

B.

The Major-General Commanding "the Base and Lines of Communication," is prepared to receive tenders for the following service, viz.: The conveyance of any class of supplies from Moose Jaw to the Elbow, and from Moose Jaw to Clarke's Crossing, and from Qu'Appelle to Clark's Crossing, on the following conditions:—

(1) Price per ton to be stated for hauling any class of supplies from Moose Jaw to the Elbow;

(2) Or at option of military authorities, from Moose Jaw to Clark's Crossing,

(3) From Qu'Appelle to Clark's Crossing;

(4) In each case to be delivered along side river for shipment;

(5) Returning waggons to bring back free, sick or wounded men, light baggage, wood sufficient for cooking for Transport men, or any light articles;

(6) Probable quantity when in full blast about 30,000 lbs. per day;

(7) Notice will be given from day to day of increase or decrease, but in case of material alteration as long notice as possible will be given;

(8) Teams liable to be called off and be available for general transport service at rate per day, in such cases forage and rations to be provided by Government,

(9) Contractor to be responsible for safe delivery, except in case of capture or destruction by enemy in superior numbers;

(10) Contract liable to be terminated on delivery of goods actually loaded;

(11) Goods to be moved not less than twenty (20) miles per day on an average,

(12) If desired, forage and rations may be obtained at actual cost (including charges) on sufficient notice being given if forage is available.

Further information may be obtained on application.

MOOSE JAW, May 19, '85.

C.

Memorandum.

Finding the transport under the system of hiring by day too expensive, I proposed to move goods by contract, and discussed the matter with several local people, and when at Swift Current contracted and moved goods at rate of \$25 per ton, which were by day's work costing \$36.41. And when it was proposed to move base to Moose Jaw, I made enquiries and ascertained that parties would be willing to tender for contract to transport by ton either to Elbow or Clark's Crossing. So I wired Mr. Wrigley to know if this arrangement were permissible, and he advised we should meet and discuss the transport question. I then considered the conditions I had laid down as giving ample latitude for the work, and I further explained my views to Major Bell and Captain Swinford at Qu'Appelle, in order to hear and consider objections. I also discussed the matter at length with Colonel Whitehead, who had told me he had been appointed by the Minister of Militia "Chief Supply and Transport Officer," and he considered the step I was taking most desirable, and that it was quite what the Minister desired; and meeting Major Bell on the return journey, he recommended Mr. Stewart to me as a suitable man to take the contract. I accordingly remained a day at Moose Jaw and called for tenders, proscribing the conditions, and finally accepted Mr. Stewart's tender, a copy of the agreement being enclosed. By this arrangement the river can be utilized from the Elbow when the water is high, and goods conveyed for steamer can be forwarded by land if river falls. Taking similar mileage in the Battleford route, the contract price is not half the amount paid under the old arrangement. Teams draw a much larger quantity under the personal supervision of Contractor than under paid Superintendents. Forage and supplies for journey are furnished by Contractor, who allows no waste.

The Staff can be much reduced, as the clerks at the several depot stations along the road will not be required.