

fittings and other works of every description, whether temporary or permanent, which may be necessary for the entire completion according to the following specification, profiles and drawings hereto attached, of that portion of the Canadian Pacific Railway above named and referred to, and more particularly shown on the plan of the same (drawings Nos. 1 and 2,) being a distance of about 85½ miles of single track with the requisite turn-outs and station sidings, and also the maintenance of all the works during their construction and until the final estimate is issued and the works formally accepted as complete by the Minister of Railways and Canals.

2. The contractor is to enclose all the open or cultivated ground as delivered to him by the Minister of Railways and Canals for the purposes of this contract with a good fence, which, if he prefers, may in the first instance be temporary, and shall keep the same enclosed during the progress of the works until the termination of the contract, including the period for maintenance of the works, so as effectually to preserve the adjoining land from trespass and prevent any injury whatever to any parties by reason of the want of sufficient fences to separate their lands from the works, and the contractor shall be wholly responsible for all damages to crops and all the consequences of insufficient fencing.

3. Before the termination of the contract the contractor shall construct a permanent fence throughout such parts of the line as indicated on the plans and profiles.

#### CLEARING, ETC.

4. Where the railway passes through wooded sections, the land must be cleared to the width of sixty-six feet on each side of the centre line, or such further width as may be required for slopes of cuttings and fences; also for a width of 300 feet on each side of the centre line at stations, for a length of 2,000 feet.

5. The clearing is to be done so that all the brush, logs, and other loose material within its limits shall be burned or removed. In no case shall any of the brush or logs be cast back upon the adjacent timber lands; they must invariably be made into piles near the centre of the space to be cleared, and if not removed for fuel or otherwise used, they must be entirely consumed. All brush or trees accidentally or otherwise thrown into the adjacent woods, must be dragged out and burned or removed. The land must be left in a clean condition.

#### Close Cutting.

6. Where embankments are to be formed less than four feet or more than two feet in height, all the standing timber and stumps must be chopped close to the ground within the limits of the embankment, and burned.

#### Grubbing.

7. Where excavations will not exceed three feet in depth, or embankments two feet in height, all stumps must be grubbed out, and if possible burnt; those that will not burn, must be carried beyond the limits of the cuttings and embankments, where directed, and there piled. Directions will be given at the proper time, as to the extent of ground required to be cleaned, close cut, and grubbed. The side ditching and off-take drains must also be grubbed.

#### FENCING.

8. The railway grounds, where they adjoin occupied or pasture lands, will be enclosed with a strong snake fence, made with round or split rails of Douglas fir or cedar 12 to 15 feet in length, and having a cross-section of not less than 12 square inches. The lower rails will be laid on blocks so as to raise them 6 inches above the general level of the ground. They will be secured at the angles by two slanting posts set not less than one foot in the ground, and crossing each other above the top rail.