

of Section No. 7, the commissioners and the chief engineer have generally concurred in the mode adopted for letting the contracts.

On 8th February, 1869, the commissioners received 249 tenders for the four sections advertised, viz. :—

For Section No. 1 ... 72 Tenders.

"	"	2	...	71	"
"	"	3	...	51	"
"	"	4	...	55	"

Contractors were informed in the printed conditions of contract exhibited, that

1. "Plans and profiles are exhibited to intending contractors, and they will be supplied with all the information in the possession of the Commissioners as to quantities, character of work, description of soil, &c., but contractors must satisfy themselves as to all the points connected with the work, as the Commissioners will in no way whatever be bound by any information so afforded."

2. "The tender must specify the lump sum for which the work will be constructed, and the rate per mile."

3. "The contract will provide that no extras of any kind whatever will be allowed. The work must be completed to the full satisfaction of the Commissioners, and no greater sum will be paid than the amount of the accepted tender."

4. "The Contractor will be alone responsible for the quantities of the different kinds of work of every description."

Upon examining the tenders it appeared that the prices for the whole contract, in tenders for

Section No. 1,	varied from	\$175,000	to	\$700,000
"	"	2,	"	299,000 " 820,000
"	"	3,	"	288,000 " 936,000
"	"	4,	"	297,000 " 918,000

The Commissioners were convinced, that, with such a great discrepancy in the tenders of men, many of whom had been largely engaged in constructing public works throughout the Dominion, the public would not be satisfied with any course on the part of the Commissioners, but that of strict impartiality. Full and clear notice had been given that contractors must estimate the quantities for themselves, and that under no circumstances would any extras be allowed, or any sum paid beyond the amount of the tender.

The Commissioners, therefore, decided upon recommending acceptance of the lowest tenders, offered by respectable parties, able to furnish responsible sureties.

The contracts for Section No. 1, at \$189,700, and for section No. 2, at \$299,000 were thus awarded to Messrs. G. and J. Worthington, well known as large contractors in Ontario and Quebec, for Railway Companies and for the Imperial Government. They have already executed a considerable portion of the work, and there is no reasonable doubt that they will satisfactorily complete their contracts.

Section No. 3, at \$288,000, and Section No. 4, at \$297,000, were let to Messrs. Elliott Grant, and Whithead, a respectable firm, residents of Ontario, all the members having been engaged in the construction of Public Works.

On 11th February, 1869, tenders for three further Sections of the line were advertised for, viz. :—

Section No. 5,	in Quebec,	26	miles long
"	"	6,	"	New Brunswick 21 " "
"	"	7,	"	Nova Scotia 24 " "

As before, plans and profiles, (and also approximate quantities of the different kinds of work to be done as estimated by the Chief Engineer), were exhibited, but it was as before distinctly announced that the Commissioners were not responsible for any of the