

in the length of these lines is $17\frac{1}{2}$ miles, and the difference in the cost of construction about \$2,000 in favor of the longer line. This being the case, I presume there can be no question as to which of the lines should be adopted, and, if no other question were involved, it would scarcely be necessary to refer the matter at all to the Minister, but Parcel & Ryan object very strongly to taking out the heavy cutting at 2,136 as an open cutting. I have ordered them to go on with the open cutting but they say "before doing so they will go to Ottawa and remonstrate with the Minister against being called upon to do it." What they wish to be allowed to do is to build a tunnel instead of the open cutting which, they allege, would enable them to get the track through to the navigable waters of Lac des Milles Lacs by the specified time, viz.: 1st of August next year; whereas (they say), if forced to take the open cutting, it would have the effect of throwing them back for another season. As there is no price in the Contractors' tender for tunnelling, I asked them to put in writing the price they would be willing to build the tunnel for. The following is an extract from the document:—"We also propose to build the tunnel for the railway at Station 2,136 for the sum of \$10 per cubic yard, for the rocks in the tunnel, and our contract prices for the approaches both 'rock and earth.'" The cost of the tunnel at the Contractors' tender would be about \$44,000 over the open cutting; but, I consider \$10 per cubic yard for this work too high; I think a fair price for it would be from \$6 to \$7 per cubic yard. I remonstrated with the Contractors about the price they asked for tunnelling, but they say they could not do it for less owing to the hardness of the rock. I have not been able to go and see the rock, but my assistants corroborate the statements of the Contractors with regard to the hardness of it. I feel satisfied there is something in what the Contractors say with regard to the difference in the time which would be occupied in the building of the tunnel as compared with that of the open cutting, and, as I suppose, time is an object in this case, I would, therefore, be inclined to recommend that they be allowed to substitute the tunnel for the open cutting provided they consent to do it for a reasonable price.

Yours, very truly,

(Signed) SAMUEL HAZELWOOD.

M. SMITH, Esq.,
Acting Engineer-in-Chief, C.P. Railway,
Ottawa.

PRINCE ARTHUR'S LANDING,

LAKE SUPERIOR, 13th Sept., 1876.

DEAR SIR,—Mr. Hazlewood has shown me the plan of a short deviation of the line on Contract 25, which will cut off a loop of rather bad curvature, and shorten the line about 9,600 feet, but it will involve a tunnel of about 600 feet, and some rather heavy rock work in the approaches.

I could not authorize him to make this deviation at present, as he had it not in a form to ascertain the comparative cost of the two lines; but I have asked him to send to Ottawa a plan and profile of the located line, and of the proposed deviation, with the quantities and estimate of cost at the Contractors' prices.

He asks very high for the tunnelling, viz.: \$10.00 per cubic yard, and \$2.50 for the rock excavation in the approaches; but the rock is said to be very hard and tough. I may say that Mr. Fleming and myself thought of \$6.00 or \$7.00 for rock tunnelling in British Columbia.

You will lay Mr. Hazlewood's plans and estimates before the Minister, and state my opinion that it would be a very decided improvement of the line, and, of course, would save the cost of running over nearly two miles forever.