The 5 miles above referred to is as heavy as any five miles (except one section) in British Columbia.

A. O.