SESSIONAL PAPERS

RELATING TO THE

CANADIAN PACIFIC RAILWAY

1883-84.

Printed by Order of Parliament.

OTTAWA:
PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET,
1884.

SPAM 16545

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RESOLUTION

(31 *a*)

Of the House of Commons of the 20th February, 1882;—For a Report giving information on subjects affecting the Canadian Pacific Railway, up to the latest date, and particularly all details as to:

1. The selection of the route.
2. The selection or reservation of land.
3. The payment of moneys, subsidy, advance, etc.
4. The laying out of branches.
5. The rates of tolls for passenger and freight.
6. Sundry subjects, construction of *bridges*, etc.
7. (1.) Transfer and operation of the *Thunder Bay Section* to the Company.
   (2.) Valuation of the *Rolling Stock* to be taken over by the Company.

SYNOPSIS OF A RETURN OF CORRESPONDENCE CALLED FOR BY THE HONORABLE MR. BLAKE, IN RELATION TO THE CANADIAN PACIFIC RAILWAY COMPANY.

Number One.

THE SELECTION OF ROUTE.

MEDICINE HAT TO 22ND RANGE WEST OF 4TH INITIAL MERIDIAN—123 MILES.

June 20, 21, 1883.—From C. Drinkwater, with plan and profile of location, from the crossing of the Saskatchewan River, at Medecine Hat, to the western limit of Range 22, west of the 4th Initial Meridian—123 miles.
June 21, 21.—From C. Schreiber, report on preceding.
June 21.—To Report to Council, recommending location as submitted.
July 26, Aug. 16.—From Order in Council, based on Report to Council.
July 23.—To C. Schreiber, with copy of Order in Council.

CROW FOOT CREEK TO CALGARY—69 MILES.

July 19, 20, 1883.—From C. Drinkwater, with plan and profile of location from Crow Foot Creek to Calgary, a distance of 69 miles.
July 20, 20.—From C. Schreiber, report on preceding.
July 20.—To Report to Council, recommending approval of location as submitted.
July 24, 26.—From Order in Council on preceding report.
July 27.—To C. Schreiber, with copy of Order in Council.
July 27.—To C. Drinkwater, with copy of Order in Council.
July 28, 30.—From C. Drinkwater, acknowledging Order in Council.

CALGARY TO PADMORE (BOW RIVER)—55 MILES.

August 16, 17.—From C. Drinkwater, with plan and profile of location from Calgary to Padmore, on the Bow River—55 miles.
August 17, 17.—From C. Drinkwater asks that preceding be returned for revision.
August 17.—To C. Drinkwater, as requested, have returned papers by express.
August 21, 22.—From C. Drinkwater. Returns, by express, plans, &c.
August 22, 22.—From C. Schreiber, report on preceding.
August 23.—To Report to Council recommending approval of location as submitted.
September 14, 25.—From Order in Council on preceding report.
September 14.—To C. Drinkwater, with copy of Order in Council.
September 14.—To C. Schreiber, with copy of Order in Council.
September 17, 19.—From C. Drinkwater, acknowledging receipt of Order in Council.

RADMORE TO FORTY-MILE CREEK—28 MILES.

September 10, 14.—From C. Drinkwater, with plan and profile of location from Padmore to Forty-Mile Creek, a distance of 28 miles.

September 16, 18.—From C. Schreiber, report on preceding report.
September 18.—To Report to Council, recommending approval of location, as submitted.
September 21, 26.—From Order in Council on preceding report.
September 27.—To C. Drinkwater, with copy of Order in Council.
September 27.—To C. Schreiber, with copy of Order in Council.
September 18, October 2.—From C. Drinkwater, acknowledging receipt of Order in Council.

FORTY-MILE CREEK TO A POINT WEST, 35 MILES DISTANT—924TH TO 959TH MILE.

November 6, 7.—From C. Drinkwater, with plan and profile of location from the 924th mile (Forty-Mile Creek) to the 959th mile, west of Winnipeg (35 miles.)
November 7, 9.—From C. Schreiber, report on preceding.
November 9.—To Report to Council, recommending approval of location as submitted.
November 9, 17.—From Order in Council on preceding report.
November 20.—To C. Schreiber, with copy of Order in Council.
November 20.—To C. Drinkwater, with copy of Order in Council.
November 22, 24.—From C. Drinkwater, acknowledging receipt of Order in Council.

BATH CREEK (BOW RIVER) TO SUMMIT OF ROCKIES—959TH TO 961TH MILE.

December 1, 3, 1883.—From C. Drinkwater, with plan and profile of location from the mouth of Bath Creek, on the south branch of the Bow River, to the Rocky Mountain summit.
December 3, 3.—From C. Schreiber, report on preceding.
December 4.—To Report to Council, recommending approval of location, as submitted.
December 6, 11.—From Order in Council, on report to Council.
December 11.—To C. Drinkwater, with copy of Order in Council.
December 11.—To C. Schreiber, with copy of Order in Council.
December 13, 15.—From C. Drinkwater, acknowledging receipt of Order in Council.

WEST OF CALLANDER, 86½TH MILE TO 130TH MILE=43½ MILES.

November 29 December 1, 1883.—From C. Drinkwater, with plan and profile of location, from the crossing of the Wahnapitæ River, at 86½ mile to the 130 mile, west of Callander.
December 4, 4.—From C. Schreiber, report on preceding.
December 5.—To Report to Council, on location, as submitted.
December 6, 11.—From Order in Council, on Report to Council.
December 11.—To C. Drinkwater, informing him of Order in Council.
December 11.—To C. Schreiber, informing him of Order in Council.
December 13, 15.—From C. Drinkwater, acknowledging receipt of Order in Council.

PORT ARTHUR TO NIPEGON—68 MILES.

March 20, 21, 1883.—From C. Drinkwater, with plan and profile, asking approval of location from Port Arthur to Nipegon.
March 21, 21.—C. Schreiber, report on preceding.
March 22.—Report to Council, location of line, as asked for.
March 29 April 5.—Order in Council, location of line, as asked for.
April 6.—To C. Schreiber, forwards copy of Order in Council.
April 6.—To C. Drinkwater, forwarding copy of Order in Council.

Number Two.

RESERVATION OF LAND FOR RAILWAY PURPOSES.

February 8, 10, 1883.—From C. J. Brydges, *re* Land at Rat Portage for the Canadian Pacific Railway.
February, 9, 10.—From C. Schreiber, Report on preceding.
February 17.—To C. Schreiber, acknowledging the same.

Number Three.

ADJUSTMENT OF ACCOUNTS.

February 1, 2, 1883.—From C. Schreiber, list of reductions to be made from the account against the Company for plant, &c., &c., had by them on assumption of Contract..... $ 46,607.95
Leaving the balance now..... $995,911.64
February 2.—To Report to Council, recommending deductions as mentioned.
February 19 March 30.—From Order in Council, on Report to Council.
April 3.—To C. Schreiber, with copy of Order in Council authorizing the adjustment of the Canadian Pacific Railway Company's account.

PROGRESS ESTIMATE NO. 44, MAKING 954 MILES ON CENTRAL SECTION.

December 6, 6, 1883.—From C. Schreiber, Progress Estimate No 44:—
954 miles..... $9,719,983
Balance on rails..... 131,250
$9.851,232
December 6.—To Report of Council on Progress Estimate, No. 44.
December 6.—To Minister of Interior, informing him of same.
December 6.—From Order in Council, on Report to Council.
December 11.—To C. Drinkwater, informing him of Order in Council.
December 11.—To Auditor General, informing him of Order in Council.

PROGRESS ESTIMATE NO. 10; MAKING 167 MILES ON EASTERN SECTION.

December, 15, 17, 1883.—From C. Schreiber, Progress Estimate No. 10; 100 miles west of Callander, 67 east of Port Arthur=167 miles....$2,569,229
Advance on rails 207,985
$2,777,214
December 17.—To Report of Council, for authority to pay $626,326, on Progress Estimate No. 10.
December 17.—To Minister of Interior, informing him of estimate No. 10.
December 19, 20.—From Order in Council, on Report to Council.
December 21.—To Auditor General, informing him of Order in Council.
December 21.—To C. Drinkwater, informing him of Order in Council.

ADVANCE ON RAILS, HOCHELAGA.

January 29, February 2.—From Thos. Ridout, memo of rails at Hochelaga.
February 5.—To Report to Council, for advance on rails at Hochelaga, on a good title being given.
February 6, 9.—From Order in Council, authorizing advance on Report to Council.
February 12.—To Minister of Justice, with papers *re* advance on rails at Hochelaga.
February 14.—To Minister of Justice, with the agreement with the company of the 16th December last.
February 14, 15.—From Minister of Justice, asking for first agreement.
February 21, 22.—From Minister of Justice, asks that a person be named to act with his Agent to take delivery.

February 22, 23.—From Minister of Justice; his Agent reports it necessary to have another formal delivery of the rails.
February 26, 26.—From Minister of Justice, with agreement for signature.
February 27.—To Minister of Justice, with a duplicate of agreement.
March 3, 3.—From Minister of Justice, returning first agreement.
March 6.—To C. Drinkwater, informing him of Order in Council.
March 7, 9—From Minister of Justice, with letter from Canadian Pacific Railway Company *re* removal of rails.
March 9, 12.—From C. Drinkwater, on subject of removal of rails to a point west of Callander.
February 9, 12.—From C. Drinkwater, for an advance on steel rails imported into the North-West.
February 13, 13.—From C. Schreiber, memo.: recommends an advance of $60,000.
February 13.—To Report to Council, on preceding memo.
February 14, 14.—From Order in Council, on Report to Council, authorizing an advance of $60,000.
February 14.—To C. Drinkwater, informing him of Order in Council.

PROGRESS ESTIMATE NO. 43, MAKING 921 MILES,—ADVANCE ON RAILS.

November 5, 1883.—From C. Schreiber, Progesss Estimate No. 43, 921 miles $9,279,993
Balance on rails 255,000

$9,534,993

November 5.—To report of Council on Progress Estimate No. 43.
November 1, 12.—From C. Schreiber on Report to Council.
November 13.—To. C. Drinkwater, informing him of Order in Council.

Number Four.

BRANCH LINES

June 22, 23.—From C. Drinkwater, with plans and books of reference of South western branch, from Winnipeg *via* the town of Morris.
July 11, 12.—From C. Drinkwater, with plans and books of the Selkirk Branch.
August 6.—To C. Drinkwater, returning plans, &c., South-Western branch.
August 6.—To C. Drinkwater, stating that plans, &c. of the Selkirk branch have been approved of.
August 7, 9.—From C. Drinkwater, acknowledging, and returning plans, &c., duly certified to.
August 11, 13.—From C. Drinkwater, with plans, &c., Emerson Branch, showing lands required therefor.
September 4.—To C. Drinkwater, returning plans, &c., of Emerson Branch.

Number Five.

RATES AND TOLLS.

February, 6, 8, 1882.—From C. Drinkwater, replying to communication and requesting that authority be given for the temporary extension of the tariff of tolls now in force in the west Division, to the section of the road between Telford and Rat Portage.
March, 23, 27, 1883.—From Order in Council, approving of attached tariff of tolls and freight on the Western Division of the Canadian Pacific Railway for one year, up to 1st January, 1884.
April 4, 5.—From C. Drinkwater, enclosing copy of Western Division classification, with instructions to Agents, &c.
April 7.—To C. Drinkwater, with copy of tariff of tolls and freight for Western Division, sanctioned up to 1st Januray, 1884.

April 7, 17.—From C. J. Brydges, President of the Board of Trade of Winnipeg, with copy of letter from the Board to the Canadian Pacific Railway upon recent heavy increase in their freight tariff.

April 19.—To C. J. Brydges, President of the Board of Trade of Winnipeg, acknowledging preceding.

April 18, 19.—From C. Drinkwater, with tariff of tolls by-law, Western Division, for approval.

April 27.—To C. Drinkwater, with copy of letter of Winnipeg Board of Trade.

May 1.—To Report to Council, for approval for one year of by-law regulating the tariff of tolls on the Western Division, Canadian Pacific Railway.

May 28, 30.—From Order in Council, approving of Canadian Pacific Railway by-law on Report to Council.

June 13.—To C. Drinkwater, informing him of Order in Council.

June 15.—From C. Drinkwater, by-law of the Canadian Pacific Railway, confirmed 8th June, 1883.

GENERAL CHARACTER OF THE BRIDGE STRUCTURES.

September 25, 27, 1883.—From C. Schrieber, replying to an inquiry as to the quality or character of the bridges being erected by the Canadian Pacific Railway Company.

SPEED OF TRAINS, PEMBROKE TO NORTH BAY.

November 1, 2, 1883.—From C. Drinkwater for authority to increase the speed of trains between Pembroke and North Bay.

CROSS DRAIN AT ST. ANDREWS FROM PEMBINA BRANCH.

August 6, 1883.—To C. Drinkwater, with copies of correspondence had with the municipal authorities of St. Andrews, Manitoba *re* a bridge over an off-take drain at that place, opposite the Hudson Bay Company's Stone Fort (15 enclosures.)

October 23.—From W. C. Van Horne, returning the above correspondence which was sent to Mr. Drinkwater and inclosing the report of their solicitor at Winnipeg on the subject.

Number Seven.

(*No.* 1.)—TRANSFER AND OPERATION OF THUNDER BAY SECTION.

May 17, 18.—From C. Drinkwater, stating terms on which the Company will take over the Thunder Bay section.

July 3, 5.—From W. C. Van Horne, proposition to complete the road from Fort William to Selkirk.

July 4, 5. — From C. Schreiber, report on Canadian Pacific Railway terms on Thunder Bay section.

July 5.—To Report to Council, recommending the acceptance of the proposition.

July 9, 16.—From Order in Council, on Report to Council authorizing recommendation.

July 7, 9.—From C. Schreiber, Progress Estimate No. 1, to 7th July, for work between Prince Arthur's Landing and Selkirk, $150,000

July 4, 11.—From W. C. Van Horne *re* the purchase of rolling stock between Fort William and Rat Portage.

July 19.—To Collingwood Schreiber, with copy of Order in Council.

August 9.—To C. Drinkwater, with copy of Order in Council.

September 18, 19.—From W. C. Van Horne ; asks the name of the Police Commissioner over district between Thunder Bay and Winnipeg.

September 27, 28.—From C. Drinkwater, for a further payment on account of work done between Rat Portage and Thunder Bay.

September 28.—To C. Drinkwater, acknowledging preceding, and stating that a certificate has been issued for $136,000.

October 1, 2.—From C. Drinkwater, acknowledging same.
September 27, October 2.—From Auditor-General; asks for a copy of the Order in Council which authorizes the payment of the $136,000.
October 2.—To Auditor-General, with copy of Order in Council.
October 4.—To W. C. Van Horne, replying to letter of September 18, 19.
October 4, 5.—From Auditor-General; asks for a statement of cost of unfinished work between Prince Arthur's Landing and Selkirk.
September 27, October 12.—From C. Schreiber, Progress Estimate No. 2, to 27th September, $286,000, nett $136,000.
October 18, 19.—From C. Drinkwater; police force not required by the Company between Prince Arthur's Landing and Selkirk.
November 2.—To Report to Council, for discontinuance of the Act for the preservation of peace between Port Arthur and Rat Portage, and the termination of Commissioner MacDonald's services.
November 5, 9.—From Order in Council, on report to Council.
November 13.—To John MacDonald, informing him of the discontinuance of his services as Police Commissioner.
November 14, 16.—From the Minister of Justice *re* Order in Council; expects that instructions will be issued to the parties interested therein, either by the Department of Railways or the Secretary of State.

(*No.* 2.)—THUNDER BAY BRANCH TAKEN OVER.

July 19, 1883.—To James Crossen, informing him of his appointment to appraise rolling stock, except locomotives, west of Prince Arthur's Landing.
July 27, 28.—From James Crossen, acknowledging preceding.
July 9.—To Peter Clarke, appointing him appraiser of locomotives west of Prince Arthur's Landing.
July 10, 11.—From Peter Clarke, accepting appointment.
July 11.—To Peter Clarke; communicate with Mr. James Crossen, Cobourg, and proceed as soon as possible; advise when you leave.
July 11.—To James Crossen; comunicate with Peter Clarke, Toronto, and proceed as soon as possible; advise when you leave.
July 14.—To W. C. Van Horne; Clarke has accepted duty of valuator, and has been asked to communicate with Crossen as to time of leaving, that they may go together.
July 14, 15.—From James Crossen; in reply, says he is arranging with Clarke, and hopes to leave next week.
July 18, 20.—From P. Clarke; Mr. Crossen and self intend to leave by steamer "Campana" next Tuesday,
July 18, 20.—From James Crossen; will leave next Tuesday morning with P. Clarke, *viâ* Toronto and Collingwood.
September 22, 25.—From James Crossen; valuation of rolling stock (*cars*) on Canadian Pacific Railway, west of Port Arthur.
September 18, 25.—From Peter Clarke; valuation of rolling stock (*locomotives*) on Canadian Pacific Railway west of Port Arthur.
October 5.—To C. Schreiber, instructing him to transfer rolling stock on line west of Port Arthur to Canadian Pacific Railway Company.

NUMBER ONE.

SELECTION OF THE ROUTE.

Location from South Saskatchewan, Medicine Hat to West Limit, Range 22, Township 22, West of 4th Meridian—Distance 123 Miles.

CANADIAN PACIFC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 20th June, 1883.

SIR,—I have the honor to transmit herewith for the approval of His Excellency the Governor General in Council, plan and profile of the location of that portion of the main line of the Canadian Pacific Railway, extending from the crossing of the Saskatchewan River, at Medicine Hat, to the western limit of Range 22, in Township 22, west of the 4th Initial Meridian, being a distance of 123 miles.

I have the honor to be, Sir, your obedient servant,
C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

CANADIAN PACIFIC RAILWAY.
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 21st June, 1883.

SIR,—The communication from the Canadian Pacific Railway Company, dated the 20th instant, making application for the approval of the location of the line of the Canadian Pacific Railway for a distance of about 123 miles, west of the South Saskatchewan crossing, having been submitted to me, I have the honor to report—

That as far as the section referred to is concerned and its suitability for a line of railway, the country is favorable, the grades and curves shown on the plans now submitted being well within the conditions imposed by the Canadian Pacific Railway Act, and in the event of the Kicking Horse Pass being approved by the Government, the location shown on their plans may be considered satisfactory.

I have the honor to be, Sir, your obedient servant,
COLLINGWOOD SCHREIBER, per FRANCES J. LYNCH,

A. P. BRADLEY, Secretary Railways and Canals.

Memorandum. OTTAWA, 21st June, 1883.

The undersigned has the honor to represent that under date the 20th inst., the Canadian Pacific Railway Campany have submitted for approval a plan and profile, showing the location of that portion of their main line extending from the crossing of the River Saskatchewan, at Medecine Hat, to the western limit of Range 22, in Township 22, west of the 4th Initial Meridian, being a distance of 123 miles.

That under date the 21st inst., the Government Chief Engineer has reported that the country is favorable, the grades and curves shown on the plans submitted being well within the conditions imposed by the Canadian Pacific Railway Act, and that in the event of the Kicking Horse Pass being approved of by the Government, the location shown on these plans may be considered satisfactory.

The undersigned recommends that the location of the section now submitted be approved of.

Respectfully submitted.
J. H. POPE, *Acting Minister Railways and Canals.*

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 26th June,* 1883.

On a memorandum dated 21st June, 1883, from the Acting Minister of Railways and Canals, stating that under date the 20th June instant, the Canadian Pacific Railway Company have submitted for approval a plan and profile, showing the location of that portion of their main line, extending from the crossing of the River

Saskatchewan at Medicine Hat to the western limit of Range 22, in Township 22, west of the 4th Initial Meridian, being a distance of 123 miles.

The Minister further states that under date the 21st June instant, the Government Chief Engineer has reported that the country is favorable, the grades and curves shown on the plans, submitted herewith, being well within the conditions imposed by the Canadian Pacific Railway Act, and that in the event of the Kicking Horse Pass being approved of by the Government, the location shown on these plans may be considered satisfactory.

The Minister recommends that the location of the section now submitted, be approved of accordingly.

The Committee submit the same for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 23rd July, 1883.

SIR,—I have the honor to transmit to you a copy of an Order in Council of the 26th June, approving of the location of the main line of the Canadian Pacific Railway, between Medicine Hat and the western limit of Range 22, in Township 22, west of the 4th Initial Meridian.

I am, Sir, your obedient servant,

C. SCHREIBER, Chief Engineer. A. P. BRADLEY, *Secretary.*

Location from Crowfoot Creek to Calgary, Distance 69 miles—(13 miles already approved —56 miles now considered.)

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 19th July, 1883.

SIR,—I beg to forward a plan and profile of the location of that portion of the main line of the Canadian Pacific Railway, extending from Crowfoot Creek to Calgary a distance of 69 miles, and to request that the same may be submitted for the approval of His Excellency the Governor General in Council, at an early date.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 20th July, 1883.

SIR,—The communication from the Canadian Pacific Railway Company, dated the 19th instant, making application for the approval of the location of the main line of the Canadian Pacific Railway, extending from the portion last approved to Calgary, a distance of about 56 miles having been submitted to me, I have the honor to report.

That, as far as the section referred to and its suitability for a line of railway, the country is favorable, the grades and curves shown on the plan and profile, now submitted, being well within the conditions imposed by the Canadian Pacific Railway Act, and in the event of the Kicking Horse Pass being approved by the Government, the location shown on the plans may be considered satisfactory.

I have the honor to be, Sir, your obedient servant,

C. SCHREIBER, per FRANCIS J. LYNCH.

A. P. BRADLEY, Secretary, Railways and Canals.

Memorandum.

OTTAWA, 20th July, 1883.

The undersigned has the honor to represent that under date the 19th instant, the Canadian Pacific Railway Company have submitted a plan and profile showing the location which they propose to adopt for their main line, from Crowfoot Creek

to Calgary, a distance of 69 miles, of which, however, a portion, 13 miles in length, west from the Crowfoot Crossing, has already been approved under the Order in Council of the 26th ultimo, leaving 56 miles to be now dealt with.

That under date the 20th instant, the Government Chief Engineer has reported that as far as this said section of 56 miles, and its suitability for a line of railway are concerned, the country is favorable, the grades and curves shown on the plans and profile submitted, being well within the conditions imposed by the Canadian Pacific Railway Act.

The undersigned accordingly recommends that approval be given to the location now submitted.

Respectfully summitted,

J. H. POPE, *Acting Minister Railways and Canals.*

CERTIFIED COPY *of a Report of Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the* 24th *July*, 1883.

On a memoradum, dated 20th July, 1883, from the Acting Minister of Railways and Canals representing that under date the 19th instant, the Canadian Pacific Railway Company have submitted a plan and profile showing the location which they propose to adopt for their main line from Crowfoot Creek to Calagary, a distance of 69 miles, of which, however, a portion 13 miles in length, west from the Crowfoot Crossing, has already been approved under the Order in Council of the 26th ultimo, leaving 56 miles to be now dealt with:

The Ministers further represent that under date the 20th instant, the Government Chief Engineer has reported that as far as this said section of 56 miles, and its suitability for a line of railway are concerned, the country is favorable, the grades and curves shown on the plan and profile submitted being well within the conditions imposed by the Canadian Pacific Railway Act;

The Minister accordingly recommends that approval be given to the location now submitted.

The committee advise that the location submitted be approved as recommended.

JOHN J. McGEE.

Hon. Minister of Railways and Canals.

OTTAWA, 27th July, 1883.

SIR,—Herewith I send you a copy of the Order in Council passed on the 24th instant approving of the location of the Canadian Pacific Railway line to Calgary.

I am, Sir, your obedient servant,

C. SCHREIBER, Chief Engineer. A. P BRADLEY, *Secretary.*

OTTAWA, 27th July, 1883.

SIR,—Herewith I send you a copy of the Order in Council passed on the 24th instant approving of the location of the Canadian Pacific Railway line to Calgary.

I am, Sir, your obedient servant,

C. DRINKWATER, Secretary, C.P.R. A. P. BRADLEY, *Secretary.*

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 28th July, 1883.

SIR,—I have the honor to acknowledge the receipt of your letter of the 27th inst., enclosing copy of the Order in Council passed on the 24th inst., approving of the location of the Canadian Pacific Railway line to Calgary.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

Location from Calgary to Padmore, on the Bow River, Distance 55 miles.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 16th August, 1883.

SIR —I beg to hand you for the approval of His Excellency the Governor General in Council, plan and profile showing the location of that portion of the main line of the Canadian Pacific Railway extending from Calgary to Padmore, on the Bow River, a distance of about 55 miles.

I have the honor to be, Sir, your obedient servant,
C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

By Telegraph from Montreal to A. P. Bradley.

OTTAWA, August 17th, 1883.

Please return to-day, the plans sent you last night. Wish to see them again before approved.

C. DRINKWATER, *Secretary.*

OTTAWA, 17th August, 1883.

As requested by your telegram, the plans received this morning have been sent back to you by express.

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Montreal.

MONTREAL, 21st August, 1883.

SIR,—I am much obliged for the plans, &c., Calgary to Padmore, which you sent me, and which I am returning to you by express to-day.

Your's truly,
C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

OTTAWA, 22nd August 1883.

SIR,—The communication from the Canadian Pacific Railway Company, dated the 21st inst., making application for the approval of the location of the main line of the Canadian Pacific Railway, extending from the portion last approved at Calgary to Padmore, a distance of about 55 miles, having been submitted to me, I have the honor to report:—

That as far as the section referred to and its suitability for a line of railway is concerned, the country is favorable, the grades and curves shown on the plan and profile now submitted being well within the conditions imposed by the Canadian Pacific Railway Act, and in the event of the Kicking Horse Pass being approved by the Government, the location shown on the plans may be considered satisfactory.

I have the honor to be, Sir, your obedient servant,
C. SCHREIBER, per. F.J.L.

A. P. BRADLEY, Secretary, Railways and Canals.

Memorandum. OTTAWA, 23rd August, 1883.

The undersigned has the honor to represent that under date the 21st instant, the Canadian Pacific Railway Company have submitted for approval a plan and profile showing the proposed location of their main line for a further distance of about 55 miles, extending from the point at Calgary up to which approval has already been given, to Padmore.

That under date the 22nd instant, the Chief Engineer has reported that the country is favorable, the grades and curves shown on the plans and profile fur-

nished being well within the conditions imposed by the Canadian Pacific Railway Act.

The undersigned thereupon recommends that approval be given to the location in question.

Respectfully submitted.

J. H. POPE, *Acting Minister Railways and Canals.*

OTTAWA, August 24th, 1883.

SIR,—In compliance with the request made in your letter of the 14th instant, I have the honor to transmit herewith copies of plans showing the location of the Canadian Pacific Railway, between the South Saskatchewan Crossing and Calgary.

I am to explain that these tracings do not indicate the exact position of the railway as completed, but are merely plans of the location of the line by this Department, as a preliminary to the work of construction being carried on; and that deviations from these plans within the powers of the Company, as defined by the Canadian Pacific Railway Act, are permissible.

I am Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

A. W. BURGESS, Deputy Minister of the Interior.

CERTIFIED COPY *of a Report of the Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 25th August,* 1883.

On a memorandum dated August 23rd, 1883, from the Acting Minister of Railways and Canals, representing that under date the 21st instant, the Canadian Pacific Railway Company have submitted for approval plans and profile showing the proposed location of their main line for a further distance of about 55 miles, extending from the point at Calgary up to which approval has already been given, to Padmore.

That under date the 22nd instant, the Chief Engineer has reported that the country is favorable, the grades and curves shown on the plans and profile furnished being well within the conditions imposed by the Canadian Pacific Railway Act.

The Minister accordingly recommends that approval be given to the location in question.

The Committee submit the above recommendation for your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 14th September, 1883.

SIR,—I have the honor to transmit herewith copy of an Order in Council, dated the 25th ultimo, approving of the plans and profile submitted by you on the 16th, showing the location of that portion of the main line of the Canadian Pacific Railway extending from Calgary to Padmore, a distance of about 55 miles.

I am Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Secretary C. P. Railway Co.

OTTAWA, 14th September, 1883.

SIR, I have the honor to transmit to you herewith copy of an Order in Council approving of the plans and profile submitted by the Canadian Pacific Railway Company, showing the location of that portion of their railway extending from Calgary to Padmore, a distance of about 55 miles.

I am Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. SCHREIBER, Esq., Chief Engineer.

MONTREAL, 17th September, 1883.

SIR,—I have the honor to acknowledge receipt of your letter of the 14th instant, enclosing copy of an Order in Council dated 25th ultimo, approving of the plan and profile showing the location of that portion of the main line of the Canadian Pacific Railway Company, extending from Calgary to Padmore; for which I am obliged.

I am Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

Location from Padmore to Forty-mile Creek, Distance 28 miles.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 10th September, 1883.

SIR,—I send you herewith for the approval of His Excellency the Governor General in Council plan and profile of the location of that portion of the main line of the Canadian Pacific Railway extending along the valley of the Bow River from Padmore to Forty-Mile Creek, a distance of 28 miles.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary Railways and Canals.

CANADIAN PACIFID RAILWAY COMPANY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 16th September, 1883.

SIR,—The communication from the Canadian Pacific Railway Company, dated the 10th instant, making application for the approval of the location of the main line of the Canadian Pacific Railway, extending from the portion last approved at Padmore, to Forty-Mile Creek, a distance of about 28 miles, having been submitted to me, I have the honor to report:

That as far as the section referred to is concerned, the country is favorable, the grades and curves shown on the plan and profile, now submitted, being well within the conditions imposed by the Canadian Pacific Railway Act, and in the event of the route *via* the Kicking Horse Pass, being approved by the Government, the location submitted may be considered satisfactory.

I have the honor to be, Sir, your obedient servant,

C. SCHREIBER, *Chief Engineer*, per F.J.L.

A. P. BRADLEY, Secretary.

Memorandum.

OTTAWA, 18th September, 1883.

The undersigned has the honor to report that the Canadian Pacific Railway Company, on the 10th instant, submitted for approval a plan and profile, showing the proposed location of that part of their main line extending along the valley of the Bow River, from Padmore to Forty-Mile Creek, a distance of 28 miles.

That the Chief Engineer of Railways, in a communication dated the 16th inst., states that the country to be traversed by this portion of the line is favorable, and that the grades and curves indicated on the plan and profile are well within the conditions imposed by the Canadian Pacific Railway Act.

The undersigned accordingly recommends that the location, as above, be approved.

Respectfully submitted,

J. H. POPE, *Acting Minister Railways and Canals.*

CERTIFIED COPY *of a report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 21st September,* 1883.

On a memorandum dated 18th September, 1883, from the Acting Minister of Railways and Canals, stating that the Canadian Pacific Railway Company, on the

10th instant, submitted for approval a plan and profile, showing the proposed location of that part of their main line extending along the valley of the Bow River, from Padmore to Forty-Mile Creek, a distance of 28 miles.

The Minister represents that the Chief Engineer of Railways, in a communication, dated the 16th instant, states that the country to be traversed by this portion of the line is favorable, and that the grades and curves indicated on the plan and profile are well within the conditions imposed by the Canadian Pacific Railway Act.

The Minister accordingly recommends that the location as above be approved.

The committee submit the above recommendation for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 27th September, 1883.

SIR,—I have the honor to transmit herewith copy of an Order in Council, dated the 21st September, approving of the plan and profile of the location of the main line of the Canadian Pacific Railway, from Padmore to Forty-Mile Creek, submitted with your letter of the 10th instant.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Secretary, C. P. R., Montreal.

OTTAWA, 27th September, 1883.

SIR,—I beg to transmit for your information, copy of an Order in Council, dated the 11th instant, approving of the proposed location of the Canadian Pacific Railway between Padmore and Forty-Mile Creek, a distance of 28 miles.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. SCHREIBER, Ottawa.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 28th September, 1883.

SIR,—I have the honor to acknowledge the receipt of your letter of the 27th instant, enclosing copy of an Order in Council, dated 21st September, approving of the plan and profile of the location of the main line of the Railway, from Padmore to Forty-Mile Creek.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

Location from Forty-mile Creek, 83 miles West of Calgary, to a point 118 miles further West, or from the 924th mile to the 959th mile, West of Winnipeg.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 6th November, 1883.

SIR,—I have the honor to hand you, for the approval of His Excellency the Governor General in Council, plan and profile showing the location of that portion of the main line of the Canadian Pacific Railway, extending from a point on the Bow River, known as Forty-Mile Creek, being 83 miles, to the 118th mile west of Calgary, a distance of about 35 miles, or from the 924th mile to the 959th mile, west of Winnipeg.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE ENGINEER IN CHIEF, OTTAWA, 7th November, 1883.

SIR,—A communication from the Canadian Pacific Railway Company, dated the 6th instant, making application for the approval of the location of the main line of the Canadian Pacific Railway, extending westward from that portion last approved at Forty-Mile Creek, a distance of about 35 miles, having been submitted to me, I have the honor to report,—

That on the section referred to, the maximum grade is 0.75 feet per 100 feet, and the minimum curve 8°; that the country is favorable, and the conditions as shown on the plan and profile now submitted, within those imposed by the Canadian Pacific Railway Act, and if the route *viâ* the Kicking Horse Pass is approved by the Government, the location now submitted may be considered satisfactorily.

I have the honor to be, Sir, your obedient servant,
C. SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Secretary, Railways and Canals.

Memorandum. OTTAWA, 9th November, 1883.

The undersigned has the honor to represent, that under date of the 6th instant, the Canadian Pacific Railway Company have submitted a plan and profile showing the proposed location of that portion of their main line extending from a point on the Bow River, known as "Forty-Mile Creek," for a distance westward of about 35 miles, or from the 924th mile to the 959th mile, west of Winnipeg.

That under date of the 7th instant the Chief Engineer has reported, that on the section referred to the country is favorable, and that the conditions, as shown on the present plan and profile, within those imposed by the Canadian Pacific Railway Act.

The undersigned recommends that the proposed location be approved.

Respectfully submitted,
J. H. POPE, *Acting Minister Railways and Canals.*

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 9th November,* 1883.

On a memorandum from the Acting Minister of Railways and Canals, dated 9th November, 1883, submitting the application dated 6th November instant, of the Canadian Pacific Railway Company, with plan and profile showing the proposed location of that portion of their main line extending from a point on the Bow River known as "Forty-Mile Creek," for a distance westward of about 35 miles, or from the 924th mile to the 959th mile, west of Winnipeg.

The Minister represents that under date the 7th inst., the Chief Engineer has reported that on the section referred to the country is favorable, and that the conditions, as shown on the present plan and profile, are within those imposed by the Canadian Pacific Railway Act.

The Minister recommends that the proposed location be approved accordingly.

The committee submit the above recommendation for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 20th November, 1883.

SIR,—I am directed to forward to you a copy of a certified copy of an Order in Council dated the 9th inst., approving the location of the Canadian Pacific line of railway from a point on the Bow River known as "Forty-Mile Creek," for a distance westwards of about 35 miles.

I am, Sir, your obedient servant,
A. P. BRADLEY, *Secretary.*

C. SCHREIBER, Chief Engineer Railways.

OTTAWA, 20th November, 1883.

SIR,—I am directed to enclose to you a copy of a certified copy of an Order in Council dated the 9th inst., approving the location of the Canadian Pacific line of railway from a point on the Bow River known as "Forty-Mile Creek," for a distance westward of about 35 miles.

I am, Sir, your obedient servant,
A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Secretary, C. P. R. Co., Montreal.

MONTREAL, 22nd November, 1883.

SIR,—I have the honor to acknowledge the receipt of a copy of a certified copy of an Order in Council dated the 9th inst., approving of the location of the line of this railway, from a point on the Bow River, known as "Forty-Mile Creek," for a distance westwards of about 35 miles.

I am, Sir, your obedient servant,
C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary Railways and Canals.

Location from near Bath Creek to the Rocky Mountains Summit, about 5 miles, or 964 miles West of Winnipeg.

MONTREAL, 1st December, 1883.

SIR,—I have the honor to hand you, for the approval of His Excellency the Governor General in Council, plan and profile showing the location of that portion of the main line of the Canadian Pacific Railway, extending from a point on the south branch of the Bow River, near the mouth of Bath Creek, to the Rocky Mountain summit, a distance of about 5 miles, or from the 959th mile to the 964th mile west of Winnipeg.

I have the honor to be, Sir, your obedient servant,
C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 3rd December, 1883.

SIR,—A communication from the Canadian Pacific Railway Company, dated the 1st instant, asking for the approval of the location of the main line of the Canadian Pacific Railway, extending westward from that portion last approved to the summit of the Rocky Mountains, a distance of about 5 miles, having been submitted to me, I have the honor to report that on the section referred to the maximum grade is 1-40 feet per 100 feet, and the minimum curve 7°; that the country is favorable and the conditions, as shown in the plan and profile now submitted, within those imposed by the Canadian Pacific Railway Act, and if the route, *via* the Kicking Horse Pass is approved by the Government, the location now submitted may be considered satisfactory.

I have the honor to be, Sir, your obedient servant,
C. SCHREIBER, per F.J.L.

A. P. BRADLEY, Secretary Railways and Canals.

Memorandum. OTTAWA, 4th December, 1883.

The undersigned has the honor to represent that the Canadian Pacific Railway Company on the 1st inst., submitted a plan and profile showing the location of that portion of their main line extending from a point on the south branch of the Bow River to the summit of the Rocky Mountains, a distance of about 5 miles.

That the Chief Railway Engineer of the Department reports under date the 3rd inst, that the maximum grade on this piece of road is 1-40 feet per 100 feet, and

that the minimum curve 7°; that the country is favorable for a railway, and the conditions, as shown in plan and profile, within those imposed by the Canadian Pacific Railway Act.

The undersigned recommends that the location of the section of railway referred to be approved.

Respectfully submitted,
J. H. POPE, *Acting Minister Railways and Canals.*

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 6th December,* 1883.

On a memorandum dated 4th December, 1883, from the Acting Minister of Railways and Canals, submitting a plan and profile showing the location on the main line of the Canadian Pacific Railway, extending from a point on the south branch of the Bow River to the summit of the Rocky Mountains, a distance of about 5 miles. The Minister represents that the Chief Railway Engineer of his Department reports under date the 3rd instant, that the maximum grade on this piece of road is 1.40 feet per 100 feet, and the minimum curve 7°; that the country is favorable for a railway and the conditions as shown on plan and profile, within those imposed by the Canadian Pacific Railway Act.

The Minister recommends that the location of the section of railway referred to be approved.

JOHN J. McGEE, *Clerk Privy Council.*

Hon. Minister Railways and Canals.

OTTAWA, 11th December, 1883.

SIR,—I am directed to enclose you a copy of a certified copy of an Order in Council dated 6th inst., approving the location of the Canadian Pacific Railway line, from a point on the south branch of the Bow River to the summit of the Rocky Mountains, a distance of about 5 miles.

I am, Sir, your obedient servant,
A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Secretary, C. P. R., Montreal.

OTTAWA, 11th December, 1883.

SIR,—I am directed to enclose you a copy of a certified copy of an Order in Council dated the 6th inst., approving the location of the line of the Canadian Pacific Railway Company, from a point on the south branch of the Bow River to the summit of the Rocky Mountains, a distance of 5 miles.

I am, Sir, your obedient servant,
A. P. BRADLEY, *Secretary.*

C. SCHREIBER, Chief Engineer.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE THE SECRETARY, MONTREAL, 13th December, 1883.

SIR,—I have the honor to acknowledge the receipt of your letter of the 11th instant, enclosing copy of an Order in Council dated 6th instant, approving the location of the line of this railway from a point on the south branch of the Bow River to the summit of the Rocky Mountains, a distance of about 5 miles.

I am, Sir, your obedient servant,
C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

Location from the Crossing of the Wahnapitae River to the 130th mile, West of Callander.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 29th November, 1883.

SIR,—I beg to hand you, for the approval of His Excellency the Governor-General in Council, plan and profile showing the location of that portion of the main line of the Canadian Pacific Railway, in the Nipissing District extending from the crossing of the Wahnapitae River, at 86½ miles to the 130th mile, west of Callander. Accompanying this, for your information, is a small scale, general map, showing the proposed route of the line to the 200th mile west of Callander.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, December 4th, 1883.

SIR,—A communication from the Canadian Pacific Railway Company, dated the 29th ultimo, asking for the approval of the location of the main line of the Canadian Pacific Railway, and submitting a plan and profile thereof, extending from the 85th to the 130th mile west, of Callander, having been referred to me, I have the honor to report—

That on the section referred to the maximum grade is 1.10 feet per 100 feet, and the minumum curve 5°; that the country is generally favorable and the conditions, as shown on the plan and profile, within the limits imposed by the Canadian Pacific Railway Act. I therefore recommend that the location, as now submitted, be approved.

I have the honor to be Sir, your obedient servant,

C. SCHREIBER, per F. J. L.

A. P. BRADLEY, Secretary, Railways and Canals.

OTTAWA, December, 5th, 1883.

Memorandum.

The undersigned has the honour to represent that under date the 29th ult., the Canadian Pacific Railway Company have submitted a plan and profile, showing the proposed location of that portion of their main line in the Nipissing District, extending from the crossing of the Wahnapatae River to the 130th mile, west of Callander.

That under date the 4th inst., the Government Chief Engineer has reported that the maximum grade in this section of railway will be 1.10 feet per 100 feet, and the minnimum cure; 5° that the country is generally favorable, and the conditions, as shown in the plan and profile, within the limits proposed by the Canadian Pacific Railway Act.

The undersigned accordingly recommends that the location of the said piece of road be apporoved.

Respectfully submitted,
J. H. POPE, *Acting Minister Railways and Canals.*

CERTIFIED COPY *of a report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 6th December,* 1883.

On a memorandum dated 5th December, 1883, from the Acting Minister of Rail ways and Canals, submitting a plan and profile, showing the proposed location of that portion of the main line of the Canadian Pacific Railway, in the Nipissing District, extending from the crossing of the Wahnapatae River to the 130th mile west of Callander.

The Minister represents that under date the 4th inst., the Chief Engineer of Railways has reported that the maximum grade on this section of the Canadian Pacific

Railway will be 1.10 feet per 100 feet, and the minimum curve 5°, that the country is generally favourable and the conditions, as show on the plan and profile, within the limits imposed by the Canadian Pacific Railway Act.

The Minister accordingly recommends that the location of the said piece of road be approved.

The Committee submit the above recommendations for Your Excellency's approval.

JOHN J. McGEE, *C. P. C.*

OTTAWA, 11th December, 1883.

SIR,—I am directed to enclose you a copy of a certified copy of an Order in Council, dated the 6th instant, authorizing the location of the main line of the Canadian Pacific Railway, in the Nipissing District, extending from the crossing of the Wahnapitae River to the 130th mile west of Callander.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Secretary, C. P. R. Company.

OTTAWA, 11th December, 1883.

SIR,—I am directed to enclose to you a copy of a certified copy of an Order in Council, dated the 6th inst., approving of the location of the main line of the Canadian Pacific Railway, in the Nipissing District, extending from the crossing of the Wahnapitae River to the 130th mile west of Callander.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. SCHREIBER, Chief Engineer.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 13th December, 1883.

SIR,—I have the honour to acknowledge the receipt of your letter of the 11th inst., enclosing copy of an Order in Council, dated the 6th inst., authorizing the location of the main line of the Canadian Pacific Railway, in the Nipissing District, extending from the crossing of the Wahnapitae River to the 130th mile west of Callander.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

Location—Prince Arthur's Landing to Nipigon—Distance about 68 miles.

CANADIAN PACIFIC RAILWAY COMPANY,
MONTREAL, 20th March, 1883.

SIR,—I have now the honor to transmit a profile and plan showing the location of the main line of the Canadian Pacific Railway, from Prince Arthur's Landing to Nipigon, and I am instructed to request that the same may be submitted for the approval of His Excellency the Governor General in Council.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 21st March, 1883.

By letter dated 20th inst., the Secretary of the Canadian Pacific Railway Company submits for approval a plan and profile of the main line, between Prince Arthur's Landing and Nipigon, a distance of about 68 miles.

After examining the plan and profile, I find the location originally laid out by the Government is generally followed. There are no grades exceeding 53 feet to the mile, nor curves of a less radius than 1,433 feet.

That portion of the line covered by the plan, between Prince Arthur's Landing and Current River, has already been approved by Order in Council, dated the 6th November last, and I now recommend that the remaining portion to Nipigon be now approved.

I have the honor to be, Sir, your obedient servant,

C. SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Secretary.

OTTAWA, 22nd March, 1883.

The undersigned has the honor to represent that the Canadian Pacific Railway Company have, under date the 20th inst., submitted for approval a profile and plan showing the location of the main line of the Canadian Pacific Railway, from Prince Arthur's Landing to Nipigon, a distance of about 68 miles.

That such profile and plan having been referred to the Government Chief Engineer, he has reported, under date the 21st inst., to the effect that the proposed location is generally that laid down by the Government, that there are no grades exceeding 53 feet to the mile, nor curves of a less radius than 1,433 feet, and advises approval of the location.

The portion between Prince Arthur's Landing and Current Creek, covered by the present plan, having already been approved of by Order in Council dated the 6th of November last, the undersigned recommends that approval be now given to the location of the portion between Current Creek and Nipigon, as shown on the plans submitted.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 29th March,* 1883.

On a Report dated 22nd March, 1883, from the Minister of Railways and Canals, submitting an application dated 20th March inst., from the Canadian Pacific Railway Company, for the approval of a profile and plan, showing the location of the main line of the Canadian Pacific Railway, from Prince Arthur's Landing to Nipigon, a distance of about 68 miles.

The Minister represents that such profiles and plans having been referred to the Government Chief Engineer, he has reported, under date the 21st inst., to the effect that the proposed location is, generally, that laid down by the Government; that there are no grades exceeding 53 feet to the mile nor curves of a less radius than 1,433 feet, and advises of the approval of the location.

The Minister further represents that the portion between Prince Arthur's Landing and Current Creek, covered by the present plan, having been already approved of by Order in Council, dated the 6th of November last, he recommends that approval be now given to the location of the portion between Current Creek and Nipigon, as shown on the plans submitted.

The committee concur in the foregoing recommendation and submit the same for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 6th April, 1883.

SIR,—I am directed to enclose you a copy of a certified copy of an Order in Council, dated 29th ult., approving the location of that portion of the Canadian

Pacific Railway line between Current Creek and Nipigon, a distance of about 68 miles.

I am, Sir, your obedient servant,
A. P. BRADLEY, *Secretary.*

C. SCHREIBER, Chief Engineer.

OTTAWA, 6th April, 1883.

SIR,—I am directed to enclose you a copy of a certified copy of an Order in Council, dated 29th ult., approving the location of that portion of the Canadian Pacific Railway line between Current Creek and Nipigon, a distance of about 68 miles.

I am, Sir, your obedient servant,
A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Secretary, C. P. R.

NUMBER TWO.

CORRESPONDENCE RELATING TO THE SELECTION AND RESERVATION OF LAND.

HUDSON BAY COMPANY, LAND DEPARTMENT,
WINNIPEG, 2nd February, 1883.

MY DEAR SIR,—I am obliged for your letter of the 26th ult., enclosing plan of the land you require at Rat Portage.

I find upon examining this plan, that it covers a total area of 60,022 acres. Under the deed of surrender you are entitled to one-twenty-fifth of the property owned by the company at Rat Portage, which amounts to 690 acres, and the proportion due to the Government would be 27·6 acres. You are therefore asking for, according to the plan you have sent me, about thirty-three acres more than you are entitled to under the deed of surrender.

On examining the plan I find that you have made an encroachment upon ground which we have laid out in town lots, and upon examining our sales, I find that we have sold nearly all of the lots according to the survey, which you now propose to take from us.

I send you a plan of Rat Portage, which has been registered in the registry office, and is therefore binding upon all parties, and which will show you what damage you propose to do. The black line shows the piece that we supposed you had desired to take. The red line shows what your plan enclosed in your letter covers. You have thus carried your piece of ground to the westward and abandoned it to the eastward, and in this way have taken in lots which are on a plan duly registered, and which cannot therefore be altered, and all but two of which have absolutely been sold.

I must ask you, therefore, to be good enough to change the plan that you have sent me, and let the western boundary be according to the black mark on the enclosed plan, and you can take, of course, whatever further quantity you want to the eastward, and thus not interfere with the town plot, which, as I have said, has been registered as a plan and lots sold under it.

Yours very truly,
C. J. BRYDGES.

C. SCHREIBER, Ottawa.

WINNIPEG, 3rd February, 1883.

MY DEAR SIR,—Referring to my letter of yesterday you will of course understand that if you decide to take the land shown on the plan you sent me, you will have to purchase the lots sold by us from the parties we have sold to. We have given you more than the one-twenty-fifth without the piece sold as lots.

Yours truly,
C. J. BBYDGES.

C. SCHREIBER.

CANADIAN PACIFIC RAILWAY OFFICE OF THE ENGINEER-IN-CHIEF.

OTTAWA, 9th February, 1883.

SIR,—Having received further communications from C. J. Brydges, Esq., Land Commissioner to the Hudson Bay Company, in reference to their land proposed to be taken for railway purposes at Rat Portage, I have the honor to report.

I am informed by Mr. Brydges, that a portion of the land proposed to be taken by the Canadian Pacific Railway, as recommended in my report of the 26th October last, has been laid out in town lots and the lots sold.

Mr. Brydges also states that the Hudson Bay Company do not include the lots already sold in the free surrender of land they have made to the Government for railway purposes; I have, therefore, prepared a plan, showing in that portion colored red, the land I now suggest should be taken to meet the railway requirements, the lots now sold being excluded therefrom.

I have the honor to be sir, your obedient servant,

C. SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Secretary, Railways and Canals.

OTTAWA, 17th February, 1883.

SIR,—I have to acknowledged the receipt of your letter of the 9th inst., in relation to the question of the land at Rat Portage, to be taken from the Hudson Bay Company for the use of the Canadian Pacific Railway, such letter being accompanied by a plan showing the location of the said land, as amended in accordance with the letter of the Company's Land Commissioner, addressed to you under date the 2nd inst., whereby they represent that they have divided their land in this place into town lots which have been already sold, and asking that the railway boundary may be altered so as to avoid their inclusion.

In reply, I am directed to say that the Minister approves of the amended location of the railway property as shown on the plan submitted to you, and to request that you will take the necessary steps to effect its transfer to the Government.

I am Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. SCHREIBER, Chief Engineer, C. P. R.

NUMBER THREE.

CORRESPONDENCE RELATING TO THE ADJUSTMENT OF ACCOUNT BETWEEN THE GOVERNMENT AND THE COMPANY, AND SUBSIDY.

CANADIAN PACIFIC RAILWAY, OTTAWA, 1st February, 1883.

SIR,—The account against the Canadian Pacific Railway, amounting to $1,042,519.29, subject to correction, rendered some time ago, has this day been under discussion with the Canadian Pacific Railway Company's officers, with a view to adjustment.

It is considered that under the terms of their contract, the following sums do not form proper charges against the Company, viz:—

No. 1.	Wire fencing, Skead & Haycock	$18,500 00
" 2.	" " Stubbs & Co	8,000 00
" 3.	Temporary bridge over Red River	6,950 00
" 4.	duty on engines	7,599 50
" 5.	Freight in store	2,158 01
" 6.	" transit	3,400 14
		$46,607 65

The following are the reasons for omitting the above mentioned sums from the account against the Canadian Pacific Railway Company.

1st. The contract made with Messrs. Skead and Haycock, was cancelled in consequence of the contract made with the Canadian Pacific Railway Company, to construct the railway; the materials delivered by Messrs. Skead & Haycock were paid for, and subsequently sold by auction, the proceeds being paid in to the credit of the Receiver-General.

2nd. The sum of $8,000 was paid Messrs. Stubbs & Co., for fencing on the Pembina Branch which had not previously been executed.

3rd. The temporary bridge was not erected directly in connection with the contract for the 100 miles west of Red River, but was used for traffic purposes.

4th. Custom duties were included in making the valuation of the engines, and it is now considered the valuation should have been exclusive of duties.

5th. A portion of the freight in store when the transfer was made to the Company, consisted of a quantity of goods and chattels not worth the freight, and which were never called for; in fact, some were not worth the cost of removing. The sum of $2,158.01 represents the freight on such materials, and is struck out.

6th. By error, an overcharge of $3400.14, was made on freight in transit, which is now corrected.

The account therefore stands as follows :—

Account formerly rendered (subject to correction)...	$1,042,519 29
Amount erroneously charged.....	46,607 65
Account as adjusted.....	$995,911 64

I have the honor to be, Sir, your obedient servant,

C. SCHREIBER.

A. P. BRADLEY, Secretary Railways and Canals.

Memorandum. OTTAWA, 2nd February, 1883.

The undersigned has the honor to represent that under the terms of the contrac made with the Canadian Pacific Railway Company, they were to take over the portion of railway, 100 miles in length, extending from the City of Winnipeg westwards, they paying the cost of the work up to the time, when it was taken out of the hands of the contractor, and the expenses subsequently incurred by the Government in its prosecution.

That under the terms of the Order in Council of the 9th April, 1881, transferring the Pembina Branch and the line from Selkkirk to Telford, to the Company, they were to take over, at a fair valuation, such rolling stock as the Government could dispense with, together with general stores, cordwood, station furniture, &c., also rails, &c., in sidings. They were further to take over the freight, paying to the Government the charges thereon.

That accordingly a valuation was made, subject to correction, and in the first estimate given by the Chief Engineer, dated the 18th of January, 1882, the company were debited with the sum of $1,042,519.29, as representing "work performed on first 100 miles west of Red River, including rails, plant, rolling stock, &c., transferred freight in transit and in store on the 1st of May 1881."

That a report has now been furnished by the Chief Engineer, dated the 1st inst., from which it appears that certain items of the said account should not properly be charged against the Company. They are as follows:—

No. 1.	Wire fencing, Skead & Haycock.....	$18,500 00
2.	" " Stubbs & Co.....	8,000 00
3.	Temporary bridge over Red River.....	6,950 00
4.	Duty on engines.....	7,599 50
5.	Freight in store.....	2,158 01
6.	" transit.....	3,400 14
		$46,607 65

That the reasons given by the Chief Engineer for the omission of the above mentioned sums from the account against the Company are as follows:—

1. The contract with Messrs. Skead & Haycock was cancelled in consequence of the contract made with the Company for the construction of the railway. The materials delivered by Messrs. Skead & Haycock were paid for and were subsequently sold by auction, the proceeds being paid in to the Receiver-General.

2. The sum of $8,000 was paid to Messrs. Stubbs & Co., for fencing on the Pembina Branch, which had not previously been executed.

3. The temporary bridge was not erected directly in connection with the contract for the 100 miles west of Red River, but was used for traffic purposes.

4. Custom duties were included in making the valuation of the engines, and it is now considered that the valuation should have been exclusive of duty.

5. A portion of the freight in store when the transfer was made to the Company consisted of a quantity of goods and chattels not worth the freight, and which were recancelled for, in fact, some were not worth the cost of removing. The sum of $2,158.01, represents the freight charges on such goods, and is struck out.

6. By error, an overcharge of $3,400.14 was made on freight in transit, which is now corrected.

That the Chief Engineer shows the account against the Company now to stand as follows:—

Account formerly rendered (subject to correction)....	$1,042,519 29
Amount erroneously charged.....	46,607 65
Account as adjusted	$995,911 64

The undersigned recommends that the said sum of $995,911.64 be the basis of the adjustment of this account.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor Ceneral in Council, on the 27th March,* 1883.

On a Report dated 2nd February, 1883, from the Minister of Railways and Canals, submitting that under the terms of the contract made with the Canadian Pacific Railway Company, they were to take over the portion of railway 100 miles in length, extending from the City of Winnipeg westwards, they paying the cost of the work up to the time when it was taken out of the hands of the contractor, and the expenses subsequently incurred by the Government in its prosecution.

The Minister represents that under the terms of the Order in Council of the 9th of April, 1881, transferring the Pembina Branch and the line from Selkirk to Telford to the Company, they were to take over at a fair valuation, such rolling stock as the Government could dispense with, together with general stores, cordwood, station furniture, &c.; also rails, &c., in sidings. They were further to take over the freight paying to the Government the charges thereon.

That accordingly a valuation was made, subject to correctien, and in the first estimate given by the Chief Engineer, dated the 18th of January, 1882, the Company were debited with the sum of $1,042, 519.29 as representing "work performed on first 100 miles west of Red River, including rails, plant, rolling stock, &c., transferred, freight in transit and in store, on the 1st May, 1881."

The Minister further represents that a report has now been furnished by the Chief Engineer, dated the 1st instant, from which it appears that certain items of the said account should not properly be charged against the Company. They are as follows:—

No. 1.	Wire fencing, Skead and Haycock	$18,500 00
2.	Wire fencing, Stubbs & Co	8,000 00
3.	Temporary bridge over Red River	6,950 00
4.	Duty on Engines	7,599 50
5.	Freight in store	2,158 01
6.	Freight in store transit	3,400 14
		$46,607 65

That the reasons given by the Chief Engineer for the omission of the above mentioned sums from the account against the Company, are as follows:—

1. The contract with Messrs. Skead & Haycock was cencelled in consequence of the contract made with the Company for the construction of the railway. The materials delivered by Messrs. Skead & Haycock were paid for and were subsequently sold by auction, the proceeds being paid in to the Receiver General.

2. The sum of 8,000 was paid to Messrs. Stubbs & Co., for fencing on the Pembina Branch, which had not been previously executed.

3. The temporary bridge was not erected directly in connection with the contract for the 100 miles west of Red River, but was used for traffic purposes.

4. Custom duties were included in making the valuation of the engines, and it is now considered that the valuation should have been exclusive of duty.

5. A portion of the freight in store when the transfer was made to the Company, consisted of a quantity of goods and chattels not worth the freight, and which were never called for, in fact, some were not worth the cost of removing. The sum of $2,158.01 represents the freight charges on such goods and is struck out.

6. By error an overcharge of $3,400.14 was made on freight in transit, which is now corrected.

That the Chief Engineer shows the account against the Company now to stand as follows:—

Account formerly rendered (subject to correction)	$1,042,519 29
Amount erroneously charged	46,607 65
Account as adjusted	$995,911 64.

The Minister recommends that the said sum of $995,911.64 be the basis of the adjustment of this account.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 3rd April, 1883.

SIR,—I am directed to enclose you a copy of a certified copy of an Order in Council authorizing that the account of $1,042,519.29 made out (subject to correction) against the Canadian Pacific Railway Company, be adjusted by the omission of items aggregating $46,607.65, leaving the balance of $995,911.64 as the basis of adjustment of this account.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. SCHREIBER, Chief Engineer.

Subsidy—Central Section—Estimate No. 44—distance completed 900 miles, Eastern Division; 54 miles Western Division; Total, 954 miles.

Description of Works—Cash Subsidy—No. of Contract, Canadian Pacific Railway Company—Locality of Works West of Red River—Central Section—Name of Contractors, Canadian Pacific Railway Company—Date of Contract, October 21st, 1880.

Progress Estimate of Work done and materials delivered from the beginning of operations under this contract, to the 5th December, 1883.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under Contract numbered and dated as above.

Total value of work done and materials delivered to the 5th December 1883			$9,719,982 00
Eastern Division, 900 miles, at $10,000	$9,000,000 00		
Western Division, 54 " " 13,333	719,982 00		
Total amount			$9,719,982 00
ADD—advance on rails, 56,530 tons @$ 50=$2,826,500×75 per cent	2,119,875 00		
LESS—For rails on track upon which an advance has been made, 53,030 tons @ $50=$2,651,500×75 p. c...	1,988,625 00	131,250 00	
			$9,851,232 00

The above is a correct estimate, made up from the returns forwarded by James Dickey and J. St. V. Caddy. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned, as done, has been duly authorized by the Department.

FRANCIS J. LYNCH, *in charge of C. P. R. Head Office.*

Total amount now certified on this contract, $9,851,232. All previous payments to be deducted.

C. SCHREIBER, *Engineer-in Chief*, per F. J. L.

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 5th December, 1883.

I hereby certify that 954 miles of the Central Section of the Canadian Pacific Railway are so far completed as to admit of the running of regular trains thereon, together with such equipment thereof as is required for the traffic thereon.

C. SCHREIBER, per F. J. L.

MONEY SUBSIDY.

Section.	Miles.	Rate of Subsidy per mile.	Subsidy on Mileage.	Payments on Rails.	Total.	Net Amount certified to by Engineer.
Central Section—						
Eastern Division	900	10,000 00	9,000,000	.....	9,000,000	
Western Division	54	13,333 00	719,982	131,250	851,232	9,851,232
Eastern Section	120	15,384 61	1,846,153	304,735	2,150,888	2,650,888
Total	1,074	.....	11,566,135	435,985	12,002,120	12,002,120

LAND SUBSIDY.

Section.	Miles.	No. of Acres per Mile.	Total No. of Acres.	Less $\frac{1}{5}$ to be Deducted.	Total No. of Acres less $\frac{1}{5}$.
Central Section—					
Eastern Division	900	12,500	11,250,000	2,250,000	9,000,000
Western Division	54	$16,666\frac{66}{100}$	900,000	180,000	720,000
Eastern Section	120	$9,615\frac{35}{100}$	1,153,842	230,768	923,074
Total	1,074		13,303,842	2,660,768	10,643,074

6th December, 1883.

SIR,—I have the honor to inform you that under date the 6th inst., a certificate has issued from the Chief Engineer of the Canadian Pacific Railway, showing the completion and equipment sufficiently to admit of the running of regular trains thereon of a further extent of 33 miles of road on the Western Division of the Central Section. Under this certificate, the Company are entitled to receive their land subsidy, viz.: 33 miles, at 16,666·66, making a total of 549,999 78 acres, less one-fifth retained by the Government.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

Deputy Minister of the Interior.

Memorandum. 6th December, 1883.

The undersigned has the honor to represent that, under date the 6th inst., a certificate has issued from the Chief Engineer of the Canadian Pacific Railway, showing the completion and equipment, so far as to admit of the running of regular trains thereon, of a further section of 33 miles of road, on the Western Division of the Central Section, the total distance so completed on this section being 954 miles.

The following are the particulars of said certificate:—

Total value of work done and materials delivered up to 5th December, 1883, on the Central Section:—

Eastern Division, 900 miles, at $10,000		$9,000,000 00
Western " 54 " at 13,333		719,982 00
		$9,719,982 00
Add—Advance on rails, 56,530 tons, at $50=$2,826,500×75 p. c.	$2,119,875 00	
LESS—For rails on track on which an advance has been made, 53,030 tons, at $50=$2,651,500×75 p. c.	1,988,625 00	
		$131,250 00
Total		$9,851,232 00
That of this amount there has already been paid the sum of		9,534,393 00
leaving the balance now payable to the Canadian Pacific Railway Company		$316,239 00

That under the certificate in question, the Company are further entitled to receive their land subsidy for the said 33 miles of road at the rate of 16,666·66 acres, or a total of 540,999·75 less one-fifth retained by the Government.

The undersigned recommends that authority be given for the payment to the Company of the balance of the Money Subsidy due under the present certificate, namely, $316,239.

Respectfully submitted.

J. H. POPE, *Acting Minister, Railways and Canals.*

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 10th of December*, 1883.

On a memorandum dated the 6th of December, 1883, from the Acting Minister of Railways and Canals, representing that a certificate, dated the 6th instant, has been received from the Government Chief Engineer of the Canadian Pacific Railway, showing that upon the Western Division of the Central Section of the railway, there has been completed and equipped, so far as to admit of the running of regular trains thereon, a further extent of thirty-three (33) miles of road, making a total on this section of 954 miles so completed.

The Minister submits the following particulars of the present certificate:—

Total value of work done and materials delivered up to 5th December, 1883, on the central section:—

Eastern Division, 900 miles, at $10,000	$9,000,000	
Western " 54 " 13,333	719,982	
		$9,719,982
ADD—Advance on rails, 56,530 tons, at $50=$2,826,500+75.	$2,119,875	
LESS—For rails on track, upon which an advance has been made, 53,030 tons, at $50 = $2,651,500 + 75 p. c.	$1,988,625	
		131,250
		$9,851,232
That of this amount the books of the Accountant of the Department show that there has been already paid the sum of		$9,534,993
Leaving the balance now payable to the Company		$316,239

The Minister states that the present certificate further shows that the company are entitled to receive their land subsidy for the said thirty-three (33) miles at the rate of 16,666·66 acres a mile, or a total of 549,999·78 acres, less one-fifth retained by the Government under the contract.

The Minister recommends that authority be given for the payment to the Canadian Pacific Railway Company of the aforesaid balance, namely, three hundred and sixteen thousand two hundred and thirty-nine dollars ($316,239 00).

The Committee advise that the requisite authority be granted.

JOHN J. McGEE.

Minister Railways and Canals.

OTTAWA, 11th December, 1883.

SIR,—I have the honor to inform you that under date the 10th inst., an Order in Council was passed authorizing the payment to your Company of the sum of $316,239, for a further extent of 33 miles of road on the Western Division of the Central Section of yonr line, completed and equipped so far as to admit of the running of regular trains thereon, making a total of 954 miles on that section so completed.

The total value of work done and of materials delivered up to 5th December, 1883, on both Divisions of the Central Section is:—

Eastern Division, 900 miles, at $10,000	$9,000,000	
Western " 54 " 13,333	719,982	
		$9,719, 82

ADD—Advance on rails, viz.: 56,530 tons, at $50= 2,826,500+75 per cent	$2,119,875	
LESS—For rails on track, on which an advance has been made, viz.: 53,030 tons, at $50 = 2,651,500 + 75 per cent...	1,988,625	131,250
		$9,851,232
That of this amount there has already been paid in the sum of		9,534,993
Leaving a balance now payable		$316,239

That in addition to the money subsidy, the Company are further entitled to a subsidy in land for the 33 miles so completed, at the rate of 16,666·66 acres per mile, or a total of 549,999·78 acres, less one fifth, retained by the Goverument under the contract.

I am, Sir, your obedient servant,
A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Secretary, C.P.R. Co.

OTTAWA, 11th December, 1883.

SIR,—I have the honor to inform your that under date the 10th instant, an Order in Council passed, authorizing the payment to the Canadian Pacific Railway Company of the sum of $316,239, for a further extent of 33 miles of road on the Western Division of the Central Section of the line, making a total in all of 954 miles on this section completed and equipped so far as to admit of the running of trains thereon. The present Order is based on a certificate of the Government Engineer, a copy of which has already been furnished you.

The company are further entitled, under the certificate, to their land subsidy for the said 33 miles, at the rate of 16,666·66 acres per mile, or a total of 549,999·78 acres, less one-fifth, retained by the Government.

I am, Sir, your obedient servant,
A. P. BRADLEY, *Secretary.*

J. L. MCDOUGALL, Auditor-General.

Subsidy Eastern Section, Estimate No. 10, *distance* 100 *miles West of Callander,* 57 *miles East of Port Arthur.*

Description of works, Cash subsidy—No. of contract—Canadian Pacific Railway Comyany—locality of works—Eastern Section, Callander to Junction with Lake Superior Section—Name of Contractors, Canadian Pacific Rail way Company—Date of Contract, October 21, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to 15th December, 1883.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above.

Total value of work done and materials delivered to the 15th December, 1883. West of Callander, 100 miles, East of Port Arthur, 67 miles, at $15,384.61		2,569,229
Total amount		2,569,229
Add—advance on rails:—		
Mattawa 9,342, at $30=$280,260+ 75 p.c.	$210,195	
Hochelega—4,312, at $28=$120,736 + 75 p.c.	90,552	
Port Arthur—2,398, at $33=79,002+ 75 p.c.	59,250	
Red Rock and vicinity–6,903 at $34.50=238,153 +75 p.c.	178,615	
		$538,612

Less—Covered by this estimate:

6,170 at $30=185,100 + 75 p.c.	$138,825	
4,312 " $28=120,736 + 75 p.c.	90,552	
2,008 " $33= 66,000 + 75 p.c.	49,500	
2,000 " $34.50=69,000 + 75 p.c.	51,750	
	330,627	
	207,985	
		$2,777,214

The above is a correct estimate, made up from the returns forwarded by Thos. Ridout and J. St. V. Caddy. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN.

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, $2,777,214. All previous payments to be deducted.

C. SCHREIBER, *Engineer-in-Chief.*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 15th December, 1883,

I hereby certify that 167 miles of the eastern section of the Canadian Pacific Railway are so far completed as to admit of the running of regular trains thereon, together with such equipment thereof as is required for the traffic thereon.

C. SCHREIBER.

Memorandum.

OTTAWA, 17th December, 1883.

The undersigned has the honor to represent that under date the 15th instant, the Chief Engineer of the Canadian Pacific Railway, has certified that a further extent of 47 miles on the Eastern Section has been so far completed and equipped as to admit of the running of regular trains thereon, making a total in this division of 167 miles so completed.

The following are the details of the said certificates:—

The total value of work done and materials delivered up to 15th December, 1883, 167 miles, at $15,384.61 a mile	$2,569,229
Add—Net advance on rails	207,985
	$2,777,214
Of this amount there has already been paid	2,150,888
Leaving the balance now payable to the Canadian Pacific Railway Company	$626,326

Under the said certificate, the company are further entitled to receive their land subsidy for the said 47 miles, at the rate of 9,615·35 acres a mile, or a total of 451,921·45 acres, less one-fifth, retained by the Government under the contract.

The undersigned recommends that authority be given for the payment to the company of $626,326.

Respectfully submitted,

J. H. POPE, *Acting Minister Railways and Canals.*

OTTAWA, 17th December, 1883.

SIR,—I have the honor to inform you, that under date the 15th instant, the Chief Engineer of the Canadian Pacific Railway has issued a certificate showing the completion and equipment so far as to admit of the running of regular trains thereon, of a further extent of 47 miles of road west of Callander, 20 miles; east of Port Arthur, 27; total, 47 miles on the Eastern Section, making a total of 167 miles on this section so completed.

Under this certificate the company are entitled to their land subsidy for said 47 miles, at the rate of 9,615·35 acres a mile, or a total of 432,701·45 acres, less one-fifth, retained by the Government.

I am, Sir, Your obedient servant,
A. P. BRADLEY, *Secretary*.

J. R. HALL, Esq., Secretary, Dept. of the Interior.

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 19th December*, 1883.

On a memorandum dated 17th December, 1883, from the Acting Minister of Railways and Canals, representing that a Certificate, dated the 15th instant, has been received from the Government Chief Engineer of the Canadian Pacific Railway, showing that upon the Eastern Section (Callander to junction with Lake Superior Section) of the railway, there has been completed and equipped, so far as to admit of the running of regular trains thereon, a further extent of 47 miles of road, making a total on this division of 167 miles so completed.

The Minister submits the following particulars of the present certificate:—

Total value of work done, materials delivered, up to 15th December, 1883: 167 miles, at $15,384.61 a mile.....		$2,569,229
The 167 miles being divided thus: West of Callander, 100; east of Port Arthur, 67.		
Add advance on rails.		
9,342 at $30.00=$280,260+75 per cent.....	$210,195	
4,312 " 28.00= 120,736+75 "	90,552	
2,394 " 33.00= 79,002+75 "	59,250	
6,903 " 34.50= 238,153+75 "	178,615	
	$538,612	
LESS—Covered by this estimate:—		
6,170 at $30.00=$185,100+75 per cent.....	$138,825	
4,312 " 28.00= 120,736+75 "	90,552	
2,000 " 33.00= 66,000+75 "	49,500	
2,000 " 34.50= 69,300+75 "	51,750	
	330,627	
		207,985
		$2,777,214
Of this amount, the books of the Accountant of the Department show that there has been already paid the sum of.....		2,150,888
Leaving the balance now payable to the Canadian Pacific Railway Company.....		$ 626,326

The Minister states that the present certificate further shows that the Company are entitled to receive their land subsidy for the said (47) forty-seven miles, at the rate of $9,615\frac{35}{100}$ acres a mile, or a total of $451,921\frac{45}{100}$ acres, less one-fifth, retained under the contract.

The Minister recommends that authority be given for the payment to the Canadian Pacific Railway Company, of the aforesaid balance, namely, six hundred and twenty-six thousand, three hundred and twenty-six dollars ($626,326).

The Committee advise that the requisite authority be granted.

JOHN J. McGEE.

OTTAWA, 21st December, 1883.

SIR,—I have the honor to inform you, that under date the 19th inst., an Order in Council passed authorizing the payment to the Canadian Pacific Railway Company of the sum of $626,326, for a further extent of 47 miles (west of Callander 20, and east of Port Arthur 27), of road on the Eastern Section of the line, making a total of 167 miles on this section completed and equipped, so far as to admit of the running of trains thereon.

The present Order is based on a certificate of the Government Engineer, a copy of which has already been furnished you.

The Company are further entitled, under the certificate, to their land subsidy for the said 47 miles at the rate of 9,615·35 acres a mile, or a total of 451,921·45 acres less one-fifth retained under their contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. MCDOUGALL, Esq., Auditor General.

OTTAWA, 21st December, 1883.

SIR,—I have the honor to inform you that under date the 19th inst., an Order in Council passed authorizing payment to your Company of the sum of $626,326, for a further extent of 47 miles of road (west of Callander 20, east of Port Arthur 27), on the Eastern Section of your line, completed and equipped so far as to admit of the running of regular trains thereon, making a total of 167 miles on the section so completed. The total value of work done and of materials delivered up to 15th December, 1883, being west of Callander, 100 miles; east of Port Arthur, 67—167 miles, at $15,384.61 a mile..... $2,569,229

ADD—Advance on rails:—

9,342 at $30.00	= $280,260 + 75 per cent		$210,195	
4,312 " 28.00	= 120,736 + 75 "		90,552	
2,394 " 33.00	= 79,002 + 75 "		59,250	
6,903 " 34.50	= 238,153 + 75 "		178,615	
				$538,612

LESS—Covered by this estimate:—

6,170 at $30.00	= $185,100 + 75 per cent		$138,825	
4,312 " 28.00	= 120,736 + 75 "		90,552	
2,000 " 33.00	= 66,000 + 75 "		49,500	
2,000 " 34.50	= 69,000 + 75 "		51,750	
				330,627
				207,985
				$2,777,214

Of this amount the books of the Accountant of the Department show that there has been already paid the sum of..... 2,150,888

Leaving the balance now payable to the Canadian Pacific Railway Company of..... $626,326

Under the said certificate, the Company are further entitled to receive a subsidy in land for the said 47 miles, at the the rate of 9,615·35 acres a mile, or a total of 451,921·45 acres, less one-fifth, retained by the Government under the contract.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Secretary, C.P.R. Co.

Eastern Section—Advances on Rails—Second Advance on Stock at Hochelaga.

Memorandum. *Re*-advances on rails delivered at Hochelaga.

The Minister of Justice reports on application of the Canadian Pacific Railway Co., dated 10th November, 1882, for advances on rails delivered at Hochelaga. That

although a doubt exists as to whether these rails may be considered as delivered of the line of the Canadian Pacific Railway, as defined by Sec. 1, 37 Vic., chap 14, yet as the advances asked for do not exceed three-fourths of the value of said rails, he sees no objection to their being made, care being taken that a good title to the rails be made to Her Majesty.

Order in Council, 2nd December, 1882, authorizing the advance of $85,638 on 4,078 tons of rails, being 75 per cent. of their value, at $28 per ton—$114,184.

As the above Order in Council is not general as to all rails delivered at Hochelaga, but for a specific quantity, it will be necessary to obtain another Order in Council for the advance on the rails returned by Mr. Schreiber, 23rd January, 1883, viz.: 234 tons at $28, $6,552 by 75, $4,914, and then payment may be made, on a good title to the same being made to Her Majesty, in accordance with report of the Minister of Justice.

The necessary papers with regard to title would be drawn up in the Department of Justice.

T. R.

Memorandum.

OTTAWA, 5th February, 1883.

The undersigned has the honor to represent that, under date of 2nd December last, an Order in Council was passed, authorizing an advance upon steel rails, &c., the property of the Canadian Pacific Railway Company, stored at Hochelaga, such advance being made upon an opinion given by the Hon. the Minister of Justice.

That application having been made by the Company for an advance on a further quantity, an inspection has been made by the proper officer, who has reported to the effect that owing to the depth of snow he was unable to verify the quantities claimed to be in store by the Company, beyond a quantity of 234 tons, as to the presence of which he certified.

Upon a report received from the Chief Engineer, dated the 23rd ult., the undersigned recommends that authority be given for an advance to the company upon a further quantity of 234 tons of steel rails, &c., in store at Hochelaga, as follows: an advance of $4,914, being 75 per cent. of their value at $28 a ton, payment to be made on receipt of a good title to the said rails being given to Her Majesty by the Company, such title to be approved by the Hon. the Minister of Justice.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor-General in Council, on the 6th February,* 1883.

On a memorandum dated 5th February, 1883, from the Minister of Railways and Canals, submitting that by Order in Council, dated 2nd December last, authority was granted for an advance upon steel rails, &c., the property of the Canadian Pacific Railway Company, stored at Hochelaga, such advance being made upon an opinion given by the Minister of Justice, and they now make application for an advance upon a further quantity.

The Minister represents that an inspection was made by the proper officer, who reports to the effect that owing to the depth of snow he was unable to verify the quantities claimed to be in store by the Company, beyond a quantity of 234 tons as to the presence of which he certifies.

The Minister recommends, upon the report dated 23rd January, ult., of the Chief Engineer, that authority be given for an advance to the Company upon a further quantity of 234 tons of steel rails, in store at Hochelaga, as follows:—An advance of four thousand nine hundred and fourteen dollars ($4,914), being 75 per cent. of their value, at $28 a ton, payment to be made on receipt of a good title to the said rails being given to Her Majesty by the Company, such title to be approved by the Minister of Justice.

The Committee submit the above recommendation for Your Excellency's approval.

Hon. Minister Railways and Canals.

JOHN McGEE.

OTTAWA, 12th February, 1883.

SIR,—I have the honor to inform you, that under date the 6th inst., an Order in Council was passed authorizing a further advance to the Canadian Pacific Railway Company of $4,914 upon rails stored at Hochelaga, your report of the 30th November last in respect of a similar advance having been the basis of the recommendation of the Minister of this Department for the present advance.

The order requires, as in the former instance, that a good title to the said rails shall be vested in Her Majesty, and I have accordingly to request that you will be pleased to cause the same course to be followed as on the last occasion for the obtaining of such title from the Company.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

GEO. W. BURBIDGE, Deputy Minister of Justice.

OTTAWA, 14th February, 1883.

SIR,—I have the honor, in compliance with your request contained in your letter of this day's date, to enclose the agreement with the Canadian Pacific Railway Company of the 16th December last, under which certain rails intended for use on the Eastern Section of their road, were assigned to the Crown as security for the sum advanced to them thereon, under their contract. I have to request that the present document may be returned to this office.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

GEO. W. BURBIDGE, Deputy Minister of Justice.

OTTAWA, 14th February, 1883.

Re advance on steel rails.

SIR,—I have the honor to request that you will return me the agreement enclosed to you in my letter of the 18th December last, conveying the first quantity of rails to the Crown.

I have the honor to be, Sir, your obedient servant,

G. W. BURBIDGE, *Deputy Minister of Justice.*

Secretary Railways and Canals.

OTTAWA, 21st February, 1883.

Re second advance upon steel rails.

SIR,—Referring to your favor of the 12th inst., I have the honor to request that you will be pleased to name some person to take delivery of the rails. When advising such person of his appointment, please instruct him to act under the advice of Mr. H. Abbott, advocate, of Montreal, the Agent of this Department in the above matter.

In instructing Mr. Abbott in this matter, I have requested him to have all the rails remaining in the yard transferred to the Crown, so that should the Government agree to advance a further sum upon the security of the 125 tons which the Company claims in the yard, a further agreement will not be necessary.

I have the honor to be, Sir, your obedient servant,

A. POWER, *for D. M. J.*

Secretary Railways and Canals.

OTTAWA, 23rd February, 1883.

Re second advance on steel rails.

SIR,—Referring to my letter of the 21st inst. I have the honor to inform you that the Agent of this Department reports that it will be unnecessary to have

another formal delivery of rails, as Mr. Robertson has already taken possession of the whole quantity of the rails in the Company's yard.

I have the honor to be, Sir, your obedient servant,
A. POWER, *for D. M. J.*

Secretary Railways and Canals.

OTTAWA, 26th February, 1883.

Re second advance on steel rails.

SIR,—I have the honor to enclose herewith duplicate agreement for execution by the Honorable the Minister of Railways and Canals, and to request that after such execution one copy may be returned, to be forwarded to the Company, the other to remain on record in your Department.

I also enclose Mr. Abbott's account for services rendered, viz.:—$25 for services in first advance, and $10 for second advance; and referring to your letter of the 31st ult., I presume I may inform Mr. Abbott that this account has been sent to the Canadian Pacific Railway Company for payment.

I have the honor to be, Sir, your obedient servant,
GEO. W. BURBIDGE, *Deputy Minister of Justice.*

Secretary Railways and Canals.

OTTAWA, 27th February, 1883.

SIR,—As requested by your letter of the 26th inst., I have the honor to return to you herewith duly executed by the Minister of this Department, a duplicate of the agreement made with the Canadian Pacific Railway Company in respect of the second advance on rails stored at Hochelaga.

The account of your Agent has been forwarded to the Company for payment.

I have the honor to be, Sir, your obedient servant,
A. P. BRADLEY, *Secretary*

GEO. W. BURBIDGE, Deputy Minister of Justice.

OTTAWA, 3rd March, 1883.

Re second advance on rails.

SIR,—I have the honor to return first agreement and files, being all the papers in the above matter.

I have the honor to be, Sir, your obedient servant,
A. POWER, *for D. M. J.*

Secretary Railways and Canals.

THIS AGREEMENT made between Her Majesty the Queen represented and acting for and on behalf of the Dominion of Canada by the Honorable Sir Charles Tupper, Minister Railways and Canals of the Dominion, hereinafter called the Government, and the Canadian Pacific Railway Company, a body corporate and politic represented by Duncan McIntyre, the Vice-President, and Charles Drinkwater, the Secretary thereof.

WITNESSES that under the terms of the existing contract between the Government and the Company for the construction of the Canadian Pacific Railway, and under the Statute in such case made and provided, the Government has advanced to the Company the sum of four thousand nine hundred and fourteen dollars upon two hundred and thirty-four tons of steel rails, amounting, at twenty-eight dollars per ton, to the sum of six thousand five hundred and fifty-two dollars; the said advance being seventy-five per cent. of the said amount; the said rails being now deposited near the line of the said Canadian Pacific Railway, in the Parish of Hochelaga, in the County of Hochelaga, in the Province of Quebec, and being intended to be used in the con-

struction of the said railway, the receipt of which advance the said Company hereby acknowledge whereof quit.

And in consideration of the said advance, and as security therefor, the Company have assigned, and do hereby assign, tranfer to the Government hereof, as aforesaid. the quanty of three hundred and fifty nine tons of steel rails now lying in the yard of the said Company, in the said Parish of Hochelaga, and have already delivered the same to me, G. W. Robinson, of the City of Montreal, together with a larger quantity of rails, who has taken possession of the same for and behalf of the Government.

And it is hereby covenanted and agreed by the Company that they will not encumber the said steel rails for any purpose or in any manner or way whatever, and will not remove the same from the said yard except for the purpose of the construction of the Canadian Pacific Railway, west of Callender, upon the portion thereof known as the Eastern Section thereof. And the Government hereby authorizes the Company to take such portion of the said rails as shall be required for the said purpose, upon the condition (to which the Company hereby agree) that the Government shall deduct from the subsidy to be paid to the Company by the Government under the said contract, upon the settlement for each section of twenty miles of said railway, a proportion of such subsidy corresponding to the proportion of such rails which has been used in the construction of such section.

In witness whereof the parties hereto have executed these presents at the times and places set opposite their names respectively.

Witness to the signatures of the Vice-President and Secretary of the Canadian Pacific Railway Company.
(Signed,) A. BROWNING.
MONTREAL, 24th February, 1883.

For the Canadian Pacific Railway Company.
(Signed) M. McINTYRE,
Vice-President.
" C. DRINKWATER,
(Seal) *Secretary.*
MONTREAL, 24th February, 1883.

Witness to the signatures of the Minister and Secretary of Railways and Canals of Canada.
(Signed,) H. A. FISSIAULT.
OTTAWA, 27th February, 1883.

(Signed) CHARLES TUPPER,
Minister Railways and Canals.
" A. P. BRADLEY,
(Seal.) *Secretary.*

OTTAWA, 6th March, 1883.

SIR,—I have the honor to inform you, that under the authority of an Order in Council passed on the 6th ult., an advance of $4,914 has been made upon a further quantity of 234 tons of steel rails, &c., in store at Hochelaga, for the use of the Eastern Section of your line, west of Calender; such rails having already been taken possession of on the part of the Government and the necessary agreement having been duly executed, under dates the 24th and 27th ult.

I am, Sir, your obedient servant,
A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Secretary, C.P.R. Co.

MONTREAL, 9th March, 1883.

SIR,—I have the honor to enclose a correspondence I have had with the Deputy Minister of Justice relating to the rails stored at Hochelaga.

We desire to remove them, as suggested in my letter to the Department of Justice, but it appears that the application should have been addressed to the Department of Railways and Canals.

Will you kindly submit the matter for early consideration.

I have the honor to be, Sir, your obedient servant,
C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

MONTREAL, 6th March, 1883.

DEAR SIR,— You are aware of the agreement between this Company and the Government, under which advances have recently been made on certain steel rails stored at Hochelaga. That agreement provides that the rails shall not be removed unless required for use in the construction of the main line. It will be a great convenience to us now when our flat cars are not in great demand for general business to remove these rails to a point on the main line, west of Callander, where we propose to pile them and draw from the piles, as they are required for use in the original construction of the railway. I fancy we shall require the authority of the Government before this can be done. Will you kindly look at the agreement and advise me on this point? If necessary a Government officer would be sent up to receive them. Your early attention to this matter will very much oblige,

Yours truly, C. DRINKWATER. *Secretary.*

G. W. BURBIDGE, Deputy Minister of Justice.

OTTAWA, 7th March, 1883

SIR,—I have the honor to acknowledge the receipt of your letter of the 6th inst, on the subject of the proposed removal of rails from Hochelaga to a point on the main line west of Callandar-

I have transferred your letter to the Department of Railways and Canals. Not having the agreement here, and being in Mr. Schreiber's office this morning, I looked at it there, and conversed with him in regard to the subject of your letter. It would be advisable for you to make your application to the Department of Railways and Canals, and if they have any doubt upon the question, they will refer it here for opinion.

I am, Sir, your obedient servant,
G. W. BURBIDGE, *Deputy Minister of Justice.*

C. DRINKWATER, Secretary C.P.R. Co.

ADVANCES ON RAILS—CENTRAL SECTION.

MONTREAL, 9th February, 1883.

SIR,—I have the honor to request that a further advance on account of rails and fastenings imported by the Company into the North-West since the date of the last advance, may be made as provided for in the contract.

I have the honor to be, Sir, your obedient servant,
C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER-IN-CHIEF, OTTAWA, 15th February, 1883.

SIR,—The Canadian Pacific Railway Company having made application for an advance on rails and fastenings delivered along the line of the Canadian Pacific Railway, on the Central Section, I have the honor to report—including Mr. Dickey's report to the 31st ult., in addition to the 6,797 tons of steel rails and fastenings transferred under the terms of the contract and not yet paid for, and those on which an advance has already been made, the Company now have 1,600 tons in stock, on which they appear to be entitled to an advance under their contract, as follows:—

1,600 tons at $50	$80,000
75 per cent. of which	60,000

I have the honor to be, Sir, your obedient servant,
C. SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Secretary, Railways and Canals.

Memorandum. OTTAWA, 13th February, 1883.

The undersigned has the honor to represent that application having been made by the Canadian Pacific Railway Company for a further advance upon steel rails and fastenings, by a letter dated the 9th inst., the Government Chief Engineer has, under date the 13th inst., reported to the effect that in addition to the 6,797 tons of rails and fastenings transferred to them under the contract, and not yet paid for, and those on which an advance has already been made, the Company have now in stock along the line of the Central Section of their railway, 1,600 tons upon which they appear to be entitled to an advance under their contract as follows:—

1,600 tons, at $50	$80,000
75 per cent. of which	60,000

The undersigned thereupon recommends that authority be given for an advance to the Company of $60,000 upon the rails and fastenings delivered as aforesaid.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 14th February,* 1883.

On a memorandum dated 13th February, 1883, from the Minister of Railways and Canals, submitting an application dated 9th February inst., from the Canadian Pacific Railway Company, for a further advance upon steel rails and fastenings imported into the North-West.

The Minister represents that the Government Chief Engineer has reported, under even date, to the effect that in addition to the 6,797 tons of rails and fastenings transferred to them under the contract and not yet paid for, and those on which an advance has already been made, the Company have now in stock along the line of the Central Section of their railway 1,600 tons, upon which they appear to be entitled to an advance under their contract, as follows:—

1,600 tons, at $50	$80,000
75 per cent. of which	60,000

The Minister recommends that authority be given for an advance to the Company of $60,000 upon the rails and fastenings delivered as aforesaid.

The Committee submit the foregoing recommendation for Your Excellency's approval.

Hon. Minister Railways and Canals. JOHN J. McGEE.

Statement of Rails.

Year.	Description.	Rails in Stock. Tons.	Rails in Stock. Lbs.	Rails in Track. Tons.	Rails in Track. Lbs.
	Central Section—				
	Mr. Dickey's return at end of track...... ...	7,653	576		
	On line between Stonewall and Portage la Prairie........................	4,475			
	Mr. Dickey's return of rails passed St. Vincent, to 7th Nov., 1882................	58,855	1,149		
	Rails handed over to the Company under the terms of their contract, and not yet paid for.........			6,797	
	Mr. Dickeys return, Nov. 7th to 14th......	1,679	1,440		
	Rails laid on S. W. Branch from Emerson			5,755	2,170
	Rails removed from line between Stonewall and Portage la Prairie..............			2,432	369
	Mr. Dickeys return, Nov. 14th to 21st.....	1,566	2,180		
	Less—Subsidy 20,—20 mile section.........			40,000	
	Mr. Dickeys return, Nov. 21st to 30th......	2,033	964		
	do Dec. 1st to 7th....	2,001	320		
	do Dec. 7th to 31st.......	4,105	194		
1883.	Less—Subsidy 21st, 20 mile section.......			2,000	
	Mr. Dickey's return, Jan. 1st to 21st.......	3,627	599		
	do 22nd to 31st......	1,605	1,380		
	Totals	81,602	2,082	56,985	299
	Less—Rails in track..........................	56,985	299		
	Rails in which the Company are intitled to an advance	24,617	1,783		
1882.	Tons. / Tons.				
May 8...	Advance 5,000				
June 20...	do 5,000				
July 15...	do 10,000				
do 22...	do 8,000				
Aug. 1...	do 1,400				
do 15...	do 1,350				
Dec. ...	do 600				
do 15...	do 3,400				
do 19...	do 800				
do 23...	do 2,000				
1883.					
Jan. 16...	do 2,100				
do 31...	do 3,650				
Feb. 13...	do 1,600				
	44,900				
	Deduction— Estimate Nos. 5 to 19, as previously stated.............. 20,300	24,600			
		17	1,783		

OTTAWA, 14th February, 1883.

SIR,—I have to inform you that under an Order in Council of this day's date, authority has been given for an advance of $60,000 upon a further stock of 1,600 tons of rails, &c., in store on the Central Section of the Canadian Pacific Railway, and that the certificate of the Accountant of this Department has issued for the amount named.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Secretary, C. P. R. Co.

ADVANCE ON RAILS.—ESTIMATE No. 43.

Description of works, cash subsidy—No. of Contract, Canadian Pacific Railway Company—locality of works, west of Red River, Central Section—Name of contractors—Canadian Pacific Railwry Company, Date of contract, October 21, 1880.

Progress estimate of work done and materials delivered from the beginning of operations under this contract to the 1st November, 1883.

The works, of which this is an estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above.

Total value of work done and materials delivered to the 1st November, 1883..... ...		$9,279,993 00
Eastern Division, 900 miles at $10,000	$9,000,000 00	
Western " 21 miles at $13,333	279,993 00	
Total amount.....		$9,279,993 00
ADD advance on rails, 56,530 tons, at $50=2,826,500+75 p.c.....	$2,119,875 00	
LESS for rails in track upon which an advance has been made, 49,730 tons at $50=2,486,500+75 p.c...	1,864,875 00	255,000 00
		$9,534,993 00

The above is a correct estimate, made up from the returns forwarded by James Dickey. The quantities so furnished have been accurately moneyed out at the contract rates, or at rates specially authorized by Departmental letters above mentioned.

J. R. CHAMBERLAIN

I have examined the return on which this estimate is based, have verified the calculations, and am satisfied that all the work returned as done has been duly authorized by the Department.

FRANCIS J. LYNCH, *In charge of C. P. R. Head Office.*

Total amount now certified on this contract, $9,534,993. All previous payments to be deducted.

COLLINGWOOD SCHREIBER, *Engineer-in Chief*

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 5th November, 1883.

I hereby certify that 921 miles of the eastern section of the Canadian Pacific Railway are so far completed as to admit of the running of regular trains thereon, together with such equipment as is required for the traffic thereon.

COLLINGWOOD SCHREIBER.

MONEY SUBSIDY.

Section.	Miles.	Rate of Subsidy per mile.	Subsidy on Mileage.	Payments on Rails.	Total.	Net Amount Certified to by Engineer.
		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Central Section—						
Eastern Division	900	10,000 00	9,000,000 00	.....	9,000,000 00	....
Western Division.....	21	13,333 00	279,993 00	255,000 00	534,993 00	9,534,993 00
Eastern Section	100	15,384 61	1,538,461 00	219,270 00	1,757,731 00	1,757,731 00
	1,021	....	10,818,454 00	474,270 00	11,292,724 00	11,292,724 00

LAND SUBSIDY.

Section.	Miles.	No. of Acres per Mile.	Total No. of Acres.	Less $\frac{1}{5}$ to be Deducted.	Total No. of Acres less $\frac{1}{5}$.
Central Section—					
Eastern Division	900	12,500·00	11,250,000	2,250,000	9,000,000
Western Division	21	16,666·66	350,000	70,000	280,000
Eastern Section	100	9,615·35	961,535	192,307	769,228
	1,021		12,561,535	2,512,307	10,049,228

Memorandum.

OTTAWA, 5th November, 1883.

The undersigned has the honor to represent that under date the 5th instant, a certificate has been issued by the Chief Engineer of the Canadian Pacific Railway, showing the delivery of a further quantity of material, over and above the quantity covered by his previous certificate, namely, on the central section a quantity of 1,230 tons of steel rails at $50 per ton, or a total of $61,500 upon which under the terms of their contract the Company are entitled to receive an advance of 75 per cent., or $46,125. The undersigned recommends that authority be given for the payment of the sum above named, as an advance on the rails in question.

Respectfully submitted,

J. H. POPE, *Acting Minister Railways and Canals.*

CERTIFIED COPY *of a Report of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 7th November,* 1883.

On a memorandum dated 5th November, 1883, from the Acting Minister of Railways and Canals, representing that under date the 5th instant, a certificate has been ssued by the Chief Engineer of the Canadian Pacific Railway, showing the delivery of a further quantity of material, over and above the quantity covered by his previous certificate' namely, west of Red River, Central Section, a quantity o 1,230 tons of steel rails, valued at $50 a ton, or a total of $61,500, upon which under the terms of their contract the Company are entitled to receive an advance of 75 per cent., or forty six thousand one hundred and twenty-five dollars, ($46,125.00).

The Minister recommends that authority be given for the payment of the above named sum as an advance on the rails in question.

The Committee submit the above recommendation for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 13th November, 1883.

SIR,—I have the honor to inform you that under date the 7th instant, an Order in Council has passed authorizing the payment to your Company of the sum of $46.125 as an advance equal to 75 per cent. on $61,500 the value at $50 per ton, of 1,230 tons of steel rails delivered on the Central Section of the Canadian Pacific Railway in addition to the quantity upon which an advance has already been made.

The Auditor General has been duly notified in respect of such advance.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Secretary, C. P. R. Co.

Number Four.

CORRESPONDENCE RELATING TO BRANCHES AND PROGRESS THEREON.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 22nd June, 1883.

SIR,—I have the honor to send you herewith land plans and books of reference in duplicate of the south-western branch, extending from the station ground in the City of Winnipeg, *via* the town of Morris, to the international boundary line, within Section 5, Range 1, west, and from a point within Section 31, Township 2, Range 8, west, the whole in the Province of Manitoba, the length being about 115 miles. In addition to the above there are plans and books of reference of the several counties through which the branch line passes, as well as of the portion within the City of Winnipeg. These latter are for deposit with the Clerks of the Peace.

In no case does the width of land, proposed to be taken, exceed the limit fixed by the General Railway Act.

I have the honor to be, Sir, your obedient servant,
C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 11th July, 1883.

SIR,—I beg to transmit herewith books of reference, profiles and plans of the Selkirk Branch. These are in duplicate, and separate books and plans are also included, covering so much of the line as is within the City of Winnipeg and the County of Lisgar. These, as required by the Act, have to be deposited in the offices of the Clerks of the Peace.

I beg to request that these plans and books of reference may be transmitted for the certificate of the Minister of Railways, and that one copy, so certified, together with the separate plans for the Clerks of the Peace, may be returned to me at as early a date as convenient.

I have the honor to be, Sir, your obedient servant,
C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

SELKIRK BRANCH.

To be returned to Company:—

1. Plan of whole line; 2. ditto Winnipeg terminus; 2. ditto Selkirk terminus; 1. ditto County of Selkirk; 1. ditto County of Lisgar; total, 7.

1. Profile of whole line; 1. ditto City of Winnepeg; 1. ditto County of Selkirk; 1. ditto County of Lisgar; total, 4.

1. Books of reference of whole line; 1. ditto City of Winnipeg; 1. ditto County of Selkirk; 1. ditto County of Lisgar, total, 4.

OTTAWA, 6th August, 1883.

SIR,—I have to inform you that the land plans, profiles and books of reference of the South-Western Branch of the Canadian Pacific Railway, extending from the station ground in Winnipeg, *via* the Town of Morris, to the International boundary line, within Section 5, Range 1, west; and from a point within Section 31, Township 2, Range 8, west, have been duly examined and certified, under date the 4th inst. One set is retained in this office and the remaining two sets have been returned to you by express, per receipt herewith.

I am, Sir, your obedient servant,
A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Secretary, C.P.R. Co.

OTTAWA, 6th August, 1883.

SIR,—I have to inform you that the plans, profiles and books of reference of the Selkirk Branch Railway, sent by you on the 11th ult, have been duly examined and

certified, under date the 4th inst. One of the triplicates sent has been retained in this office, and the remaining two have been returned to you by express.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Secretary, C.P.R. Co.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 7th August, 1883.

SIR,—I beg to acknowledge the receipt of your letters (2) of the 6th inst., transmitting plans and books of reference of the South-Western Branch, and the Selkirk Branch of this railway, the same having been certified as required by the Railway Act.

I am, Sir, your obedient servant,

C. DRINKNATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

MONTREAL, 11th August, 1883.

SIR.—I beg to hand you, for examination and certificate of the Honourable the Minister of Railways and Canals, plan, profiles, and books of reference, in triplicate, of the lands required for the Emerson Branch of the Canadian Pacific Railway, extending from the Pembina Branch, in the Town of Emerson, to a junction with the South-Western Branch, in Section 8, Township 3, Range 1, west, having a length of nearly 21 miles: all in the County of Manchester, and Province of Manitoba.

Those documents are to be used for expropriation purposes, one copy of each to be retained in your Department, the other two to be returned to me.

I have the honour to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary Railways and Canals.

OTTAWA, 4th September, 1883.

SIR.—I have the honour to return to you herewith, plans, profiles, and books of reference, in duplicate, of land required for the Emerson Branch of the Canadian Pacific Railway, between the town of Emerson and its junction with the South-Western Branch, in Section 8, Township 3, Range 1, west, the same having been examined and certified by the Deputy of the Minister of Railways and Canals.

Triplicates thereof have been duly filed in this Department.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Secretary, C.P.R. Co.

Number Five.

CORRESPONDENCE RELATING TO RATES AND TOLLS.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 6th February, 1883.

SIR,—I have the honour to acknowledge the receipt of your letter of the 24th ultimo, requesting that a tariff of tolls to be charged upon that portion of the Canadian Pacific Railway lying between Telford and Rat Portage, be submitted for the approval of His Excellency the Governor General in Council. I am instructed by the Directors to state that it is their intention to propose a revision of the tolls which have been charged under authority of an Order in Council passed in April last, for the consideration of the Government, and I beg to suggest that in the mean time authority be given the Company to extend temporarily, the mileage and other tariffs now in force on the Western Division, to that portion of the railway between Telford and Rat Portage, until such revised tariff has received consideration.

That portion of the Main Line between Portage Laprairie and Brandon is in the same position, and in respect to which I am instructed to make the same suggestion.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

F. BRAUN, Secretary, Railways and Canals.

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the* 23*rd March,* 1883.

On a memorandum, dated 9th December, 1882, from the Minister of Railways and Canals, submitting for approval, in accordance with the provisions of the Consolidated Railway Act, 1879, the accompanying proposed freight tariff on the Western Division of the Canadian Pacific Railway.

That in relation thereto the Chief Engineer of Government Railways states under date the 9th of December, 1882, that though higher than the tariffs of railways in Eastern Canada, it is in his opinion so only in proportion to the comparatively greater cost of operating a railway in the North-West, and that the rates submitted are just and fair, taking into consideration the fact that the cost of fuel used on this section of railway is at least 110 per cent. higher on roads in Eastern Canada; that of labor, 45 per cent., and of general supplies, 60 per cent higher: further, that the line runs for hundreds of miles through a country but sparsely settled and yielding, for some time to come but a very light traffic. The tariff in question has, however, been framed with a view to the settlement of the country and the promotion of its trade, and to this end low rates have been placed on some of the more important articles, such as immigrants' effects, coal, cordwood, lumber and grain. In view of the charges which the rapid rate of settlement in the country may be expected to produce, he advises that the period for the operation of the present tariff be one year only, and he, the Minister, concurs in the above report.

The Committee recommend that the freight tariff on the Western Division, as submitted, be approved accordingly, such tariff to be operative until the first day of January, 1884.

JOHN J. McGEE.

Minister Railways and Canals.

CANADIAN PACIFIC RAILWAY COMPANY, MONTREAL, 4th April, 1883.

DEAR SIR,—I enclose your telegram. I enclose one copy of the Western Division classification. I am sorry to say it is the only spare copy I have. If you still require more, I will get some from Winnipeg.

Yours truly, C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

OTTAWA, 7th April, 1883.

SIR,—I am directed to transmit to you a copy of a tariff of freight tolls for the Western Division of the Canadian Pacific Railway, to be operative up to the 1st January, 1884.

It will be necessary, in order to conform to the requirements of the 17th section of the Consolidated Railway Act, 1879, that a by-law be made by your Company establishing the tariff, with its classification sheet and certified copies thereof, in duplicate, under seal of the Company, be transmitted to this Department for approval of the Governor in Council.

And after such approval by Order in Council has been obtained, it will then be incumbent upon you to cause to be published in the *Canada Gazette* the by-law establishing the tolls, and the Order in Council approving thereof, as required by the ninth sub-section of the seventeenth section of the above mentioned Act.

It will also be necessary to define in the by-law that portion of your railway intended to be embraced in the term, Western Division, to which this tariff will apply. And it would be convenient that the passenger tariff be included in the same by-law.

I have the honor to be, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Secretary, C.P.R. Co.

BOARD OF TRADE,
SECRETARY'S OFFICE, WINNIPEG, 7th April, 1883.

SIR,—We have been instructed by the Council of the Board of Trade to send you the accompanying copy of a letter addressed on the 20th ult, by the Board to

the General Manager of the Canadian Pacific Railway Company, bearing upon the recent heavy increase in their freight tariff.

The Board is not aware whether the increased tariff has been approved by the Governor in Council, and that therefore it cannot be bound until the Company earns ten per cent. upon its capital. If such is the case the effect upon the trade of this country will be disastrous.

The Board trusts that this matter, so vital to the growth of the North-West, will receive the earnest attention of yourself and the Government, and your attention is specially called to the claim made, that rates must be made to cover the cost of working, which is so contrary to what was stated to be the fact when the contract with the railway company was entered into.

We have the honor to be, Sir, your obedient servants,

C. N. BRYDGES, *President.*
L. M. LEWIS, *Secretary.*

Sir CHARLES TUPPER, Minister Railways and Canals.

WINNIPEG, 20th March, 1883.

SIR,—In pursuance of the understanding arrived at when a Committee from the Board of Trade of this city had an interview with you on the 17th inst., we are now instructed by the Council of the Board to address you upon the matters which were discussed at the interview referred to.

The questions discussed related to the rates of freight charged upon the Canadian Pacific Railway, and the greatly increased schedule of rates which has lately been put in force.

The Board must call your earnest attention to the fact, that at present the trade of Manitoba is almost entirely one of imports, the country not having begun to grow much more than is sufficient to supply the wants of the large numbers of immigrants yearly coming into the country. The imports are from Europe, Eastern Canada and the United States, and the cost of transportation to the borders of the country at St. Vincent is so very heavy as to add largely to the price at which goods must be sold —a fact, which of course, is still more onerous, from the very high rates now in force from the boundary to all interior points, and it is a question, therefore, in which the railway company is very deeply interested, because very high prices of all the commodities required and used by the inhabitants, must have an injurious effect as regards inducing settlers to come into the country.

The Board is quite aware that the highest prices of materials, labor and fuel combined, with a present smaller traffic per mile of railway in operation, must render the cost of working a railway in Manitoba higher than in the Middle States or Eastern Canada, but it is a question worthy of very careful consideration how far unduly high rates will tend to injure the country and the consequent future growth of the traffic or profits of the railway itself.

It is also a consideration which must not be lost sight of, that the Parliament of Canada, in fixing the terms of the contract with your Company, made those terms liberal as they are, on the distinct ground, amongst others, that the cost of working the railway could only be carried on for some years at a loss until, in fact, the country became fairly settled; and therefore the evident intention of your contract was, that rates were not to be fixed solely upon the basis of, as far as possible, covering expenses during the earlier years of operation.

With these preliminary observations, the Board desire to call the attention of your Company to the effect of the late tariff of rates you have issued, and first to compare them with the rates which existed but little more than a week ago. The rates heretofore in force were issued and approved by the Government when they worked a portion of the existing railway, and the authority of the Government for charging the rates set out in your printed mileage tariff, No. 2, was therefore in force up to the 10th March, 1883. They were very much higher rates than were then or now in force in the Middle States and in Eastern Canada; but were understood to be considered to be justified by the higher cost of labor, materials and fuel, in this part of the country.

The following comparative statement will show the great increase of the new rates, now established over those originally fixed by the Government :

Per 100 Lbs.	1st Class.	2nd Class.	3rd Class.	4th Class.
New – Freight, St. Vincent to Winnipeg	43	36	29	22
Old " " "	25	21	18	13
Increase	18	15	11	9
" per cent	72	71	61	61
New—From Winnipeg to Portage La Prairie	38	32	26	19
Old " " " "	26	21	16	13
Increase	12	11	10	6
" per cent	46	52	62	46
New—From Winnipeg to Brandon	65	54	43	32
Old " " "	41	33	27	21
Increase	24	21	16	11
" per cent	59	64	59	52

Being an average increase of nearly 59 per cent.

The above are samples of the rates. A full comparison to every station as far as Brandon, would show similar results. It is understood that for all goods beyond Brandon, as long as the old Government mileage rates were in force, the tariff rate was charged to Brandon, and arbitrary figures fixed by the contractors constructing the line added to destination as the railway was opened.

It cannot be doubted that an increase of 59 per cent. upon rates which were already very much in excess of what are charged in the Middle States or Eastern Canada, must have a serious effect upon the trade of the country, and combined with the extremely high rates up to the boundary, render it necessary for a very much larger capital to be employed in conducting any general business than is required in other parts of Canada. This must press with a special severity upon a new country, first entering upon the threshold of its trade.

The Council of the Board of Trade trust that the important questions involved in this very large and sudden increase of rates upon general merchandise, will receive the very careful consideration of yourself and the Directors of your Company, as well as regards its effects upon the mercantile community of Manitoba, as upon the settlement of the country and the future profits of the railway itself. The Board desire next to call your very earnest attention to a matter which they can hardly suppose, from the results apparent, can have received due consideration at your hands.

They refer to the discrimination which the working of the new tariff presents in regard to the trade of Winnipeg.

In your interview with the committee, you state that it was the decided desire and interest of yourself and the Directors of the railway to do all in their power to promote the City of Winnipeg, as the great distributing centre of business upon the railway. You stated as evidence of this desire, the intention of your Company to make such comparatively low rates to Winnipeg, from Thunder Bay, during the season of navigation as would enable its merchants to lay in large supplies at a moderate cost, so as to permit of the distribution of these goods throughout the country to the west.

Such a policy is undoubtedly wise. Every great railway company must have a central destributing point, where capital or enterprise will centre and which, by the growth of a large city will attract labor of all kinds and establish large depots of materials, tending to the advantage of the railway as providing it with labor and materials at reasonable prices and supplying it with a large and constantly growing traffic.

Such a large centre of busines is of advantage to the country ; westward also, at almost all your stations, small villages will arise, and at several points considerable towns will grow into existence.

For some years the capital employed at all these places must of necessity be limited, and it will be greatly to their advantage to have a large centre of business connected with them by railway, where large stocks of merchandise are held, and from which they can draw moderate quantities as they may require them.

But the following statement of comparative rates will show that your present tariff is calculated to work both against Winnipeg, and be also an injury to all western points, which must, for many years deal with Winnipeg for what they require.

Per 100 Lbs.	1st Class.	2nd Class.	3rd Class.	4th Class.
1st. Winnipeg and Portage Laprairie :—				
Through rate, St. Vincent to Portage Laprairie....	62	52	41	31
St. Vincent to Winnipeg.....	43	36	29	22
Winnipeg to Portage Laprairie.....	38	32	26	19
	81	68	55	41
Extra rate charged against Winnipeg	19	16	14	10
2nd. Brandon :—				
Through, St. Vincent to Brandon	80	67	54	40
St. Vincent to Winnipeg.....	43	36	29	22
Winnipeg to Brandon	65	54	43	32
	1.08	90	72	54
Extra rate charged against Winnipeg	28	23	18	14
3rd. Broadview :—				
Through, St. Vincent to Broadview	1.09	91	73	55
St. Vincent to Winnipeg.....	43	36	29	22
Winnipeg to Broadview	95	79	63	48
	1.38	1.15	92	70
Extra rate charged against Winnipeg	29	24	19	15
4th. Regina :—				
Through, St. Vincent to Regina	1.28	1.07	86	64
St. Vincent to Winnipeg.....	43	36	29	22
Winipeg to Regina.....	1.15	96	76	58
	1.58	1.32	1.05	80
Extra rate charged against Winnipeg	30	25	19	16

It will thus be seen that for all goods brought by Winnipeg merchants and by them distributed throughout the country, an average increase of rates is charged equal to nearly 20 cents per hundred lbs. on all kinds of merchandize. The fact is really more than this, because in Winnipeg cartage between the railway station and the merchants' stores costs 4 cents per 100 each way, thus making the extra charge about 28 cents per 100.

The proper remedy for this will be to follow the plan adopted by railways in Eastern Canada, and have a special tariff for goods shippd to local points from great distributing centres. As an illustration of the very heavy charges made upon goods shipped from Winnipeg to country points, as compared with the rates charged by the Grand Trunk Railway, from Montreal, during the present winter, the following figures will evidence some startling resnlts. The figures are all taken from the lately increased tariff of the Canadian Pacific Railway, and the present winter tariff of the Grand Trunk Railway westward from Montreal, and which winter tariff is about 50 per cent. higher than their summer tariff.

The stations having the nearest distances from Montreal to those on the Canadian Pacific, on the following list, have been taken:—

Per 100 Lbs.	1st Class.	2nd Class.	3rd Class.	4th Class.
G. T. R., Montreal to Cornwall, 67 miles	24	20	16	12
C. P. R., St. Vincent to Winnipeg, 68 "	43	36	29	22
Increase	19	16	13	10
" per cent	79	80	81	83
G. T. R., Montreal to Lancaster, 54 miles	24	20	16	12
C. P. R., Winnipeg to Portage Laprairie, 56 "	35	32	26	19
Increase	14	12	10	7
" per cent	58	60	63	58
G. T. R., Montreal to Mallorytown, 138 miles	42	35	28	21
C. P. R., Winnipeg to Brandon, 133 "	65	54	43	32
Increase	23	19	15	11
" per cent	55	54	54	52
G. T. R., Montreal to Cobourg 264 miles	56	47	37	28
C. P. R., Winnipeg to Broadview, 264 "	95	79	63	48
Increase	39	32	26	20
" per cent	69	68	70	71
G. T. R., Montreal to Bramption, 354 miles	70	58	47	35
C. P. R., Winnipeg to Regina, 357 "	1.15	96	76	58
Increase	45	38	29	23
" per cent	64	66	62	66

From the foregoing table, it appears that the average rates on the Canadian Pacific Railway, by its new and increased tariff, are upwards of 65 per cent. higher than the winter rates from Montreal westward, on the Grand Trunk Railway, for similar distances; but in addition to their ordinary winter rates, the Grand Trunk Railway Company issue special tariffs and at lower rates for a number of different kinds of goods. Amongst others, for grain and flour, lumber, butter and cheese, potatoes, bark, manufactures and wholesale merchandise. For the last a special tariff is made from Montreal, Toronto and Hamilton, the three large distributing points on the Grand Trunk system. The following table of rates charged from Toronto, eastward, on the former classes of goods, will further show the comparative rates charged on the Grand Trunk and Canadian Pacific Railways to the manufacturers and wholesale merchants from their respective distributing centres of Toronto and Winnipeg:—

Per 100 Lbs.	1st Class.	2nd Class.	3rd Class.	4th Class.
G. T. R., Toronto to Cobourg, 69 miles	22	17	14	11
C. P. R., St. Vincent to Winnipeg, 68 "	43	36	29	22
Increase	21	19	15	11
" per cent	95	1·12	1·07	1·00
G. T. R., Toronto to Napanee, 135 miles	26	22	17	13
C. P. R., Winnipeg to Brandon, 135 "	65	54	43	32
Increase	39	32	26	19
" per cent	1·50	1·45	1·53	1·46
G. T. R, Toronto to Cornwall, 266 miles	35	30	24	17½
C. P. R, Winnipeg to Broadview, 264 "	95	79	63	48
Increase	60	49	39	20½
" per cent	1·71	1·63	1·62	1·17
G. T. R., Toronto to St. Hilaire, 355 miles	50	42	33	25
C. P. R, Winnipeg to Regina, 357 "	1·15	96	76	58
Increase	65	54	43	33
" per cent	1·30	1·29	1·30	1·32

The average increase charged by the Canadian Pacific Railway to manufacturers and wholesale merchants from its distributing centres as shown above, is no less than 1·33 per cent. higher than for similar distances on the Grand Trunk Railway from its distributing centres.

The Grand Trunk Railway also gives still lower special rates for plaster, sugar, syrup and iron. Nails and spikes in kegs, and pig iron and salt, all in car load lots.

The special rates are as follows :—

Per 100 Lbs.	1st Class.	2nd Class.	3rd Class.
Toronto to Cobourg	10	10	9
" Napanee	12½	12	12
" Cornwall	15	15	14
" St. Hilaire	23	22½	22

Which are all lower than the ordinary fourth-class rates quoted above.

The Board of Trade of Winnipeg having placed before you the facts set out in this letter, earnestly hope that the whole question will be very carefully considered by the directors of the Company and by yourself.

It is of vast importance to the Railway Company itself, to the rapid growth of the whole country, and to the trade of Winnipeg, which supplies so very large and growing a proportion of the traffic of the railway.

This Board, whilst fully admitting that the higher cost of labor, materials and fuel, render it impossible to fix railway rates at as low a standard in Manitoba as are in force in Eastern Canada, believe that the comparative figures set out in this letter cannot be considered to justify the soundness of the greatly increased standard of, rates which have lately been published by your Company, and they are of opinion that if persevered with, without some such modifications, as have been suggested in this letter, the result must ultimately prove alike injurious to the country and to the Canadian Pacific Railway Company.

The Board of Trade cannot agree with the argument that the rates upon the sparse traffic at the commencement must be fixed so as to cover the cost of working the railway from the start, because the clear intention of Parliament, in entering into the contract with your company, was to give such a subsidy, as would cover the well-foreseen heavy loss which must arise in the working of the line for the first few years, and until the country became fairly settled.

The Board of Trade desire in conclusion to say that it is their earnest desire to discuss these matters in the fairest and most friendly spirit. They especially desire to promote by every reasonable means, the success of your railway in the rapid conclusion of which we are all deeply interested. But they are also bound to point out what they conceive to be mistakes, alike injurious to the country and to your own company.

We have the honor to be, Sir, your obedient servants,

C. J. BRYDGES, *President*.

L. M. LEWIS, *Secretary*.

OTTAWA, 19th April, 1883.

SIR,—I am directed to acknowledge the receipt of your letter of the 17th inst., enclosing a copy of a letter addressed by the Board of Trade of Winnipeg to the Canadian Pacific Railway Company, bearing upon the recent heavy increase in their freight tariff.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary*.

C. J. BRYDGES, President, Board of Trade, Winnipeg.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 18th April, 1883.

SIR,—I beg to transmit herewith two certified copies of a by-law passed by this Company, at a meeting of the Board of Directors, held on the 16th inst.,

establishing a tariff of tolls and fares proposed to be charged on the Western Division of the Canadian Pacific Railyay, to which is attached a classification sheet.

I have certified the same under the seal of the Company, and have the honor to request that the said by-law may be submitted for the approval of the Governor in Council.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

OTTAWA, 27th April, 1883.

SIR,—I am directed to transmit to you copy of a communication, dated the 7th inst., and of the enclosure sent therewith, received from the President of the Board of Trade of the City of Winnipeg, on the subject of the recent increase in the freight tariff of the Canadian Pacific Railway; and I am to request that you will be good enough to favor the Department with any observations in regard thereto which your Company may desire to offer.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Secretary, C. P. R. Co.

OTTAWA, 1st May, 1883.

SIR,—The undersigned has the honor to represent that, under date the 18th ult., the Secretary of the Canadian Pacific Railway Company has submitted for approval by the Governor in Council, in accordance with the requirements of the Consolidated Railway Act, section 17, sub-section 9, a by-law No. 56, enacted and passed at a meeting of that Board of Directors held on the 16th ult., such by-law embodying a revised schedule of freight rates and passenger fares proposed to be charged on the Western Division of their road and its branches, commencing at Prince Arthur's Landing.

That in relation to the freight tariff, the Government Chief Engineer has reported, under date the 9th of December last, that though higher than the tariffs of railways in Eastern Canada, it is so, in his opinion, only in proportion to the comparatively greater cost of operating a railway in the North-West, and that the rates submitted are just and fair, taking into consideration the fact that the cost of fuel used on this section of railway is at least 110 per cent. higher than on roads in Eastern Canada; that of labor, 45 per cent., and of general supplies, 60 per cent. higher; further, that the line runs for hundreds of miles through a country but sparsely settled, and yielding for some time to come but a very light traffic. That the tariff in question has, however, been formed with a view to the settlement of the country and the promotion of its trade, and to this end low rates have been placed on some of the more important articles, such as immigrants' effects, coal, cordwood, lumber and grain. In view of the changes which the rapid rate of settlement in the country may be expected to produce, he advises that the period for the operation of the proposed tariff be one year only.

That with respect to the passenger tariff proposed, the Chief Engineer, under date the 30th ult,, has expressed the opinion that this tariff is fair and just.

The undersigned, concurring in the views of the Chief Engineer, recommends that approval be given to both the freight and passenger tariffs proposed, so embodied in the aforesaid by-law No. 56, such tariffs to be and continue in force for one year from and after full compliance by the Company with the conditions of the Consolidated Railway Act, as to publication.

Respectfully submitted,

CHARLES TUPPER, *Minister Railways and Canals.*

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 28th May,* 1883.

On a memorandum, dated 1st May,1883, from the Minister of Railways and Canals, submitting for approval by the Governor in Council, in accordance with the require-

ments of the Consolidated Railway Act, section 17, sub-section 9, the accompanying by-law No. 56, enacted and passed at a meeting of the Board of Directors of the Canadian Pacific Railway Company, held on the 16th ult., such by-law embodying a revised schedule of freight rates and passenger fares proposed to be charged on the western division of their road and its branches, commencing at Prince Authur's Landing.

The Minister observes, that in relation to the freight tariff, the Government Chief Engineer has reported under date the 9th of December last, that though higher than the tariffs of railways in Eastern Canada, it is so, in his opinion, only in proportion to the comparatively greater cost of operating in the North-West, and that the rates submitted are just and fair, taking into consideration the fact that the cost of fuel used on this section of railway is at least 110 per cent. higher than on roads in Eastern Canada; that of labor 45 per cent, and of general supplies 60 per cent. higher: further, that the line runs for hundreds of miles through a country but sparsely settled and yielding, for some time to come, but a very light traffic.

That the tariff in question has, however, been framed with a view of the settlement of the country and the promotion of its trade, and to this end, low rates have been placed on some of the more important articles, such as immigrant's effects, coal, cordwood, lumber and grain. In view of the changes which the rapid rate of settlement in the country may be expected to produce, he advises that the period for the operation of the proposed tariff be one year only.

That with respect to the passenger tariff proposed, the Chief Engineer, under date the 30th ult., has expressed the opinion that this tariff is fair and just.

The Minister concurring in the views of the Chief Engineer, advises that approval be given to both the freight and passenger tariffs proposed, as embodied, in the aforesaid by-law No. 56. Such tariffs to be and continue in force for one year from and after full compliance by the Company with the conditions of the Consolidated Railway Act, as to publication.

The Committee recommend that the by-law No 56, passed on the 16th of April, ult., by the Board of the Canadian Pacific Railway Company, as submitted, be approved accordingly.

JOHN J. McGEE.

EXTRACT *from the Minutes of an Adjourned Meeting of Board of Directors held pursuant to resolution passed at an Adjournment of the Regular Monthly Meeting held on Saturday the 7th day of April*, 1883, *on this Monday, the 16th day of April*, 1883, *at the hour of* 12 *o'clock, Noon, at the Office of the Company, in Montreal.*

Present:—

MR. DUNCAN McINTYRE, in the chair.
MR. R. B. ANGUS,
HON. D. A. SMITH.

And by proxy:—

MR. GEO. STEPHEN,
MR. H. S. NORTHCOTE,
MR. J. S. KENNEDY,
MR. P. DU P. GREENFIELD,
MR. C. D. ROSE,
BARON J. DE REINACH.

Reported, that negotiations had been in progress with the Government with the view of obtaining a revision of the tariff of tolls on the Western Division, adopted in April, 1881, and embodied in by-law No. 43.

That a revised tariff had been prepared by the General Manager, and submitted to the Minister of Railways and Canals, and that the Government had signified their approval of the same.

A copy of the said tariff and classification sheet was laid on the table.

And it was *Resolved*, that the same be and is hereby substituted for the tariff embodied in by-law No. 43.

That the said by-law No. 43 be and the same is hereby rescinded and cancelled and that the following by-law be and the same is enacted and passed as the 56th by-law of this company.

By-law No. 56.—*Tolls.*

The following shall be the tariff of tolls, rates and fares to be charged on the Western Division, comprising that portion of the railway from Prince Arthur's Landing westward, with the branches thereof.

The said tariff to be in force for one year and thereafter until revised, viz.:—

PROPOSED FREIGHT TARIFF of the Canadian Pacific Railway Company, Western Division:—

PASSENGER TARIFF.

Three cents per mile between Prince Arthur's Landing and Brandon, and between Emerson and Winnipeg.

Four cents per mile between Brandon and the crossing of the Saskatchewan River, and on all branch lines west of Winnipeg.

Emigrants fares, one-half first-class passenger rates.

Certified to be a true extract from the minutes of the Company.

C. DRINKWATER, *Secretary.*

MONTREAL, 17th April, 1883.

CANADIAN PACIFIC RAILWAY COMPANY

(WESTERN DIVISION.)

LOCAL FREIGHT Tariff No. 3, taking effect March 10, 1883. Rates include Cartage in Winnipeg on Merchandise, Classes 1, 2, 3, 4 and Special Class 6.

Freight to Stations marked * must be prepaid.

EMERSON SECTION.

Distances.	Between Winnipeg and	Merchandise.				Special Classes.							
		1 ct. per 100 lbs.	2 cts. per 100 lbs.	3 cts. per 100 lbs.	4 cts. per 100 lbs.	1 ct. per 100 lbs.	2 cts. per barrel.	3 cts per barrel.	4 cts. per 100 lbs.	$5 per car.	$6 per car.	7 cts. per 100 lbs.	Coal, per ton of 2,000 lbs.
													$ cts.
3	St. Boniface	0 19	0 17	0 14	12	07	14	0 18	05	10 00	21 00	06	1 00
*12	St. Norbert.	0 22	0 19	0 16	13	08	16	0 21	05½	13 00	23 00	07	1 20
23	Niverville	0 28	0 24	0 20	16	10	20	0 26	06½	18 00	27 00	08½	1 50
31	Otterburne.	0 33	0 28	0 24	19	11½	23	0 30	07½	21 00	31 00	10	1 65
40	Dufrost	0 35	0 30	0 25	20	12	24	0 32	08	22 50	33 00	11	1 70
*48	Arnaud	0 39	0 33	0 28	22	13	26	0 36	09	25 00	37 00	12	1 80
56	Dominion City	0 43	0 37	0 30	24	14	28	0 39	10	28 00	41 00	13	1 95
66	Emerson	0 47	0 40	0 33	26	15	30	0 41	11	31 50	44 00	13½	2 05
68	St. Vincent.	0 47	0 40	0 33	26	15	30	0 41	11	31 50	44 00	13½	2 05

RAT PORTAGE SECTION.

9	Bird's Hill	0 19	0 17	0 14	12	07	14	0 18	05	10 00	21 00	06	1 00
*16	Gonor	0 25	0 22	0 18	15	09	18	0 24	06	16 00	25 00	08	1 45
23	Selkirk	0 28	0 24	0 20	16	10	20	0 26	06½	18 00	27 00	08½	1 50
*26	Colville Landing.	0 31	0 27	0 22	18	11	22	0 28	07	19 50	29 00	09	1 60
*32	Tyndall	0 33	0 28	0 24	19	11½	23	0 30	07½	21 00	31 00	10	1 65
38	Beausejou	0 35	0 30	0 25	20	12	24	0 32	08	22 50	33 00	11	1 70

CANADIAN PACIFIC RAILWAY COMPANY—*Continued.*

(WESTERN DIVISION.)

RAT PORTAGE SECTION—*Continuedl*

Distances.	Between Winnipeg and	Merchandise.				Special Classes.							
		1 ct. per 100 lbs.	2 cts. per 100 lbs.	3 cts. per 100 lbs.	4 cts. per 100 lbs.	1 ct. per 100 lbs.	2 cts. per barrel.	3 cts. per barrel.	4 cts. per 100 lbs.	$5 per car.	$6 per car.	7 cts. per 100 lbs.	Coal, per ton of 2,000 lbs.
		$ cts.	$ cts.	$ cts	cts.	cts.	cts.	$ cts	cts.	$ cts.	$ cts.	cts.	$ cts.
48	Monmouth	0 39	0 33	0 28	22	13	26	0 36	09	25 00	37 00	12	1 80
58	Shelley	9 43	0 37	0 30	24	14	28	0 39	10	28 00	41 00	13	1 95
64	Whitemouth	0 45	0 38	0 31	25	14½	29	0 40	10½	29 50	43 00	13	2 00
73	Darwin	0 49	0 42	0 34	27	15½	31	0 42	11½	33 00	45 00	14	2 10
84	Rennie	0 53	0 45	0 37	29	16½	33	0 45	12½	36 00	47 00	15	2 20
94	Telford	0 57	0 48	0 39	30	17	34	0 47	13½	38 00	49 00	15½	2 30
*98	Cross Lake	0 58	0 49	0 40	31	17½	35	0 48	14	39 00	50 00	16	2 35
*104	Ingolf	0 61	0 52	0 42	33	18	36	0 50	14½	42 00	51 00	17	2 45
112	Kalmar	0 64	0 54	0 44	34	9	38	0 52	15	44 00	52 00	18	2 55
119	Deception	0 64	0 54	0 44	34	19	38	0 52	15	44 00	52 00	18	2 55
*124	Ostersund	0 67	0 57	0 46	35	19½	39	0 54	15½	46 00	54 00	19	2 65
132	Keewatin	0 70	0 59	0 48	37	20	40	0 56	16	48 00	56 00	20	2 75
135	Rat Portage	0 70	0 59	0 48	37	20	40	0 56	16	48 00	56 00	20	2 75

STONEWALL SECTION.

13	Stony Mountain	0 22	0 19	0 16	13	08	16	0 21	05½	13 00	23 00	07	1 20
20	Stonewall	0 25	0 22	0 18	15	09	18	0 24	06	16 00	25 00	08	1 45

BRANDON SECTION.

*8	Winnipeg, West	0 19	0 17	0 14	12	07	14	0 18	05	10 00	21 00	06	1 00
15	Rosser	0 22	0 19	0 16	13	08	16	0 21	05½	13 00	23 00	07	1 20
*22	Meadows	0 28	0 24	0 20	16	10	20	0 26	06½	18 00	27 00	08½	1 50
29	Marquette	0 31	0 27	0 22	18	11	22	0 28	07	19 50	29 00	09	1 60
35	Reaburn	0 33	0 28	0 24	19	11½	23	0 30	07½	21 00	31 00	10	1 65
41	Poplar Point	0 37	0 32	0 26	21	12½	25	0 34	08½	24 00	35 00	11½	1 75
49	High Bluff	0 39	0 33	0 28	22	13	26	0 36	09	25 00	37 00	12	1 80
56	Portage la Prairie	0 43	0 37	0 30	24	14	28	0 39	10	28 00	41 00	13	1 95
64	Burnside	0 45	0 38	0 31	25	14½	29	0 40	10½	29 50	43 00	13	2 00
71	Bagot	0 49	0 42	0 34	27	15½	31	0 42	11½	33 00	45 00	14	2 10
*79	McGregor	0 51	0 43	0 35	28	16	32	0 44	12	34 50	46 00	14½	2 15
85	Austin	0 53	0 45	0 37	29	16½	33	0 45	12½	36 00	47 00	15	2 20
93	Sydney	0 57	0 48	0 39	30	17	34	0 47	13½	38 00	49 00	15½	2 30
*99	Melbourne	0 58	0 49	0 40	31	17½	35	0 48	14	39 00	50 00	16	2 35
106	Carberry	0 61	0 52	0 42	33	18	36	0 50	14½	42 00	51 00	17	2 45
114	Sewell	0 64	0 54	0 44	34	19	38	0 52	15	44 00	52 00	18	2 55
*122	Douglas	0 67	0 57	0 46	35	19½	39	0 54	15½	46 00	54 00	19	2 65
128	Chater	0 67	0 57	0 46	35	19½	39	0 54	15½	46 00	54 00	19	2 65
133	Brandon	0 70	0 59	0 48	37	20	40	0 56	16	48 00	56 00	20	2 75

Coal rates will also apply for transportation of brick, stone, sand and lime in car loads. Cord wood in quantities, at coal rates, on special conditions. Pressed hay in bales (car loads) at No. 4 special class. Car load rates are for 20,000 lbs.

CANADIAN PACIFIC RAILWAY COMPANY—*Continued.*

(WESTERN DIVISION.)

BROADVIEW SECTION.

Distances.	Between Winnipeg and	Merchandise.				Special Classes.							
		1 ct. per 100 lbs.	2 cts. per 100 lbs	3 cts. per 100 lbs.	4 cts. per 100 lbs.	1 ct. per 100 lbs.	2 cts. per barrel.	3 cts. per barrel.	4 cts per 100 lbs.	$5 per car.	$6 per car.	7 cts. per 100 lbs.	Coal, per ton of 2,000 lbs.
*141	Kenmay	0 73	0 62	0 50	39	21	42	0 58	16	50 00	58 00	20½	2 85
149	Alexander	0 73	0 62	0 50	39	21	42	0 58	16	50 00	58 00	20½	2 85
*157	Griswold	0 76	0 64	0 52	40	22	44	0 60	16½	52 00	60 00	21	2 90
166	Oak Lake	0 78	0 66	6 53	41	22½	45	0 62	17	54 00	62 00	21½	2 95
180	Virden	0 80	0 68	0 55	42	23	46	0 64	17½	56 00	64 00	22	3 00
*188	Hargrave	0 82	0 69	0 56	43	23½	47	0 65	18	58 00	66 00	22½	3 05
197	Elkhorn	0 84	0 71	0 58	44	24	48	0 66	18½	60 00	68 00	23	3 10
*211	Fleming	0 90	0 76	0 61	47	25	50	0 70	19½	64 00	72 00	24	3 30
219	Moosomin	0 90	0 76	0 61	74	25	50	0 70	19½	64 00	72 00	24	3 30
*226	Red Jacket	0 92	0 78	0 63	48	25½	51	0 72	20	65 50	73 50	24½	3 40
235	Wapella	0 94	0 79	0 64	49	26	52	0 74	20½	67 00	75 00	25	3 50
*243	Burrows	0 96	0 81	0 65	50	26½	53	0 76	20½	68 50	76 50	25½	3 60
249	Whitewood	0 96	0 81	0 65	50	26½	53	0 76	20½	68 50	76 50	25½	3 60
*256	Perceval	0 98	0 82	0 67	51	27	54	0 78	21	70 00	78 00	26	3 70
264	Broadview	1 00	0 84	0 68	52	27½	55	0 80	21½	71 50	79 50	26½	3 75

REGINA SECTION.

*271	Oakshela	1 03	0 86	0 69	53	28	56	0 82	22	73 00	81 00	27	3 80
279	Grenfell	1 03	0 86	0 69	53	28	56	0 82	22	73 00	81 00	27	3 80
*286	Sommerberry	1 04	0 87	0 70	54	28½	57	0 83	22½	75 00	83 00	27½	3 85
294	Wolseley	1 06	0 89	0 72	55	29	58	0 84	23	77 00	85 00	28	3 90
*302	Sintaluta	1 09	0 92	0 74	57	29½	59	0 86	23½	79 00	87 00	28½	4 00
312	Indian Head	1 11	0 93	0 75	58	30	60	0 88	24	81 00	89 00	29	4 10
324	Qu'Appelle	1 13	0 95	0 77	59	30½	61	0 90	24½	82 50	90 50	29½	4 20
*332	McLean	1 15	0 97	0 78	60	31	62	0 92	25	84 00	92 00	30	4 30
341	Balgonie	1 17	0 98	0 79	61	31½	63	0 94	25	85 50	93 50	30½	4 40
*348	Pilot Butte	1 17	0 98	0 79	61	31½	63	0 94	25	85 50	93 50	30½	4 40
357	Regina	1 19	1 00	0 80	62	32	64	0 95	25½	87 00	95 00	31	4 50

SWIFT CURRENT SECTION.

*366	Grand Coulée	1 21	1 02	0 82	63	32½	65	0 96	26	88 50	96 50	31½	4 55
374	Pense	1 23	1 03	0 84	64	33	66	0 97	26½	90 00	98 00	32	4 60
*382	Belle Plaine	1 25	1 05	0 85	65	33½	67	0 98	27	92 00	100 00	32½	4 65
391	Pasqua	1 27	1 07	0 86	66	34	68	0 99	27½	94 00	102 00	33	4 70
399	Moosejaw	1 27	1 07	0 86	66	34	68	0 99	27½	94 00	102 00	33	4 70
*407	Boharm	1 29	1 08	0 87	67	34½	69	1 01	28	95 50	103 50	33½	4 80
415	Caron	1 31	1 10	0 89	68	35	70	1 03	28½	97 00	105 00	34	4 90
*424	Mortlach	1 33	1 12	0 90	69	35½	71	1 05	29	98 50	106 50	34½	5 00
433	Parkbeg	1 35	1 13	0 91	70	36	72	1 07	29½	100 00	108 00	35	5 10
*443	Secretan	1 37	1 15	0 93	71	36	72	1 09	29½	101 50	109 50	35½	5 20
452	Chaplin	1 39	1 17	0 94	72	36½	73	1 10	30	103 00	111 00	36	5 30
*461	Ernfold	1 41	1 18	0 95	73	37	74	1 11	30½	104 50	112 50	36½	5 35
471	Morse	1 43	1 20	0 97	74	37	74	1 12	31	106 00	114 00	37	5 40
*480	Herbert	1 43	1 20	0 97	74	37	74	1 12	31	106 00	114 00	37	5 40
489	Rush Lake	1 45	1 22	0 98	75	37½	75	1 13	31½	108 00	116 00	37½	5 45
*500	Waldeck	1 47	1 23	0 99	76	38	76	1 14	32	110 00	118 00	38	5 50
511	Swift Current	1 52	1 28	1 03	78	39	78	1 18	33	113 50	121 50	39½	5 70

CANADIAN PACIFIC RAILWAY COMPANY—*Continued.*

(WESTERN DIVISION.)

MEDICINE HAT SECTION.

Distances.	Between Winnipeg and	Merchandise.				Special Classes.							
		1 ct. per 100 lbs.	2 cts. per 100 lbs.	3 cts. per 100 lbs.	4 cts. per 100 lbs.	1 ct. per 100 lbs.	2 cts. per barrel.	3 cts. per barrel.	4 cts. per 100 lbs.	$5 per car.	$6 per car.	7 cts. per 100 lbs.	Coal, per ton of 2,000 lbs.
519	Leven	1 52	1 28	1 03	78	39	78	1 18	33	113 50	121 50	39½	5 70
*529	Goose Lake	1 57	1 32	1 06	80	40	80	1 22	34½	117 00	125 00	41	5 90
538	Antelope	1 57	1 32	1 06	80	40	80	1 22	34½	117 00	125 00	41	5 90
*546	Gull Lake	1 57	1 32	1 06	80	40	80	1 22	34½	117 00	125 00	41	5 90
555	Cypress	1 62	1 36	1 09	83	41	82	1 26	35½	120 50	128 50	42	6 10
*566	Sidewood	1 62	1 36	1 09	83	41	82	1 26	35½	120 50	128 50	42	6 10
576	Crane Lake	1 66	1 39	1 12	85	42	84	1 29	36½	124 00	132 00	43	6 30
*587	Colley	1 66	1 39	1 12	85	42	84	1 29	36½	124 00	132 00	43	6 30
597	Maple Creek	1 66	1 39	1 12	85	42	84	1 29	36½	124 00	132 00	43	6 30
*608	Kincarth	1 71	1 44	1 15	87	43	86	1 33	37½	128 00	136 00	44½	6 50
618	Forres	1 71	1 44	1 15	87	43	86	1 33	37½	128 00	136 00	44½	6 50
*631	Walsh	1 76	1 47	1 19	90	44	88	1 37	39	132 00	140 00	46	6 70
641	Irvine	1 76	1 47	1 19	90	44	88	1 37	39	132 00	140 00	46	6 70
*652	Dunmore	1 80	1 51	1 21	92	45	90	1 41	40	136 00	144 00	47	6 90
660	Medicine Hat	1 80	1 51	1 21	92	45	90	1 41	40	136 00	144 00	47	6 90

PEMBINA MOUNTAIN SECTION.

* 3	St. James	0 19	0 17	0 14	12	07	14	0 18	05	10 00	21 00	06	1 00
18	La Salle	0 25	0 22	0 18	15	09	18	0 24	06	16 00	25 00	08	1 45
42	Morris	0 37	0 32	0 26	21	12½	25	0 34	08½	24 00	35 00	11½	1 75
55	Pembina Mtn. Junction	0 41	0 35	0 29	23	13½	27	0 38	09½	26 50	39 00	12½	1 90
69	Gretna	0 47	0 40	0 33	26	15	30	0 41	11	31 50	44 00	13½	2 05
* 64	Plum Coulée, tem. sta'n.	0 45	0 38	0 31	25	14½	29	0 40	10½	29 50	43 00	13	2 00
81	Cheval Creek do ...	0 53	0 45	0 37	29	16½	33	0 45	12½	36 00	47 00	15	2 20
* 95	Darlingford	0 57	0 48	0 39	30	17	34	0 47	13½	38 00	49 00	15½	2 30
101	Manitoba City, tem. sta'n	0 61	0 52	0 42	33	18	36	0 50	14½	42 00	51 00	17	2 45

CANADIAN PACIFIC RAILWAY COMPANY—*Continued.*

(WESTERN DIVISION.)

LOCAL MILEAGE Freight Tariff, between Way Stations. To be applied where no separate tariff is given.

Distances.	Merchandise.				Special Classes.							
	1 ct. per 100 lbs.	2 cts. per 100 lbs.	3 cts. per 100 lbs.	4 cts. per 100 lbs.	1 ct. per 100 lbs.	2 cts. per barrel.	3 cts. per barrel.	4 cts. per 100 lbs.	$5 per car.	$6 per car.	7 cts. per 100 lbs.	Coal, per ton of 2,000 lbs.
	$ cts.	$ cts.	$ cts.	$ cts.	cts.	$ cts.	$ cts.	cts.	$ cts.	$ cts.	cts.	$ cts.
10 miles.....	0 15	0 13	0 10	0 08	7	0 14	0 18	5	10 00	13 00	6	1 00
15 "	0 18	0 15	0 12	0 09	8	0 16	0 21	5½	13 00	15 00	7	1 20
20 "	0 21	0 18	0 14	0 11	9	0 18	0 24	6	16 00	17 00	8	1 45
25 "	0 24	0 20	0 16	0 12	10	0 20	0 26	6½	18 00	19 00	8½	1 50
30 "	0 27	0 23	0 18	0 14	11	0 22	0 28	7	19 50	21 00	9	1 60
35 "	0 29	0 24	0 20	0 15	11½	0 23	0 30	7½	21 00	23 00	10	1 65
40 "	0 31	0 26	0 21	0 16	12	0 24	0 32	8	22 50	25 00	11	1 70
45 "	0 33	0 28	0 22	0 17	12½	0 25	0 34	8½	24 00	27 00	11½	1 75
50 "	0 35	0 29	0 24	0 18	13	0 26	0 36	9	25 00	29 00	12	1 80
55 "	0 37	0 31	0 25	0 19	13½	0 27	0 38	9½	26 50	31 00	12½	1 90
60 "	0 39	0 33	0 26	0 20	14	0 28	0 39	10	28 00	33 00	13	1 95
65 "	0 41	0 34	0 27	0 21	14½	0 29	0 40	10½	29 50	35 00	13	2 00
70 "	0 43	0 36	0 29	0 22	15	0 30	0 41	11	31 50	36 00	13½	2 05
75 "	0 45	0 38	0 30	0 23	15½	0 31	0 42	11½	33 00	37 00	14	2 10
80 "	0 47	0 39	0 31	0 24	16	0 32	0 44	12	34 50	38 00	14½	2 15
85 "	0 49	0 41	0 33	0 25	16½	0 33	0 45	12½	36 00	39 00	15	2 20
90 "	0 51	0 43	0 34	0 26	17	0 34	0 46	13	37 00	40 00	15	2 25
95 "	0 53	0 44	0 35	0 26	17	0 34	0 47	13	38 00	41 00	15½	2 30
100 "	0 54	0 45	0 36	0 27	17½	0 35	0 48	13½	39 00	42 00	16	2 35
110 "	0 57	0 48	0 38	0 29	18	0 36	0 50	14½	42 00	43 00	17	2 45
120 "	0 60	0 50	0 40	0 30	19	0 38	0 52	15	44 00	44 00	18	2 55
130 "	0 63	0 53	0 42	0 31	19½	0 39	0 54	15½	46 00	46 00	19	2 65
140 "	0 66	0 55	0 44	0 33	20	0 40	0 56	16	48 00	48 00	20	2 75
150 "	0 69	0 58	0 46	0 35	21	0 42	0 58	16	50 00	50 00	20½	2 85
160 "	0 72	0 60	0 48	0 36	22	0 44	0 60	16½	52 00	52 00	21	2 90
170 "	0 74	0 62	0 49	0 37	22½	0 45	0 62	17	54 00	54 00	21½	2 95
180 "	0 76	0 64	0 51	0 38	23	0 46	0 64	17½	56 00	56 00	22	3 00
190 "	0 78	0 65	0 52	0 39	23½	0 47	0 65	18	58 00	58 00	22½	3 05
200 "	0 80	0 67	0 54	0 40	24	0 48	0 66	18½	60 00	60 00	23	3 10
210 "	0 83	0 69	0 55	0 41	24½	0 49	0 68	19	62 00	62 00	23½	3 20
220 "	0 86	0 72	0 57	0 43	25	0 50	0 70	19½	64 00	64 00	24	3 30
230 "	0 88	0 74	0 59	0 44	25½	0 51	0 72	20	65 50	65 50	24½	3 40
240 "	0 90	0 75	0 60	0 45	26	0 52	0 74	20½	67 00	67 00	25	3 50
250 "	0 92	0 77	0 61	0 46	26½	0 53	0 76	20½	68 50	68 50	25½	3 60
260 "	0 94	0 78	0 63	0 47	27	0 54	0 78	21	70 00	70 00	26	3 70
270 "	0 96	0 80	0 64	0 48	27½	0 55	0 80	21½	71 50	71 50	26½	3 75
280 "	0 99	0 82	0 65	0 49	28	0 56	0 82	22	73 00	73 00	27	3 80
290 "	1 00	0 83	0 66	0 50	28½	0 57	0 83	22½	75 00	75 00	27	3 85
300 "	1 02	0 85	0 68	0 51	29	0 58	0 84	23	77 00	77 00	28	3 90
310 "	1 05	0 88	0 70	0 53	29½	0 59	0 86	23½	79 00	79 00	28½	4 00
320 "	1 07	0 89	0 71	0 54	30	0 60	0 88	24	81 00	81 00	29	4 10
330 "	1 09	0 91	0 73	0 55	30½	0 61	0 90	24½	82 50	82 50	29½	4 20
340 "	1 11	0 93	0 74	0 56	31	0 62	0 92	25	84 00	84 00	30	4 30
350 "	1 13	0 94	0 75	0 57	31½	0 63	0 94	25	85 50	85 50	30½	4 40
360 "	1 15	0 96	0 76	0 58	32	0 64	0 95	25½	87 00	87 00	31	4 50
370 "	1 17	0 98	0 78	0 59	32½	0 65	0 96	26	88 50	88 50	31½	4 55
380 "	1 19	0 99	0 80	0 60	33	0 66	0 97	26½	90 00	90 00	32	4 60
390 "	1 21	1 01	0 81	0 61	33½	0 67	0 98	27	92 00	92 00	32½	4 65
400 "	1 23	1 03	0 82	0 62	34	0 68	0 99	27½	94 00	94 00	33	4 70
410 "	1 25	1 04	0 83	0 63	34½	0 69	1 01	28	95 50	95 50	33¼	4 80
420 "	1 27	1 06	0 85	0 64	35	0 70	1 03	28½	97 00	97 00	34	4 90
430 "	1 29	1 08	0 86	0 65	35½	0 71	1 05	29	98 50	98 50	34½	5 00

CANADIAN PACIFIC RAILWAY COMPANY—*Continued.*

(WESTERN DIVISION—*Continued.*)

LOCAL MIGEAGE Freight Tariff, between Way Stations, &c.—*Continued.*

Distances.	Merchandise.				Special Classes.							
	1 ct. per 100 lbs.	2 cts. per 100 lbs	3 cts. per 100 lbs.	4 cts. per 100 lbs.	1 ct. per 100 lbs.	2 cts. per barrel.	3 cts. per barrel.	4 cts. per 100 lbs.	$5 per car.	$5 per car.	7 cts. per 100 lbs.	Coal, per ton of 2,000 lbs.
440 miles.....	1 31	1 09	0 87	0 66	36	0 72	1 07	29½	100 00	100 00	35	5 10
450 "	1 33	1 11	0 89	0 67	36	0 72	1 09	29½	101 50	101 50	35½	5 20
460 "	1 35	1 13	0 90	0 68	36½	0 73	1 00	30	103 00	103 00	36	5 30
470 "	1 37	1 14	0 91	0 69	37	0 74	1 11	30½	104 50	104 50	36½	5 35
480 "	1 39	1 16	0 93	0 70	37	0 74	1 12	31	106 00	106 00	37	5 40
490 "	1 41	1 18	0 94	0 71	37½	0 75	1 13	31½	108 00	108 00	37½	5 45
500 "	1 43	1 19	0 95	0 72	38	0 76	1 14	32	110 00	110 00	38	5 50
525 "	1 48	1 24	0 99	0 74	39	0 78	1 18	33	113 50	113 50	39½	5 70
550 "	1 53	1 28	1 02	0 76	40	0 80	1 22	34½	117 00	117 00	41	5 90
575 "	1 58	1 32	1 05	0 79	41	0 82	1 26	35½	120 50	120 50	42	6 10
600 "	1 62	1 35	1 08	0 81	42	0 84	1 29	36½	124 00	124 00	43	6 30
625 "	1 67	1 40	1 11	0 83	43	0 86	1 33	37½	128 00	128 00	44½	6 50
650 "	1 72	1 43	1 15	0 86	44	0 88	1 37	39	132 00	132 00	46	6 70
675 "	1 76	1 47	1 17	0 88	45	0 90	1 41	40	136 00	136 00	47	6 90
700 "	1 80	1 50	1 20	0 90	46	0 92	1 44	41	140 00	140 00	48	7 10
725 "	1 85	1 54	1 23	0 93	47	0 94	1 48	42	143 50	143 50	49½	7 25
750 "	1 89	1 58	1 26	0 94	48	0 96	1 52	43	147 00	147 00	51	7 50
775 "	1 93	1 61	1 29	0 97	48½	0 97	1 56	44	150 00	150 00	52	7 75
800 "	1 97	1 64	1 31	0 99	49	0 98	1 59	45	153 00	153 00	53	8 00
825 "	2 01	1 68	1 34	1 00	50	1 00	1 63	46	156 00	156 00	54½	8 25
850 "	2 05	1 71	1 37	1 02	51	1 02	1 67	47	159 50	159 50	56	8 50
875 "	2 09	1 74	1 40	1 04	51½	1 03	1 71	48	163 00	163 00	57	8 75
900 "	2 13	1 78	1 42	1 06	52	1 04	1 74	49	166 00	166 00	58	9 00
925 "	2 17	1 81	1 45	1 08	53	1 06	1 78	50	170 00	170 00	59½	9 25
950 "	2 21	1 84	1 47	1 10	54	1 08	1 82	51	173 50	173 50	61	9 50
975 "	2 25	1 88	1 50	1 12	54½	1 00	1 86	52	177 00	177 00	62	9 75
1,000 "	2 28	1 90	1 52	1 14	55	1 10	1 89	52½	180 00	180 00	63	10 00

When rates are not shown in the table, the rates given for the next greater distance should be used.

CANADIAN PACIFC RAILWAY COMPANY.—*Continued.*

(WESTERN DIVISION.)

FREIGHT TARIFF, taking effect 11th June, 1883.

PORT ARTHUR SECTION.

Distance.	Between Port Arthur and	Merchandise.				Special Classes.							
		1 ct. per 100 lbs.	2 cts. per 100 lbs.	3 cts. per 100 lbs.	4 cts per 100 lbs.	1 ct. per 100 lbs.	2 cts. per bbl.	3 cts. per bbl.	4 cts. per 100 lbs.	$5 per car.	$6 per car.	7 cts. per 100 lbs.	Coal per ton, of 2,000 lbs.
													$
6	Fort William	0 15	0 13	0 10	0 08	07	0 14	0 18	05	10 00	13 00	06	1 00
19	Murrillo	0 21	0 18	0 14	0 11	09	0 18	0 24	06	16 00	17 00	08	1 45
29	Kaministiquai	0 27	0 23	0 18	0 14	11	0 22	0 28	07	19 50	21 00	09	1 60
38	Finmark	0 31	0 26	0 21	0 16	12	0 24	0 32	08	22 50	25 00	11	1 70
45	*Buda	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
56	Nordland	0 39	0 33	0 26	0 20	14	0 28	0 39	10	28 00	33 00	13	1 95
66	*Linkooping	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
76	Savanne	0 47	0 39	0 31	0 24	16	0 32	0 44	12	34 50	38 00	14½	2 15
86	Upsala	0 51	0 43	0 34	0 26	17	0 34	0 46	13	37 00	40 00	15	2 25
95	*Carlstad	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
105	Bridge River	0 57	0 48	0 38	0 29	18	0 36	0 50	14½	42 00	43 00	17	2 45
117	English River	0 60	0 50	0 40	0 30	19	0 38	0 52	15	44 00	44 00	18	2 55
125	*Martin	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
135	Bonheur	0 66	0 55	0 44	0 33	20	0 40	0 56	16	48 00	48 00	20	2 75
146	*Falcon	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

WABIGOON SECTION.

154	Ignace	0 72	0 60	0 48	0 36	22	0 44	0 60	16½	52 00	52 00	21	2 90
162	*Butler	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
172	Raleigh	0 76	0 64	0 51	0 38	23	0 46	0 64	17½	56 00	56 00	22	3 00
182	*Taché	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
191	*Victor	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
204	Wabigoon	0 83	0 69	0 55	0 41	24½	0 49	0 68	19	62 00	62 00	23½	3 20
211	Barclay	0 86	0 72	0 57	0 43	25	0 50	0 70	19½	64 00	64 00	24	3 30
222	Oxdrift	0 88	0 74	0 59	0 44	25½	0 51	0 72	20	65 50	65 50	24½	3 40
233	Eagle River	0 90	0 75	0 60	0 45	26	0 52	0 74	20½	67 00	67 00	25	3 50
243	Vermillion Bay	0 92	0 77	0 61	0 46	26½	0 53	0 76	20½	68 50	68 50	25½	3 60
251	*Gilbert	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
261	Parrywood	0 96	0 80	0 64	0 48	27½	0 55	0 80	21	71 50	71 50	26½	3 75
267	*Summit	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
274	Hawk Lake	0 99	0 82	0 65	0 49	28	0 56	0 82	22	73 00	73 00	27	3 80
292	Rossland	1 02	0 85	0 68	0 51	29	0 58	0 84	23	77 00	77 00	28	3 90

RAT PORTAGE SECTION.

300	Rat Portage	1 02	0 85	0 68	0 51	29	0 58	0 84	23	77 00	77 00	28	3 90
303	Keewatin	1 05	0 88	0 70	0 53	29½	0 59	0 86	23½	79 00	79 00	28½	4 00
311	*Ostersund	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
316	Deception	1 07	0 89	0 71	0 54	30	0 60	0 88	24	81 00	81 00	29	4 10
323	Kalmar	1 09	0 91	0 73	0 55	30½	0 61	0 90	24½	82 50	82 50	29½	4 20
331	*Ingolf	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CANADIAN PACIFIC RAILWAY COMPANY—*Continued.*

(WESTERN DIVISION.)

FREIGHT Tariff taking effect 11th June, 1883.

RAT PORTAGE SECTION—*Concluded.*

Distances.	Between Port Arthur and	Merchandise.				Special Classes.							
		1 ct. per 100 lbs.	2 cts. per 100 lbs.	3 cts. per 100 lbs.	4 cts. per 100 lbs.	1 ct. per 100 lbs.	2 cts. per brl.	3 cts. per brl.	4 cts. per 100 lbs.	$5 per car.	$6 per car.	7 cts. per 100 lbs.	Coal, per ton of 2,000 lbs.
													$
337	*Cross Lake	.... ..	.....	.....	....	.....	.....	.....	.....	.....	.....	.... .	.....
341	Telford	1 13	0 94	0 75	0 57	31½	0 63	0 94	25	85 50	85 50	30½	4 40
351	Rennie	1 15	0 96	0 76	0 58	32	0 64	0 95	25½	87 50	87 50	31	4 50
362	Darwin	1 17	0 98	0 78	0 59	32½	0 65	0 96	26	88 50	88 50	31½	4 55
371	Whitemouth	1 19	0 99	0 80	0 60	33	0 66	0 97	26½	90 00	90 00	32	4 60
377	Shelley	1 19	0 99	0 80	0 60	33	0 66	0 97	26½	90 00	90 00	32	4 60
387	Monmouth	1 21	1 01	0 81	0 61	33½	0 67	0 98	27	92 00	92 00	32½	4 65
397	Beausejour	1 23	1 03	0 82	0 62	34	0 68	0 99	27½	94 00	94 00	33	4 70
403	*Tyndall	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
415	*Colville Landing	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
412	Selkirk	1 27	1 06	0 85	0 64	35	0 70	1 03	28½	97 00	97 00	34	4 90
419	*Gonor	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
426	Birds Hill	1 29	1 08	0 86	0 65	35½	0 71	1 05	29	98 50	98 50	34½	5 00
435	†Winnipeg (see foot note)	1 35	1 13	0 91	0 70	36	0 72	1 07	29½	100 00	108 00	35	5 10

EMERSON SECTION.

438	St. Boniface	1 29	1 07	0 85	0 65	35½	0 71	1 06	29½	100 00	109 00	35	5 10
447	*St. Norbert	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
458	Niverville	1 21	1 01	0 80	0 61	33½	0 67	1 00	28½	99 00	107 00	34	5 25
466	Otterburne	1 18	0 98	0 79	0 59	33	0 66	0 97	28	97 00	104 00	33½	5 30
475	Dufrost	1 14	0 95	0 75	0 57	32	0 64	0 93	27	94 00	100 00	31½	5 35
483	*Arnaud	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
491	Dominion City	1 04	0 87	0 69	0 53	29	0 58	0 86	25	86 50	94 00	29	5 40
501	Emerson	1 03	0 86	0 68	0 52	28	0 56	0 84	25	85 00	93 00	28½	5 30

STONEWALL SECTION.

448	Stony Mountain	1 33	1 11	0 89	0 67	36½	0 72	1 09	29½	101 50	101 50	35½	5 20
455	Stonewall	1 35	1 13	0 90	0 68	36½	0 73	1 10	30	103 00	103 00	36	5 30

PEMBINA MOUNTAIN SECTION.

438	*St. James	.....	.....	.....	....	.....	.....	.....	.....	.....	.....	.....	.....
453	La Salle	1 23	1 02	0 82	0 62	34	0 68	1 02	29	100 00	109 00	34½	5 20
477	Morris	1 15	0 96	0 76	0 58	32	0 64	0 94	27	94 50	101 00	31½	5 35
490	Pembina Mtn. Junction	1 06	0 88	0 70	0 53	29	0 58	0 87	25½	88 00	95 00	29½	5 45
504	Gretna	1 03	0 86	0 68	0 52	28	0 56	0 84	25	85 00	93 00	28½	5 30
499	*Plum Coulée } Temporary Stn.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
516	Cheval Creek }	1 19	0 99	0 79	0 60	33	0 66	0 98	28	97 50	105 00	33½	5 65
530	*Darlingford	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
536	Manitoba City, Temporary Station	1 27	1 06	0 84	0 64	35	0 70	1 05	30	103 00	113 00	35½	5 80

CANADIAN PACIFIC RAILWAY COMPANY—*Continued.*

(WESTERN DIVISION.)

FREIGHT Tarrif, taking effect 11th June, 1883—*Continued.*

BRANDON SECTION.

Distance.	Between Port Arthur and	Merchandise.				Special Classes.							
		1 ct. per 100 lbs.	2 cts per 100 lbs.	3 cts. per 100 lbs.	4 cts. per 100 lbs.	1 ct. per 100 lbs.	3 cts. per brl.	3 cts. per brl.	4 cts. per 100 lbs.	$5 per car.	$6 per car.	7 cts. per 100 lbs.	Coal, per ton of 2,000 lbs.
443	Winnipeg, West	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
450	Rosser	1 33	1 11	0 89	0 67	36	0 72	1 09	29½	101 50	101 50	35½	5 20
457	*Meadows	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
464	Marquette	1 37	1 14	0 91	0 69	37	0 74	1 11	30½	104 50	104 50	36½	5 34
470	Reaburn	1 37	1 14	0 91	0 69	37	0 74	1 11	30½	104 50	104 50	36½	5 35
476	Poplar Point	1 39	1 16	0 93	0 70	37	0 74	1 12	31	106 00	106 00	37	5 40
484	High Bluff	1 41	1 18	0 94	0 71	37½	0 75	1 13	31½	108 00	108 00	37½	5 45
491	Portage la Prairie	1 43	1 19	0 95	0 72	38	0 76	1 14	32	110 00	110 00	38	5 50
499	Burnside	1 43	1 19	0 95	0 72	38	0 76	1 14	32	110 00	110 00	38	5 50
506	Bagot	1 48	1 24	0 99	0 74	39	0 78	1 18	33	113 50	113 50	39½	5 70
514	*McGregor	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
520	Austin	1 48	1 24	0 99	0 74	39	0 78	1 18	33	113 50	113 50	39½	5 70
528	Sydney	1 53	1 28	1 02	0 76	40	0 80	1 22	34½	117 00	117 00	41	5 90
534	*Melbourne	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
541	Carberry	1 53	1 28	1 02	0 76	40	0 80	1 22	34½	117 00	117 00	41	5 90
549	Sewell	1 53	1 28	1 02	0 76	40	0 80	1 22	34½	117 00	117 00	41	5 90
557	*Douglas	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
563	Chater	1 58	1 32	1 05	0 79	41	0 82	1 26	35½	120 50	120 50	42	6 10
568	Brandon	1 58	1 32	1 05	0 79	41	0 82	1 26	35½	120 50	120 50	42	6 10

BROADVIEW SECTION.

576	*Kenmay	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
584	Alexander	1 62	1 35	1 08	0 81	42	0 84	1 20	36½	124 00	124 00	43	6 30
592	*Griswold	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
601	Oak Lake	1 67	1 40	1 11	0 83	43	0 86	1 33	37½	128 00	128 00	44½	6 50
615	Virden	1 67	1 40	1 11	0 83	43	0 86	1 33	37½	128 00	128 00	44½	6 50
623	*Hargrave	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
632	Elkhorn	1 72	1 43	1 15	0 86	44	0 88	1 37	39	132 00	132 00	46	6 70
646	*Fleming	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
654	Moosomin	1 76	1 47	1 17	0 88	45	0 90	1 41	40	136 00	136 00	47	6 90
661	*Red Jacket	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
670	Wapella	1 76	1 47	1 17	0 88	45	0 90	1 41	40	136 00	136 00	47	6 90
678	*Burrows	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
684	Whitewood	1 80	1 50	1 20	0 90	46	0 92	1 44	41	140 00	140 00	48	7 10
691	*Perceval	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
699	Broadview	1 80	1 50	1 20	0 90	46	0 92	1 44	41	140 00	140 00	48	7 10

REGINA SECTION.

706	*Oakshela	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
714	Grenfell	1 85	1 54	1 23	0 93	47	0 94	1 48	42	143 50	143 50	49½	7 25
721	*Summerberry	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
729	Wolseley	1 89	1 58	1 26	0 94	48	0 96	1 52	43	147 00	147 00	51	7 50
737	*Sintaluta	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
747	Indian Head	1 89	1 58	1 26	0 94	48	0 96	1 52	43	147 00	147 00	51	7 50
759	Qu'Appelle	1 93	1 61	1 29	0 97	48½	0 97	1 56	44	150 00	150 00	52	7 75
767	McLean	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CANADIAN PACIFIC RAILWAY COMPANY—*Continued.*

(WESTERN DIVISION.)

FREIGHT Tariff taking effect 11th June, 1883.

REGINA SECTION—*Concluded.*

Distances.	Between Port Arthur and	Merchandise.				Special Classes.							
		1 ct. per 100 lbs.	2 cts. per 100 lbs.	3 cts. per 100 lbs.	4 cts. per 100 lbs.	1 ct. per 100 lbs.	2 cts. per brl.	3 cts. per brl.	4 cts. per 100 lbs.	$5 per car	$6 per car.	7 cts. per 100 lbs.	Coal, per ton of 2,000 lbs.
													$
776	Balgonie	1 97	1 64	1 31	0 99	49	0 98	1 59	45	153 00	153 00	53	8 00
783	*Pilot Butte	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
792	Regina	1 97	1 64	1 31	0 99	49	0 98	1 59	45	153 00	153 00	53	8 00
	SWIFT CURRENT SECTION.												
801	*Grand Coulée	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
809	Pense	2 01	1 68	1 34	1 00	50	1 00	1 63	46	156 00	156 00	54½	8 25
817	*Belle Plaine	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
826	Pasqua	2 05	1 71	1 37	1 02	51	1 02	1 67	47	159 50	159 50	56	8 50
834	Moose Jaw	2 05	1 71	1 37	1 02	51	1 02	1 67	47	159 50	159 50	56	8 50
842	*Boharm	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
850	Caron	2 05	1 71	1 37	1 02	51	1 02	1 67	47	159 50	159 50	56	8 50
859	*Mortlach	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
868	Parkbeg	2 09	1 74	1 40	1 04	51½	1 03	1 71	48	163 00	163 00	57	8 75
878	*Secretan	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
887	Chaplin	2 13	1 78	1 42	1 06	52	1 04	1 74	49	166 00	166 00	58	9 00
896	*Ernfold	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
906	Morse	2 17	1 81	1 45	1 08	53	1 06	1 78	50	170 00	170 00	59½	9 25
915	*Herbert	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
924	Rush Lake	2 17	1 81	1 45	1 08	53	1 06	1 78	50	170 00	170 00	59½	9 25
935	*Waldeck	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
946	Swift Current	2 21	1 84	1 47	1 10	54	1 08	1 82	51	173 50	173 50	61	9 50
	MEDICINE HAT SECTION.												
954	Leven	2 25	1 88	1 50	1 12	54½	1 09	1 86	52	177 00	177 00	62	9 75
964	*Goose Lake	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
973	Antelope	2 25	1 88	1 50	1 12	54½	1 09	1 86	52	177 00	177 00	62	9 75
981	*Gull Lake	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
990	Cypress	2 28	1 90	1 52	1 14	55	1 10	1 89	52½	180 00	180 00	63	10 00
1001	*Sidewood	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1011	Crane Lake	2 32	1 93	1 54	1 16	56	1 12	1 93	53	183 00	183 00	64½	10 10
1022	*Colley	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1032	Maple Creek	2 36	1 96	1 56	1 18	57	1 14	1 97	54	187 00	187 00	66	10 30
1043	*Kincarth	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1053	Forres	2 39	1 99	1 58	1 20	57½	1 15	2 01	55	191 00	191 00	67	10 50
1066	*Walsh	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1076	Irvine	2 42	2 01	1 61	1 21	58	1 16	2 04	56	194 00	194 00	68	10 75
1087	*Dunmore	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1095	Medicine Hat	2 42	2 01	1 61	1 21	58	1 16	2 04	56	194 00	194 00	68	10 95

NOTE.—Rates to Winnipeg include cartage on merchandise, Classes 1, 2, 3 and 4, and Special Class 6.

* No Agent. Way bill to station next beyond.

Car load rates are for 20,000 lbs.

Coal rates will also apply for transportation of brick, stone, sand and lime, in car loads.

Pressed hay, in bales (car loads), at Special Class 4 rates.

Emigrants and settlers' effects coming into Manitoba and the North-West will be carried at one-half Special Class 6, in car loads. In less than car loads one-half first-class rates.

CANADIAN PACIFIC RAILWAY COMPANY (Western Division).

Special East-Bound Grain Tariff, in effect January 5th, 1884.—Rates in Cents per 100 Lbs.

To Port Arthur or Fort William.		From	To St. Vincent.		To Port Arthur or Fort William.		From	To St. Vincent.		Remarks.
Distances.	Rates.		Rates.	Distances.	Distances.	Rates.		Rates.	Distances.	
435	28c.	Winnipeg	14c.	68	670	36½	Wapella	26c.	303	
438	28	St. Boniface	13	65	684	37	Whitewood	27	317	
458	29	Niverville	12	45	699	37½	Broadview	27	332	
466	30	Otterburne	11	37	714	38	Grenfell	28	347	
475	31	Dufrost	10	28	729	38½	Wolseley	29	362	Rates. To Gretna, from: 10c.
483	32	Arnaud	9	20	747	39	Indian Head	30	380	
491	33	Dominion City	8	12	759	39½	Qu' Appelle	30	392	
501	34	Emerson	5	2	776	40	Balgonie	31	409	
477	30	Morris			792	40	Regina	32	425	Morris 12
490	32	Rosenfeldt			809	41	Pense	33	442	
504	34	Gretna			834	41½	Moosejaw	33	467	Morden 13
516	30	Morden			850	42	Caron	34	483	
533	30	Darlingford			868	43	Parkbeg	34	501	Darlingford 13
539	30	Manitou			887	44	Chaplin	34½	520	
455	29	Stonewall	16	88	906	45	Morse	35	539	Manitou 13
450	28	Rosser	15	83	924	46	Rush Lake	35	557	
464	28½	Marquette	17	97	946	47	Swift Current	35½	579	
470	29	Reaburn	17½	103	954	47	Leven	36	587	Distances.
476	29	Poplar Point	17½	109	973	48	Antelope	36	606	
484	29½	High Bluff	18	117	990	49	Cypress	36½	623	Morris 27
491	30	Portage la Prairie	18	124	1011	50	Crane Lake	36½	644	
499	30	Burnside	19	132	1032	51½	Maple Creek	37	665	Morden 41
506	30	Bagot	19	139	1053	52½	Forres	37	686	
520	31	Austin	19½	153	1076	53½	Irvine	38	709	Darlingford 57
528	31	Sydney	20	161	1095	54½	Medicine Hat	38½	728	
541	32	Carberry	21	174	1104	55	Stair	39	737	Manitou 63
549	32	Sewell	21½	182	1130	56	Langevin	39	763	
563	33	Chater	22½	196	1158	57½	Bantry	40	791	
568	33	Brandon	23	201	1176	58½	Southesk	40	809	
584	34	Alexander	24	217	1220	61	Gleichen	42	853	
601	35	Oak Lake	24½	234	1229	61	Namaka	43	862	
615	36	Virden	25	248	1254	62	Langdon	44	898	
632	36	Elkhorn	25½	265	1275	63	Calgary	45	908	
654	36½	Moosomin	25½	287						

For shipments from any Station not shown in this Tariff, use the figures for the Station next beyond.

W. C. VAN HORNE, *General Manager.*

J. M. EGAN, *General Superintendent.*

WM. HARDER, *Asst. Traffic Manager.*

OTTAWA, 13th June, 1883.

SIR,—I am directed to forward, for your information a copy of an Order in Council passed on the 28th ult., approving of the tariff of freight and passenger fares and tolls established by the by-law of the Canadian Pacific Railway Company, No. 56, passed on the 16th of April, for use on the Western Division of their road, and its branches, which by-law was submitted for the purpose in accordance with the 9th sub-section of section 17, of the Consolidated Railway Act of 1879.

I am to direct your attention to the provisions of the same section, calling for two weekly publications of in the *Canada Gazette*, of the by-law establishing and of the Order in Council approving of such tolls, and further for the exhibition of the said tolls in printed form in all places where they are to be enforced.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Secretary C. P. R. Co.

CANADIAN PACIFIC RAILWAY BY-LAWS.

Adopted at a Meeting of the Board of Directors, held on 6th June, 1883, and confirmed at the adjourned Annual Meeting of Shareholders, held on 8th June, 1883.

THE SHAREHOLDERS.—*Chairman at Shareholders' Meeting.*

1. At all meetings of shareholders, the President, in his absence, the Vice-President, and in the absence of both, some shareholder appointed by the meeting, shall take the chair; and the Secretary, or, in his absence, some shareholder appointed by the meeting, shall act as Secretary.

Annual Statement.

2. At each annual meeting of shareholders, a statement of the affairs of the Company shall be submitted to the shareholders by the Board of Directors.

Special Meetings of Shareholders.

3. A special meeting of shareholders may be called at any time by the Board of Directors; or by the President or any three Directors, on the requisition, in writing, of shareholders holding one-fourth of the shares of the stock of the Company.

Notice of Shareholders' Meetings.

4. No notice of any meeting of shareholders shall be required, other than such as is provided by the charter.

THE BOARD OF DIRECTORS.—*Number of Directors.*

5. The Board of Directors shall be twelve in number, and shall be qualified as provided by the charter; and at the first meeting of the Board of Directors after each election, they shall elect from their own number a President and two Vice-Presidents for the ensuing year, one of which Vice-Presidents shall be called the First Vice-President and the other of them the Second Vice-President.

Directors to Appoint Officers.

6. The Board of Directors shall appoint a Secretary and a Treasurer, and such other officers and agents as they may deem necessary.

Board to Meet on Tuesday of Every Week.

7. The Board of Directors shall meet without notice on Tuesday of every week at twelve o'clock noon, at the principal office of the Company; but if such day should be a public holiday, such meeting shall be held on the day following. And at any such meeting, business may be transacted by a quorum of the Board in the same manner and with the same validity as if such meeting had been specially called, and notice thereof duly given.

President can call Special Meetings.

8. The President, or any two of the Directors of the Company, may at any time call a special meeting of the Board, to be held at such time and at such lawful place, as shall be mentioned in the notice of such meeting. And the object of such special meeting shall be stated in a summary manner in the notice calling the same.

Special Meetings of Board of Directors.

9. The first meeting of the Board of Directors, after their election in each year, shall be held for the election of officers, at the office of the Company, on the day of such election, immediately upon the adjournment of the meeting of shareholders, at which such election shall have taken place; and notice of every other special meeting of the Board of Directors, to be held at Montreal, specifying the time and place of such meeting, and intimating in general terms, the business to be dealt with thereat, shall be given by the Secretary, or by any two directors, by circular, addressed to the last known domicile of each Director resident in Canada or the United States, and to the last known domicile in Canada or the United States, of the proxy of each Director resident elsewhere; or to any address registered with the Secretary of the Company by any Director, for the purposes of such notices; such circular to be mailed, with the postage paid thereon, at least two clear days before such meeting.

Meetings may be held in London.

10. The business of the Company may be transacted, and the Board of Directors and the shareholders of the Company, respectively, may hold meetings for that purpose, within the meaning of the charter, at the office of the Company, 101 Canon street, in the City of London, in England; and all by-laws enacted, resolutions passed, and business transacted at any meeting or adjourned meeting of the Board of Directors, or of the shareholders, held at the said place, shall be as valid, and as binding upon the Company, as if such meetings, respectively, were held at the chief place of business of the Company in Montreal.

Notices of Meetings to be held in London.

11. Notice of every meeting of Directors to be held at any place in the City of London, in England, shall be given by a notice signed by the Secretary of the Company, and posted to each Director, addressed to him at his ordinary residence, or at any other place to which he shall have notified the Secretary, in writing, to address such notices; and if all the Directors are then in Europe, or if those absent from Europe have notified the Secretary in writing of an address in Europe to which such notices may be sent, such notices may be posted in London at any time not less than four days before the day fixed for such meeting. But otherwise, if such notices be issued at Montreal, they shall be posted at least twenty-one days before the day fixed for such meeting; or if they shall be issued at London aforesaid, they shall be posted at least one calendar month before the day fixed for such meeting; and such notices shall specify, in general terms, the nature of the business, for the transaction of which such meeting is called.

Meetings may be held in New York.

12. The business of the Company may be transacted, and the Board of Directors and the shareholders of the Company, respectively, may hold meetings for that purpose, within the meaning of the charter, at the office or place of business of Messrs. J. S. Kennedy and Company, in the City of New York, in the State of New York, being at No. 63 of William street, in the said City of New York. And all by-laws enacted, resolutions passed, and business transacted at any meeting, or adjourned meeting, of the Board of Directors, or of the shareholders, held at the said place, shall be as valid and as binding upon the Company as if such meetings, respectively, were held at the chief place of business of the Company in Montreal. And notices of meet-

ings of Directors or of shareholders, as the case may be, to be held at the said place in the said City of New York, shall be given in the manner provided by the by-laws with respect to the meetings of shareholders, or of Directiors, respectively, to be held at the City of Montreal.

Meetings may be held in Winnipeg.

13. The business of the Company may be transacted, and the Board of Directors and the shareholders of the Company, respectively, may hold meetings for that purpose, within the meaning of the charter, at the City of Winnipeg, in the Province of Manitoba, at the offices occupied by the Company in Main street, in the said City of Winnipeg. And all by-laws enacted, resolutions passed, and business transacted at any meeting, or adjourned meeting, of the Board of Directors, or of the shareholders held at the said place, shall be as valid and as binding on the Company as if such meetings, respectively, were held at the chief place of business of the Company in Montreal. And notices of meetings of shareholders, and of Directors, respectively, to be held at the City of Winnipeg, shall be given in the manner provided in the charter and by laws for notices of meetings of shareholders and of Directors, respectively, to be held in the City of Montreal, except that notices of meetings of Directors to be held in the said City of Winnipeg, shall be mailed eight clear days before such meeting.

Minute book to be kept.

14. The proceedings of the board shall be recorded by the secretary in a minute book kept for the purpose. The reading and consideration of the minutes of the last previous meeting of the Board shall be first in the order of business at every meeting of the Board; and, upon the confirmation of such minutes, with or without amendment, the presiding Director shall sign, and the Secretary shall countersign, the same.

Executive Committee.

15. The business of the Company, during the intervals of the meetings of the Board of Directors, shall be transacted by the executive officers of the Company, with the advice and under the direction of the Executive Committee, who shall perform the duties hereinafter designated; and select committees of the Board may, from time to time, be created for special purposes.

Books, &c., to be open to Directors.

16. All books, accounts, letters and papers appertaining to the business of the Company in possession of any officer, agent, or employee of the Company, shall at all times be open and subject to the examination of any member of the Board of Directors, and also of the executive officers; and all letters and other papers so appertaining, received by the Secretary or Treasurer, shall be submitted to the Board and to the president.

Executive Committee appointed by Directors.

17. The Executive Committee shall be appointed and organized by the Directors appointed by the charter of the Company, and afterwards by the Directors annually, after each annual meeting of shareholders, and shall hold office until the next following annual meeting. It shall consist of three Directors, in addition to the President, of whom two members shall be sufficient to constitute a quorum for the transaction of business. They shall meet from time to time, when called together by the chairman thereof, or by any two of their members, of which meetings notice shall be given by the Secretary, by a circular mailed at least twenty-four hours before the time of meeting. They shall appoint a chairman from among themselves, and shall be vested with all the ordinary powers of the Board of Directors, during the intervals of the meetings thereof, subject to the instructions of the Board and to the ratification of their action by the Board at the next meeting thereof. And for that purpose minutes of their proceedings shall be recorded in a minute book to be kept by the

Secretary, who shall attend the meetings of the executive committee; and such minutes shall be submitted to the next following meeting of the Board of Directors, whether weekly or special; and the consideration of such minutes shall be second in order of business at every such meeting.

Duties of Executive Committee.

18. The duties of the Executive Committee shall be as follows:—To supervise all such business as is not entrusted to a special committee, and all receipts and disbursements; to devise the necessary ways and means to meet all payments as they become due; to audit and certify all accounts for the expenses of the general office of the Company; to supervise the books, accounts and vouchers of the Company, and to give directions, as far as they shall deem necessary, as to the manner in which the books, accounts, &c., shall be kept; to examine, at least once a month, the accounts of the Treasurer, and to report the results of such examinations regularly at each monthly meeting of the Board, or oftener, if they think proper; and to examine and pronounce upon all contracts negotiated by the executive officers of the Company, before being executed, except in cases where the same have been previously referred to a special committee or to an officer of the Company, with power to dispose thereof.

PRESIDENT AND VICE PRESIDENT.

The President.

19. The President shall be the chief executive officer of the Company, and exercise general control over all its affairs, its officers and employees, and cause the business of the Company to be duly and efficiently carried on, in comformity with the charter and by-laws, and with the directions of the Board. He shall preside at all meetings of shareholders. He shall sign all contracts, agreements and documents approved by the Board, except where the execution of such instruments is otherwise provided for by them. He shall countersign all cheques drawn by the Treasurer or Assistant-Treasurer. He shall sign all scrip certificates of stock or shares. But no deed of sale or conveyance of any real property of the Company shall be made, until is has been expressly authorized by vote of the Board of Directors; excepting always lands granted to the Company, and intended for sale, which lands shall be sold and conveyed according to the regulations in that behalf made. And he shall perform such other general or executive duties not otherwise provided for, as usually devolve upon the presiding officers of incorporated companies.

20. In the absence of the President, the Vice-Presidents or either of them, shall perform the functions and duties of the President.

Power of President.

21. The President shall have power, with the concurrence of the Executive Committee, to negotiate contracts during the intervals of the meetings of the Board, the same being subject to approval, as herein provided.

President may suspend powers of Officers.

22. The President may, in his discretion, at any time during the intervals of the meetings of the Board of Directors, suspend the powers of any officer or employee of the Company until the next meeting of the Board, when he shall report to the Board the fact, and the cause for such suspension.

Vacancy in Office of the President.

23. In case a vacancy occurs in the office of President, the same shall be filled by the Board of of Directors without unnecessary delay, but notice of the intention to fill such vacany shall be given to the Directors, in the manner herein provided for the calling of special meetings of the Board.

GENERAL MANAGER.

24. The General Manager shall be appointed by the Board, and shall be the chief executive officer of the Company, next after the President and Vice-Presidents. He shall have authority to manage and conduct the work of construction, the operation of the lines of the Company, and the business incidental thereto generally; subject, from time to time, to the directions of the Board. He shall appoint the officers of the Company, except such as shall be appointed by the Board; and they shall be responsible to him and subject to suspension or dismissal by him.

And in the absence of the President and Vice-Presidents, he shall have the power to countersign cheques drawn by the Treasurer or Assistant-Treasurer.

Duties of Secretary.

25. The Secretary shall attend all meetings of shareholders, and of the Board, and shall record the minutes of all their proceedings at length, in books provided for the purpose. He shall attend the meeting, of the Executive Committee, keep the record of their proceedings, and submit the same to the Board at each meeting thereof. He shall be the custodian of the corporate seal of the Company, and shall affix the same to all contracts and other documents approved and ordered by the Board to be executed. He shall have charge of all the minute books, contracts, deeds of conveyance and other documents of the Company, and of their archieves generally: also, of all reports and communications to the Board of Directors, and of the correspondence of the Company generally.

26. The Secretary, under the directions of the President, shall conduct all such correspondence as does not pertain or refer more particularly to the business in charge of the Treasurer. He shall also perform such other duties as shall be required of him by the Board of Directors. He shall give the requisite notices of the time and place of all meetings of the shareholders, of the Board of Directors, and of the Executive Committee.

Registrar of Transfers.

27. The Secretary shall be the registrar of transfers of shares, stock and bonds, and for that purpose shall keep the accounts of the shares, stock and bonds registered and transferred, in such manner and form as the Board of Directors shall, from time to time, prescribe and approve.

Deputy Secretary.

28. The Directors may appoint a person to act as Secretary of the Company in the said City of London, England. And such official shall be styled the Deputy Secretary of the Company, and he shall perform all duties required to be performed in the said city of London, which appertain to the office of Secretary.

TREASURER.—*Duties of Treasurer.*

29. It shall be the duty of the Treasurer, under the direction of the Board and the Executive Committee, to receive all moneys belonging to the Company, and disburse the same on properly certified and approved vouchers; to keep regular and systematic accounts of all receipts and disbursements; and to make detailed reports thereof to the Directors monthly. He shall give proper receipts and discharges for all moneys received, and shall take and preserve proper receipts and discharges for all payments made.

30. The Treasurer shall cause to be deposited the moneys received by or for him on account of the Company, in such bank or banks as the Board of Directors or the Executive Committee shall designate. He shall have the charge and custody of the bills receivable and money assets of the Company, subject at all times to inspection and examination by the Board, or by any person appointed by the Board for that purpose, by the Executive Committee and the President.

31. All cheques upon the bank or banks where the funds of the Company are kept, shall be drawn payable to the order of the party entitled to the payment to be

made, which cheques, except for the payment of interest or dividends on bonds or stocks, shall be signed by the Treasurer, or by the Assistant-Treasurer, and countersigned by the President, or by one of the Vice-Presidents, or by a member of the Executive Committee or by the General Manager.

Payments not to be made without Executive Authority.

32. No payment, except for interest or dividend, shall be made unless the same has been previously authorized by the Board of Directors or the Executive Committee, except upon the written order of the President or one of the Vice-Presidents, or the Chairman of the Executive Committee.

Promissory Notes and Drafts.

33. The ordinary negotiable obligations issued by the Company shall be in the form of drafts, drawn or signed by the President and accepted by the Treasurer. And the Treasurer shall also accept drafts drawn by the other parties, whenever instructed so to do by the Board or the Executive Committee, or upon the written order of the President or the Chairman of the Executive Committee.

Dividends on Stock and Bonds.

34. For the payment of dividends on stock and shares, and interest coupons on bonds, he shall cause special deposits to be made, and separate accounts and cheque books to be kept. All such payments may be made by cheques drawn by the Treasurer without countersignature; and all coupons, when paid, shall immediately be defaced or otherwise cancelled, and shall be afterwards dealt with as shall be ordered by the Board.

Security to be given by Treasurer and other Employees.

35. The Treasurer shall give bonds to the Company for such amount and by such sureties as shall be approved by the Directors for the faithful performance of his duties, and all officers and agents of the Company, who by virtue of their office shall receive or disburse money on account of the Company, shall give bonds in such amount and with such security as shall be approved by the Directors, for the faithful performance of their duties respectively.

Local Treasurer.

36. Notwithstanding anything contained in the existing by-laws, the Board of Directors may determine upon and fix any point or points along the main line, or any branch thereof as a point at which money may be received and paid in respect of construction and general expenditure; and may, from time to time, appoint a suitable person to be local Treasurer, at any such point, and may confer upon such local Treasurer, and upon any other official of the Company, such powers in respect of the signing and endorsement of cheques and drafts, and the payment of money at such point, with such obligations as to the giving of security, as the Board may, from time to time, determine. Any person or official so appointing or receiving such authority, to be subject, as to his duties and tenure of office, to the by-laws of the Company

Duties of other Officers and Employees.

37. All other officers and employees of the Company shall perform such duties as shall be imposed upon them, and shall have such powers as shall be specially given them by the Board of Directors or the Executive Committee.

ISSUE AND TRANSFER OF SHARES AND STOCK—FORM OF CERTIFICATES.

Stock Certificates.

38. The certificates for shares of the capital stock shall be numbered in progression; beginning with number one. Each certificate shall be designated by its number, and shall be entered in a book called the "Register of Shareholders," and re-

entered therein, from time to time, as changes may occur in ownership, or new certificates be issued. Such entries shall comprise the names of the Shareholders, their places of residence, and the number of shares to which each of them is entitled.

Form of Certificate.

39. Each Shareholder shall be entitled to a certificate of stock for each share belonging to him, for which full payment has been made. The form of such certificate shall be as follows:—

COMMON STOCK, $100,000,000.

Dominion of Canada.

THE CANADIAN PACIFIC RAILWAY COMPANY.

This certifies that is the owner of paid up shares of the capital stock of the Canadian Pacific Railway of one hundred dollars each, transferable only on the books of the Company in person or by attorney, and upon the surrender of this certificate.

This certificate shall not become valid until countersigned by the Transfer Agent, and also by the Registrar of Transfers.

In testimony whereof the said Company has caused this certificate to be signed by its President and Secretary this day of 188 .

Secretary President.

Form of Transfer.

(*On which is endorsed the following Power of Attorney*):

For value received have bargained, sold, assigned and transferred, and by these presents do bargain, sell, assign and transfer unto shares of the capital stock of the Canadian Pacific Railway Company, mentioned in the within certificate, and do hereby constitute and appoint true and lawful attorney, irrevocable for and in name and stead, but to use, to sell, assign, transfer and set over all or any part of the said stock, and for that purpose to make and execute all necessary acts of assignment and transfer, and one or more persons to substitute with like full power.

Dated 188 .

Signed and acknowledged in presence of }

Damaged Certificates.

40. If any certificate of shares shall become materially damaged, the Directors, upon presentation thereof, may order it to be cancelled, and thereupon a duplicate thereof shall be given to the owner. If any certificate be lost or destroyed, then, upon satisfactory proof thereof to the Directors, they may order a duplicate thereof to be issued to the owner in such terms, for the protection of the Company, as may be reasonable. But in all cases of the issue of a duplicate or substited certificate for a certificate alleged to be lost or destroyed, the duplicate shall be void should the original subsequently be presented.

Transfers of Stock.

41. All transfers of shares shall be made in one of the Transfer Books of the Company, and may be so made without any sanction, order, or authority, by or from the Board of Directors, and without any previous notice to any officer of the Company. If such transfer be made at the Head Office of the Company, it shall be so made under the supervision of the Secretary; and if elsewhere, under the supervision of such person as shall be appointed by the Board to take charge of the Transfer Book of the Company, at the place where such transfer is made.

Transfer Books.

42. Register books and transfer books for shares, stock and bonds, shall be kept at the head office; and the Directors may order similar books to be kept at London, in England, Paris, in France, at the City of New York, in the United States of America, or at any or all of such places; and may appoint persons to take charge of them respectively, and to perform such duties in respect of them as the Board may, from time to time, order and direct.

Transfer Books in Montreal and New York.

43. The transfer books of shares and stock kept at the offices of the Company in Montreal and in New York shall be closed for one week next before the day fixed for any annual or special meeting of Shareholders, and for a period of not less than two weeks next before the day fixed for the payment of any dividend or interest upon the shares of the Company. And the transfer books kept elsewhere shall be closed for a period of not less than three weeks before such day; and no transferee of shares or stock shall be entitled to vote by virtue thereof at such meeting, or to receive any dividend or interest, as the case may be, unless the transfer thereof to him has been made, and duly recorded, before the the transfer book, in which such transfer is recorded, is closed by virtue hereof.

Seal of Company.

44. The seal of the Company shall be of circular form, and shall contain the words "Canadian Pacific Railway" on a circular scroll, and the words "Incorporated, 1881," in the centre.

Service of Process in Manitoba.

45. The office of the Company in Main street, in the City of Winnipeg, in the Province of Manitoba, is hereby appointed and fixed as the place where service of process may be made upon this Company, in respect of any cause of action arising within the said Province.

Service of Process in North-West Territories.

46. The office of the Company at Regina, in the Territory of Assiniboia, in the North-West Territories, is hereby appointed and fixed as the place where service of process may be made upon this Company, in respect of any cause of action arising within the said Territories.

TOLLS.

Rates on Western Division.

56. *By-law No. 56 is the Tariff of Tolls, Rates and Fares to be charged on the Western Division for passengers and freight. This by-law having been submitted to the Government for approval, was not repealed and retains its original number.*

Montreal, June 6th, 1883.

NUMBER SIX.

CORRESPONDENCE ON SUNDRY MATTERS.

1.—Character of Bridges Constructed by the Canadian Pacific Railway Company. 2.—On the Subject of a Bridge over a Drain from the Pembina Branch.

Canadian Government Railways, Ottawa, 25th September, 1883.

Sir,—In reply to your inquiry as to the character of the bridges being erected by the Canadian Pacific Railway Company, upon the Canadian Pacific Railway, I desire to say that the large streams are being spanned by strong iron and steel

structures, resting on massive masonry, and the small brooks on the Eastern Section are passed through solid masonry culverts,and on the Central Section they are crossed by substantially built pile structures.

I am, Sir, your obedient servant,

C. SCHREIBER, *Engineer-in-Chief.*

A. P. BRADLEY, Secretary, Railways and Canals.

CANADIAN PACIFIC RAILWAY COMPANY, MONTREAL, 1st November, 1883.

SIR,—I beg to enclose a letter from the General Superintendent of the Eastern Division of this Railway respecting the speed of trains between Deux Rivières and Mattawa, and to request that the Government Engineer be instructed to re-examine the line between these points, which has been improved since the date of his last report, with the view of the cancellation of his previous certificate, which limited the speed of trains to 20 miles per hour. I think it will be found that the track is now in condition to warrant this action on the part of the Railway Committee, and as the matter is of pressing importance, I respectfully ask that the required inspection be made with as little delay as possible.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

T. TRUDEAU, Secretary Railway Committee.

CANADIAN PACIFIC RAILWAY COMPANY, MONTREAL, 1st November, 1883.

DEAR SIR,—We propose to change the time on the 12th inst., and in order to do this, it will be necessary to run our trains between Pembroke and North Bay at a maximum rate of 30 miles per hour. Mr. Ridout, some time ago, when inspecting the road, limited our speed between Deux Riviéres and Mattawa to 20 miles per hour, but since that time a great improvement has been made on the track.

I asked our engineer to have Mr. Ridout to go over the track with him, and give us a fresh certificate, and you will see, from his reply to Mr. McPherson, that it has to be done officially.

Will you kindly have the matter attended to at once, so that there may be no delay in our time bill?

Yours truly,

ARCHER BAKER, *General Superintendent.*

C. DRINKWATER, Secretary-Treasurer.

RE a Bridge over all off-take Drains on the Pembina Branch.

OTTAWA, 6th August, 1883.

SIR,—I am instructed to refer to you copy of some correspondence that has taken place between this Department and the Clerk of the Municipality of St. Andrews, Manitoba, with reference to the building of a bridge across a certain off-take drain running from the Pembina Branch Railway and crossing a highway nearly opposite the Hudson Bay Company's stone fort. It appears to be a matter that should be dealt with by your Company.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Secretary, C. P. R. Co.

MUNICIPALITY OF ST. ANDREWS, CLERK'S OFFICE, 27th May, 1880.

SIR,—During last year an outlet for a railway drain was made to the Red River opposite the Stone Fort, and the public highway was crossed and left unbridged.

I am requested by the Warden to ask you to be good enough inform me at your earliest convenience who is responsible, and also if it is the intention of the railway authorities to see to the immediate construction of a bridge over the drain.

I have the honor to be, Sir, your obedient servant,

J. McDOUGALL, *Clerk.*

J. M. ROWAN, District Engineer, C. P. R., Winnipeg.

MUNICIPALITY OF ST. ANDREWS, CLERK'S OFFICE, 17th June, 1880.

SIR,—I am requsted by the Council to ask an immediate answer to my letter of 27th ult., as the subject is one that demands prompt attention.

I beg to enclose copy of letter referred to.

I have the honor to be, Sir, your obedient servant,

J. McDOUGALL, *Clerk.*

J. H. ROWAN, District Engineer, C. P. R., Winnipeg.

CANADIAN PACIFIC RAILWAY, MANITOBA DISTRICT,
ENGINEER'S OFFICE, WINNIPEG, 21st June, 1880.

DEAR SIR,—I have to apologize for not sooner answering your letter of the 27th May and 17th June, in reference to the bridge, owing to absence from the city.

The contractor was the party who should have made the work good.

Not having done so, I have given orders to have a bridge put in, and the matter will be attended to at an early date.

Yours truly,

JAMES H. ROWAN.

J. McDOUGALL, Clerk, St. Andrews, Manitoba.

MUNICIPALITY OF ST. ANDREW'S, CLERK'S OFFICE, August 16th, 1880.

SIR,—I am again instructed by the Warden and Council, in reference to the subject of my letters of 27th May and 17th June, to inform you that, notwithstanding the promise contained in your letter of 21st June, nothing has apparently been done in the matter of getting a bridge built. I am requested to ask an explanation of this seeming neglect, and to insist upon your immediate attention to this matter. An accident has already occurred in consequence of there being no proper means of crossing the drain, and a law suit may be the upshot of a longer continuance of the present state of affairs.

I am, Sir, your obedient servant,

J. McDOUGALL, *Clerk.*

J. H. ROWAN, District Engineer, C. P. R., Winnipeg.

MUNICIPALITY OF ST. ANDREWS, CLERK'S OFFICE,
LOWER FORT GARRY, MANITOBA, 7th March, 1881.

SIR,—I am instructed by the Warden and Council to draw your attention to the following facts, viz.:—On the 27th May last I was requested to write to Mr. Rowan, District Engineer, in reference to a drain (an outlet of the ditch along the Pembina Branch) which was cut across the great highway (nearly opposite the Hudson Bay Company's Stone Fort), and left without a bridge, very much to the danger and inconvenience of the travelling public.

I enclose copy of Mr. Rowan's reply. Mr. Rowan has been written to several times since, informing him that nothing has as yet been done, but he has made no further response.

Will you have the goodness to cause the Council to be informed, at your earliest convenience, what the Department intends doing in the matter.

I have the honor to be, Sir, your most obedient servant,

J. McDOUGALL, *Clerk.*

Hon. Minister Dept. of Railways and Canals.

RAILWAYS AND CANALS, OTTAWA, 12th April, 1881.

SIR,—I have to acknowledge the receipt of your letter of the 7th ult., enclosing a letter from Mr. Rowan, District Engineer, regarding the railway ditch cut across the highway at St. Andrews, on the Pembina Branch, which has been left without a bridge.

I am, Sir, your obedient servant,

F. BRAUN, *Secretary.*

J. McDOUGALL, Lower Fort Garry.

OTTAWA, 14th May, 1881.

DEAR SIR,—With reference to the highway bridge in the Parish of St. Paul's, which was washed away by water from an off-take drain on the Pembina Branch, and which was reported on by Mr. Skead on the 25th March last, you are authorized by the Honorable the Acting Minister to replace the same at a cost not to exceed $300.

You will remember my giving you verbal instructions respecting this matter before leaving Winnipeg.

Yours truly,
C. SCHREIBER, *Engineer-in-Chief.*

M. J. HANEY, Lake Deception, *viâ* Winnipeg, Man.

MUNICIPALITY OF ST. ANDREWS, CLERK'S OFFICE, 1st June, 1881.

SIR,—Referring to your letter of 12th April last, I am again requested by the Council to urge upon your Department the necessity for immediate action in the matter of bridging the highway referred to in my communication of 7th of March last. Traffic is interrupted and great inconvenience caused by the tardiness shown in treating this matter as it deserves at the hands of your Department. An immediate answer as to the course you intend to persue will greatly oblige the Council.

I have the honor to be, &c.,
J. MACDOUGALL, *Clerk.*

Hon. Minister Railways and Canals,

OTTAWA, 11th April, 1882.

SIR,—With reference to the question of the reconstruction of a bridge over an off take drain on the Pembina Branch Railway in the Parish of St. Andrews, which had been washed away, and in relation to which a letter was addressed to you by this Department on the 12th October last, I am directed to inform you that a communication has been received from the Division Superintendent of the Canadian Pacific Railway, Winnipeg, from which it is inferred that this bridge was rebuilt in the month of June, 1881.

I am, Sir, your obedient servant,
A. P. BRADLEY, *Secretary.*

J. MACDOUGALL, Clerk, St. Andrew's, Manitoba.

MUNICIPALITY OF ST. ANDREWS,
CLERK'S OFFICE, LOWER FORT GARRY, 11th May, 1882.

SIR,—Referring to your letter of 11th ult., respecting bridge over off-take drain on the Pembina Branch, Canadian Pacific Railway.

There seems to be some misunderstanding about the matter. It is not the reconstruction of a bridge that is wanted, but the construction of it, as it was never built.

The bridge referred to in my correspondence with the Department is one that is wanted to cross the top drain from the Pembina Branch to the Red River, opposite the Hudson Bay Company's Post of Lower Fort Garry.

The Superintendent at Winnipeg must refer to a bridge somewhere else. The bridge I refer to is required where the drain crosses the great highway.

I have the honor to be, Sir,
J. MACDOUGALL, *Clerk.*

A. P. BRADLEY, Secretary Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF GOVERNMENT INSPECTOR, WINNIPEG, 23rd June, 1882.

DEAR SIR,—Referring to your letter of 28th ult., I beg to report as follows:—

I thoroughly examined the outlet drain from the Pembina Branch to opposite the Stone Fort, and found no bridge across it from the railway to Red River. There

the drain crosses the highway between St. Boniface and Selkirk opposite the Stone Fort; it will require a span of at least 60 feet.

I cannot find the slightest trace of any bridge ever having been built by Mr. Haney in this neighborhood.

Your truly,

JAMES A. DICKEY.

C. SCHREIBER, Engineer-in-Chief.

MUNICIPALITY OF ST. ANDREWS,
CLERK'S OFFICE, LOWER FORT GARRY, 13th July, 1882.

SIR,—I have the honor to refer you to my communication of the 7th March, 1881, and your reply, of 12th April, 1881, respecting a bridge required over the railway ditch on the Pembina Branch, Canadian Pacific Railway, cut across the highway in St. Andrews.

I am instructed by the Council to again urge upon your Department the necessity for an early decision in this matter, as the temporary means used to supply the place of a bridge can no longer be relied on.

The Canadian Pacific Railway Company have been applied to; but their solicitor has given it as his opinion that the Government are alone responsible.

Your obedient servant,

J. MACDOUGALL, *Clerk.*

Secretary Railways and Canals.

WINNIPEG., MAN., 5th September, 1882.

DEAR SIR,—The highway bridge across a gully in the Parish of St. Andrews, to which you refer in your letter of 1st September, was built in the month of June, 1881.

I am, yours truly,

M. J. HANEY.

C. SCHREIBER, Engineer-in-Chief.

DEPARTMENT OF RAILWAYS AND CANALS,
OTTAWA, 12th October, 1882.

SIR,—I am directed by the Acting Minister to inform you that the claim preferred by you in your letter of the 7th March, 1881, and 13th July, 1882, in behalf of the Municipality of St. Andrews, Manitoba, respecting the building of a bridge by Government over the railway off-take ditch of the Pembina Branch of the Canadian Pacific Railway, cannot be entertained.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. MACDOUGALL, Clerk, St. Andrews.

MONTREAL, 23rd October, 1883.

SIR,—In August last you forwarded to the Secretary some correspondence which had passed between your Department and the Clerk of the Municipality of St. Andrews, Manitoba, with reference to the building of a bridge across a certain drain running from the Pembina Branch.

I have had the matter enquired into and send you, herewith, copy of a report from our solicitor, from which it would appear that this is a matter which the Company should not be called upon to deal with.

I return all papers in this matter, and

Have the honor to be, Sir, your obedient servant,

W. C. VAN HORNE, *General Manager.*

A. P. BRADLEY, Secretary, Railways and Canals.

WINNIPEG, 18th October, 1883.

DEAR SIR,—Yours of the 16th inst., in the matter of a bridge over an off-take drain at St. Andrews, has been received. It appears to me that there is some mistake about the matter having been referred to me before. I think the only matter that was referred to me, was a question of road crossings on the Pembina Branch. In this matter, it seems that an off take drain was constructed by the Government from the Pembina Branch to the Red River, through the municipality of Kildonan and crossing a highway between Selkirk and St. Boniface. The Government did not provide a bridge across the drain so made connecting the highway cut by the drain, and the matter was referred to us in this way by Mr. Bradley, the Secretary of the Department of Railways and Canals:—

"It appears to be a matter that should be dealt with by your Company." I must confess that I think it would be highly undesirable for the Company to admit in any way a liability to construct such a bridge, for if the Company undertook to do it; in the event of the bridge being destroyed, they might be asked to repeat what they had previously undertaken to do, bridge the drain. The matter of looking after the highway belongs to the municipality, and I feel quite certain in saying that they cannot compel the Company to make the bridge. I cannot state as to how far the Government are liable for interfering with the highway, as I am not acquainted with all the facts, and I do not know the extent of the arrangements between the Government and the Company, as to the Company accepting any of the liabilities of the Government, in connection with the Pembina Branch. The Pembina Branch is not to be handed over to the Company till the completion of the Eastern and Central Sections, and I understand that the Government, after the Company commenced to run the Pembina Branch, completed the bridge at Dominion City. Why should they not, if they are liable, put a bridge over this off-take drain? I would refer you to the letter of the 21st June, 1880, written by Mr. Rowan, in which he stated he has given orders to have the bridge put in and also refer you to a letter of Mr. Bradley, of 12th October, 1882, in which it is stated that the claim of St. Andrews cannot be entertained, so that it would seem there is still a question as to the liability by the Government to the municipality. I would also call your attention to the papers which refer also to a bridge in St. Paul's Parish. See Mr. Schreiber's letter of May, 1881.

Yours truly,
J. A. M. AIKENS.

J. M. EGAN, Genl. Supt. at Winnipeg.

NUMBER SEVEN.

(1.) CORRESPONDENCE RELATING TO THE TRANSFER AND OPERATION OF THE THUNDER BAY SECTION, PORT ARTHUR TO RAT PORTAGE, TO THE CANADIAN PACIFIC RAILWAY COMPANY.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE SECRETARY, MONTREAL, 17th May, 1883.

SIR,—Referring to the negotiations which have been lately taking place with a view to the reception by this Company of the Thunder Bay Branch, from Rat Po age to Prince Arthur's Landing, I am instructed by the directors of this Company state that while the Company are prepared to take over this portion of the railwa and equip and operate it, they have not as yet had time to complete the examination of it as to the extent to which it has been completed, or to which its condition would meet the requirements of the contract between the Government and the Company —in order, therefore, to prevent any misconstruction hereafter, as to the position of the Company in assuming possession of this portion of the railway, I am instructed to say that it will be taken over by the Company, under express reserve of the rights of the Company to have it completed in all respects in conformity with

the contract, to the same extent as if the Company were not now undertaking its operation.

I am further instructed to state that the Company have reason to believe that its condition and state of preparation are open to all the objections contained in their letter to the Department of Railways and Canals, under date the 2nd of February, 1882, with reference to the line between Telford and Rat Portage. In addition to the points suggested in that letter, and without relinquishing any right of the Company in respect of any matter not designated here, I would indicate various timber trestles across water stretches which, in the opinion of the Company, would require to be filled, in whole or in part, to conform to the spirit of the contract, and it is probable, also, that timber work of various bridges will require renewal, from decay having taken place since such work was constructed.

Without further specifying details in which the Company believe the work is undoubtedly incomplete. I have only to repeat that, in assuming this portion of the railway, the Company do so under express reserve, not only of their rights in respect of the matters referred to above and in their former letter, but also of all other matters in connection with this section, which they would be entitled by their contract to have adjusted, if they had awaited the entire completion of the work before taking possession of it.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary*.

A. P. BRADLEY, Secretary, Railways and Canals.

CANADIAN PACIFIC RAILWAY COMPANY,
GENERAL MANAGER'S OFFICE, MONTREAL, 3rd July, 1883.

SIR,—In view of the great importance to the country of the early opening of the line from Fort William to Winnipeg, an arrangement was made between the Company and the Hon. Minister of Railways, early in May, whereby the section between Rat Portage and Fort William was turned over to this Company in an incomplete condition, with the understanding that it should be finished by the Company and that the cost thereof should be paid by the Government.

Owing to the necessity of immediate action, no details were agreed upon, except that so much of the work as was covered by the contract of Manning, McDonald, McLaren and Co., should be completed by the Company at contract prices, less 15 per cent., which had been allowed the contractors for preliminary work. This work was all included in what is known as Contract 42.

The remaining sections, known as Contracts 41, 25 and 13, were also incomplete, a large amount of ballasting and filling being required upon all of these, and in the case of the two latter, upon which the track had been laid six to eight years, all of the timber structures and a large proportion of the ties required renewal at an early date.

At many stations between Rat Portage and Fort William, the side tracks were incomplete, and in some cases, none had yet been provided. At each of the two divisional points, 9,600 feet of side track and an engine house track had yet to be provided.

The water service was only suitable for construction purposes and not for regular traffic, and 20 frost proof tanks were required.

No depots had been erected save one at Rat Portage. The Government had put 6 under contract, but 25 more were necessary. A number of houses built of logs for the use of the engineers during construction, had been erected along the line. These the Company hold to be unfit for depots, although they will answer for section houses. But if they are so used, 27 additional section houses will be needed. Two engine sheds and turn-tables, each to hold 12 engines, are also necessary.

Aside from the ordinary work of construction, a large expenditure of labor will be required in replacing ties and removing bent rails from the main line and relaying them in sidings, and work of similar character.

When the line between Selkirk and Cross Lake was taken over by this Company in 1881, a large amount of ballasting had yet to be done, and it was agreed that the Company should complete this for the Government at a price agreed upon. The Government have paid nothing on this account as yet.

The section between Cross Lake and Rat Portage, was turned over to the Company in 1882, without depots or section houses, save a number of engineers' houses, which may be utilized for the latter purposes. On this section five depots are needed.

It is already apparent that many difficult and embarrassing questions will arise in connection with the final completion of the railway, and with a view to avoiding these and to securing the completion of the line and buildidgs, in conformity with the standards of the Company, which in most cases differ from those of the Government, the Company desire to propose to relieve the Government of the entire work for a lump sum.

I beg, therefore, to submit the following proposition: The Company will undertake, for the sum of $940,000, to complete, in a first-class manner, the entire line from Selkirk to Fort William, and provide all sidings and all depots, section houses, engine sheds, and all other usual and necessary structures, and make all renewals of ties and bridges, and do all other necessary work, provided that the Government shall complete and pay for the six depot buildings now under contract, and shall furnish the necessary rails and fastenings (which are understood to be already on hand) for the completion of all station sidings, to a length of 1,600 feet, and for 9,600 feet of sidings at each of two divisional points, and for an engine-house track, 700 feet in length, at each of said points, provided also that the Company may be free to follow their own standards where standards have been adopted, and to arrange all stations, buildings, &c., as they may deem best for the convenient operation of the railway.

The Company will also take over and pay the Government the cost price of any ties or timber, or other material now on hand, that may be required for the completion of the line. The Company will also take over and pay their fair market value for any rails or fastenings that may remain, after providing for the sidings, as before mentioned.

In this connection, I would draw attention to the fact that the line between Thunder Bay and Winnipeg, while its local traffic for some years to come will be light, will have a through traffic mainly competitive, requiring to be carried out at a reasonable rate of speed, and the character of the road, as well as the facilities to be provided for business, must necessarily be far beyond what would be required for a mere local line, and, while the lump sum named is believed to be much less than it would cost the Government to complete the line in accordance with the letter of the contract with the Company, a very large additional amount will have to be expended by the Company in strengthening dangerous points, in providing additional facilities, and generally in making the line all that it should be for the traffic it will have to carry.

I have the honor to be, Sir, your obedient servant,

W. C. VAN HORNE.

P. S.—The foregoing communication having been returned to me for explanation as to certain points, I beg to say that the sum named, $940,000, is exclusive of the 15 per cent. deducted from the train work on Contract 42, and if this item is to be considered in this connection, the amount should be added to the lump sum, making it $981,200. I beg to say, also, that the Company will consent to the deduction of $13,643, being the value of the temporary trestles on Contract 42, where no filling has been done.

W. C. VAN HORNE, *General Manager.*

Hon. J. H. POPE, Acting Minister Railways and Canals.

CANADIAN PACIFIC RAILWAY,
OFFICE OF THE ENGINEER IN-CHIEF, OTTAWA, 4th, July 1883.

SIR,—Mr. Van Horne's letter of the 3rd inst., making a proposal on behalf of the Canadian Pacific Railway Company, for a bulk sum of nine hundred and forty thousand dollars,($940,000) to complete the works upon contracts A and B, the ballasting upon Contract 14, the renewals of bridges, ties, &c., upon the section of road between Prince Arthur's Landing and English River, the erection of station houses, engine houses, section men's houses and the water service, in fact, to do everything necessary to complete the road thoroughly and efficiently, having been referred to me, I have the honor to report that if the 15 per cent. on the train filling referred to by Mr. Van Horne, which amounts to $41,200, be added to the sum of $940,000, it appears that his estimate of the cost of work is $981,200.

I carefully investigated this matter and made an estimate of $979,000, which is practically the same as his. I therefore recommend that his figures of $981,200 be accepted as being, in my judgment, fair and reasonable.

From this sum, as I understand it, should be deducted certain items referred to in the Order in Council upon this subject, dated the 30th April, 1883.

I have the honor to be, Sir, your obedient servant,
C. SCHREIBER, *Chief Engineer.*

A. P. BRADLEY, Secretary, Railways and Canals.

(*Memorandum.*) OTTAWA, 5th July, 1883.

The undersigned has the honor to represent that under date the 3rd inst., the Canadian Pacific Railway Company have submitted a proposition for the completion of the several works remaining to be done on the line between Selkirk and Prince Arthur's Landing, the portion of which, between Selkirk and Telford, was transferred to them by an Order in Council of the 9th April, 1881, and the portion between Telford and Rat Portage, by an Order of the 12th of January, 1882.

That, by an order of the 30th April last, sanction was given to an arrangement whereby the contractors for section "B" might be enabled to surrender to the Canadian Pacific Railway Company their work still remaining unexecuted, together with the operation of the road eastward to Prince Arthur's Landing, then conducted by them, the object being the avoidance of the difficulty and danger which would attach to the running of construction and passenger trains under different control, and since the 10th of May last, the Canadian Pacific Railway Company have, accordingly, conducted this traffic.

That the Company now propose to complete the line, erecting the necessary station buildings, and providing the water service, work which, under the 7th section of their contract, rests with the Government; further performing such work of bridge and tie renewals, &c., between Prince Arthur's Landing and English River, and to carry out such ballasting work and the constructions of engine houses, &c., as may be requisite in order to complete the road thoroughly and efficiently. These works they undertake to perform for the bulk sum of nine hundred and twenty-six thousand dollars ($926,000), and under date the 4th inst., the Chief Engineer has reported to the effect that the amount named is fair and reasonable, and approximates very closely to his own estimate of the value of the work to be done.

That the contract date for the completion of the section "B" is the first of the current month, and this being the latest of the dates fixed for the completion of the work of construction between Rat Portage and Prince Arthur's Landing, it follows that the Company have now the right, under the terms of their contract, to expect the whole of this portion of the road at the hands of the Government. In this view, and bearing in mind the impracticability of carrying on the works of operation and construction under other than one control, the Chief Engineer advises that the offer of the Company be accepted.

The undersigned, considering the circumstances of the case and the injurious delays and difficulties which the adoption of any other course would entail, recom-

mends that in the public interests, authority be given for the acceptance of the offer now made by the Company, the work to be performed, in all respects, to the full satisfaction of the Chief Engineer, and to be paid for in such proportions as may be fixed from time to time by his certificate.

Respectfully submitted,

J. H. POPE, *Acting Minister Railways and Canals.*

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Govornor General in Council on the 9th July,* 1883.

On a memorandum dated 5th July, 1883, from the Acting Minister of Railways and Canals, representing that under date the 3rd July, inst., the Canadian Pacific Railway Company have submitted a proposition for the completion of the several works remaining to be done on the line between Selkirk and Prince Arthur's Landing, the portion of which between Selkirk and Telford, was transferred to them by an Order in Council of the 9th April, 1881, and the portion between Telford and Rat Portage by an Order in Council of the 12th of January, 1882.

The Minister further represents that by an Order in Council of the 30th of April last, sanction was granted to an arrangement whereby the contractors for Section "B," between Keewatin (a short distance west of Rat Portage) and Eagle River, might be enabled to surrender to the Canadian Pacific Railway Company the work still remaining unexecuted, together with the operation of the road east to Prince Arthur's Landing, then conducted by them, the object being the avoidance of the difficulty and danger which would attach to the running of construction and passenger trains under different control, and since the 10th of May last the Canadian Pacific Railway Company have conducted the traffic accordingly.

The Minister also states that the Company now propose to complete the line, erecting the necessary station buildings and providing the water service, work which, under the 7th section of their contract, rests with the Government, and further performing such work of bridge and tie renewal, &c., between Prince Arthur's Landing and English River, ballasting and engine-house construction as may be required to complete the road thoroughly and efficiently. These works they undertake to perform for the bulk sum of nine hundred and twenty-six thousand dollars ($926,000), and under date the 4th inst., the Chief Engineer has reported to the effect that the amount named is fair and resonable, and approximates very closely to his own estimate of the value of the work to be done, and that the contract date for the completion of Section "B," between Eagle River and Keewatin, was the first of the current month, and this being the latest of all dates fixed for the completion of the works of construction between Rat Portage and Prince Arthur's Landing, it follows that the Company have now the right, under the terms of their contract, to expect the whole of this portion of the road at the hands of the Government. In this view, and bearing in mind the impractibility of carrying on the works of operation and construction under other than the one control, the Chief Engineer advises that the offer of the Company be accepted.

The Minister, considering the circumstances of the case and the injurious delays and difficulties which the adoption of any other course would entail, recommends that, in the public interest, authority be given for the acceptance of the offer now made by the Company, the work to be performed in all respects to the full satisfaction of the Chief Engineer, and to be paid in such proportion as may be fixed from time to time by his certificate.

The Committee concur in the report of the Acting Minister of Railways and Canals and the recommendation therein, and they submit the same for Your Excellency's approval.

Hon. Minister Railways and Canals. JOHN J. McGEE.

Estsmate No. 1.

OFFICE OF ENGINEER IN CHIEF, OTTAWA, 7th July, 1883.

Description of works, works of completion, grading, ballasting, stations, water service, renewals, etc.—Locality of works, Prince Arthur's Landing to Selkirk.—Name of contractors, Canadian Pacific Railway Company.—Date of contract, July.

Progress Estimate of work done and materials delivered, from the beginning of operations under this contract to the 7th July, 1883.

The works, of which this is an Estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under Order in Council.

Total value of work done and materials delivered to the 7th July, 1883	$150,000
Total amount	$150,000

The total amount of work authorized to be paid for the completion of the works, between Prince Arthur's Landing and Selkirk, is $926,000, to be paid from time to time, as fixed by the certificate of the Chief Engineer.

The amount now payable for the work performed, and materials delivered, including ties, timber, etc.

The above is a correct Estimate, made up by me.

Total amount now certified on this contract, $150,000. All previous payments to be deducted.

C. SCHREIBER, *Engineer-in-Chief.*

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE GENERAL MANAGER, MONTREAL, 11th July, 1883.

SIR,—I have had a careful examination made of the rolling stock belonging to the Government on the line between Fort William and Rat Portage, and which I understand you desire this Company to take at its value.

Some of this rolling stock is very old, and all of it has seen hard usage in construction service. There are eight different kinds of locomotives, and many varieties of platform cars. In no respect does any of this equipment conform with any of our standards, and this fact, together with its mixed character, largely detracts from its value to this Company.

The platform cars were built for ten or twelve-ton loads; four of the locomotives are unfit for further service. Our standard locomotives can now be built for $8,000 each, and our standard flat cars, built to carry twenty tons, now cost $425 each; the following is therefore thought to be a very liberal offer for the equipment in question:—

For all freight cars	$ 217	each.
" 2 passengers cars	2,000	"
" 1 baggage car	1,000	"
" 6 locomotives	5,600	"
" 1 locomotive	5,400	"
" 2 locomotives	5,200	"
" 2 locomotives	4,900	"
" 1 locomotive	4,600	"
" 3 locomotives	4,100	"
" 4 locomotives	1,700	"

I have the honor to be, Sir, your obedient servant,

W. C. VAN HORNE, *General Manager.*

Hon. J. H. POPE, Acting Minister, Railways and Canals.

OTTAWA, 19th July, 1883.

SIR,—I am instructed to send you the enclosed copy of an Order in Council dated 9th inst., accepting the offer in your recommendation of the Canadian Pacific Railway Company, to complete the road from Prince Arthur's Landing to Selkirk for $926,000.

I am Sir, your obedient servant,

C. SCHREIBER, Chief Engineer, C.P.R. A. P. BRADLEY, *Secretary.*

OTTAWA, 9th August, 1883.

SIR,—I enclose herewith, for your information, a copy of the Order in Council passed on the 9th ult., whereby the offer of the Canadian Pacific Railway Company, made under date the 3rd of that month, for the completion of the several works remaining to be done on the line between Selkirk Range and Prince Arthur's Landing, has been accepted.

I am Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. DRINKWATER, Secretary, C.P.R. Co.

Thunder Bay Branch.

CANADIAN PACIFIC RAILWAY COMPANY,
OFFICE OF THE GENERAL MANAGER, MONTREAL, 18th September, 1883.

SIR,—Your letter of the 7th inst. to the Secretary, on the subject of the Police Commissioner for the district between Thunder Bay and Winnipeg, has been referred to me. May I ask you to be good enough to furnish me with the name of the present incumbent of that office?

Yours truly,

W. C. VAN HORNE, *General Manager.*

A. P. BRADLEY, Secretary, Railways and Canals.

CANADIAN PACIFIC RAILWAY COMPANY,
MONTREAL, 27th September, 1883.

SIR,—I have the honor to request that a further payment be made on account of work done on that portion of the railway between Rat Portage and Thunder Bay, as per agreement.

I have the honor to be, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary Railways and Canals.

OTTAWA, 28th September, 1883.

SIR,—In answer to your letter of yesterday, I have to inform you that a certificate has been issued for the payment to the Canadian Pacific Railway Company, of a further sum of $136,000 on account of work performed on that portion of the line between Rat Portage and Thunder Bay.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

CHARLES DRINKWATER, Secretary, C. P. R. Co.

OTTAWA, 28th September, 1883.

SIR,—With reference to your certificate, in favor of the Canadian Pacific Railway Company, for $136,000, I have to request to be supplied with a copy of the agreement between your Department and the above Company, for the completion of the works, &c., &c., between Prince Arthur's Landing and Red River.

The Order in Council referred to by you has not reached this office.

I have the honor to be, Sir, your obedient servant,

J. L. McDOUGALL, *Auditor-General.*

A. P. BRADLEY, Secretary, Railway and Canals.

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MONTREAL, 1st October, 1883.

SIR,—I have the honor to acknowledge the receipt of your letter of the 28th ult., informing me that a certificate has been issued for the payment to this Company of a further sum of $136,000 on account of work performed on that portion of the line between Rat Portage and Thunder Bay.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

OTTAWA, 2nd October, 1883.

SIR,—In reply to your letter of the 28th ult., I have the honor to transmit herewith, copy of the communication dated the 3rd July, 1883, from the General Manager of the Canadian Pacific Railway, making certain proposals with regard to the completion of that road between Fort William and Rat Portage. I understand you are already in possession of a copy of the Order in Council relating to the subject.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

J. L. McDOUGALL, Auditor-General.

OTTAWA, 4th October, 1883.

SIR,—In reply to your letter of the 18th ult., I am directed to inform you that the present Police Commissioner for the District between Thunder Bay and Winnipeg is Mr. John McDonald, and his salary $100 per month. The constables employed in the service, with their salaries and stations, are as follows:—

1.	Grant Murdoch, Prince Arthur's Landing and Nipigon Division	$50 00
2.	R. P. Donkin, Keewatin	50 00
3.	Patrick O'Keefe, do	50 00
4.	Donald McLennan, Prince Arthur's Landing and Nipigon Division	50 00

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

W. C. VAN HORNE, General Manager, C. P. R. Co.

OTTAWA, 4th October, 1883.

SIR,—I have passed the application in favor of the Canadian Pacific Railway Company, for $136,000, on account of work done between Prince Arthur's Landing and Selkirk.

I should be glad to have a statement showing that the work left undone on the line would cost at least $9.6,000, I think it important to get this information, as the work was given without tenders having been called for.

I have the honor to be, Sir, your obedient servant,

J. L. McDOUGALL, *Auditor-General.*

T. TRUDEAU, Deputy Minister Railways and Canals.

Estimate No. 2.

OFFICE OF ENGINEER-IN-CHIEF, OTTAWA, 27th September, 1883.

Description of works, works of completion, grading stations, ballasting, renewals, &c.—Locality of works, Prince Arthur's Landing to Selkirk.—Name of contractors, Canadian Pacific Railway Company.—Date of Order in Council, July, 1883

Progress Estimate of work done and materials delivered from the beginning of operations under this contract to the 27th of September, 1883.

The works, of which this is an Estimate, are being executed by the authority of the Department of Railways and Canals, under contract numbered and dated as above, also under Order in Council.

Total value of work done and materials delivered to the 27th September, 1883 ..... \$286,000

Total amouut..... \$286,000

The total amount authorized to be paid for the completion of the works, renewals, &c., between Prince Arthur's Landing and Selkirk, is \$926,000, to be paid from time to time, as fixed by the certificate of the Chief Engineer.

The amount now payable is for works performed and materials delivered, including engine house, ballasting, grading, water service, ties, timber, &c.

The above is a correct estimate made up by me.

Total amount now certified on this contract, \$286,000. All previous payments to be deducted.

C. SCHREIBER, *Engineer in Chief.*

THE CANADIAN PACIFIC RAILWAY COMPANY,
MONTREAL, 18th October, 1883.

SIR,—With further reference to my letter of the 6th inst., to Mr. Van Horne, respecting constables in the Thunder Bay Section, I beg to inform you that arrangements have been made for all such officers required east of Rat Portage, and that the services of those in the employ of the Government are not required by this Company.

I am, Sir, your obedient servant,

C. DRINKWATER, *Secretary.*

A. P. BRADLEY, Secretary, Railways and Canals.

Memorandum. OTTAWA, 2nd November, 1883.

The undersigned has the honor to represent that, under various Orders in Council, sections of the Acts for the preservation of the peace have been brought into force along the line of the Canadian Pacific Railway, between Selkirk and Prince Arthur's Landing (now Port Arthur), and commissioners have been appointed for the enforcement of their provisions.

That in consequence of the completion of the works, the need for the operation of these Acts no longer existing, the districts comprised in the distances between Selkirk and Rat Portage, and in the limits of the Town of Rat Portage itself, have been declared, by authority of Orders in Council, no longer subject to the Acts in question, leaving the line between Rat Portage and Port Arthur still so subject.

That under date the 6th ult., the Canadian Pacific Railway Company have notified this Department that the services of the Commissioner are not required by them.

The undersigned accordingly recommends that the Act of Parliament of Canada, 32 and 33 Vic., chap. 24, entitled: "An Act for the preservation of the Peace in the vicinity of Public Works," and the Act, 33 Vic., chap. 28, entitled "An Act to amend an Act for the better preservation of the Peace in the vicinity of Public Works," be, in pursuance of the provisions of the said Acts, declared by proclamation to be no longer in force along the line of the Canadian Pacific Railway, nor within ten miles on either side thereof, between Rat Portage and Port Arthur; further, that the services of Mr. John Macdonald be terminated, as being no longer required.

Respectfully submitted,

J. H. POPE, *Acting Minister, Railways and Canals.*

CERTIFIED COPY *of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 5th November,* 1883.

On a memorandum dated 2nd November, 1883, from the Acting Minister of Railways and Canals, submitting that under various Orders in Council sections of the Acts for the preservation of the peace have been brought into force along the line of the Canadian Pacific Railway, between Selkirk and Prince Arthur's Landing, and commissioners have been appointed for the enforcement of their provisions.

The Minister represents, that in consequence of the completion of the works, the need for the operation of these Acts no longer existing, the districts comprised in the distance between Selkirk and Rat Portage, and in the limits of the Town of Rat Portage itself, have been declared by authority of Orders in Council, no longer subject to the Acts in question, leaving the line between Rat Portage and Prince Arthur's Landing still so subject; and that under date the 6th ult, the Canadian Pacific Railway Company have notified this Department that the services of the Commissioner are not required by them.

The Minister accordingly recommends that the Act of Parliament of Canada, 32 and 33, Vic., chap. 24, intituled, "An Act for the better preservation of the Peace in the vicinity of Public Works," and the Act 33, Vic., chap 28, intituled, "An Act to amend an Act for the better preservation of the Peace in the vicinity of Public Works," be, in pursuance of the provisions of the said Acts, declared by proclamation to be no longer in force along the line of the Canadian Pacific Railway, nor within 10 miles of either side thereof, between Rat Portage and Prince Arthur's Landing; and further, that the services of Mr. John McDonald, Commissioner, be terminated as being no longer required.

The Committee submit the foregoing recommendations for Your Excellency's approval.

JOHN J. McGEE.

Hon. Minister Railways and Canals.

OTTAWA, 13th November, 1883.

SIR,—By direction of the Acting Minister of this Department, I have to inform you that under date the 5th inst., an Order in Council has passed, authorizing the withdrawal of the section of the Canadian Pacific Railway, between Prince Arthur's Landing and Rat Portage, from the operation of the Acts for the preservation of the Peace on Public Works.

Your own further services as Commissioner being, by reason of such withdrawal not now required, the said Order authorizes their termination. I am accordingly to inform you that your services in this connection will cease at the close of the present month.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

JOHN MCDONALD, Esq.

OTTAWA, 14th, November, 1883.

SIR,—I have received from the Secretary of State Department an Order in Council of the 5th inst., authorizing a proclamation to withdraw from the operation of the Acts 32 and 33 Vic., chap. 24, and 33 Vic., chap. 28, the territory between Selkirk and Prince Arthur's Landing.

I see by the Order in Council that the services of Mr. McDonald are to be dispensed with. I take it for granted that instructions to that effect will be sent either by your Department or by the Secretary of State.

I am, Sir, your obedient servant,

GEO. W. BURBIDGE, *Deputy Minister Justice.*

A. P. BRADLEY, Secretary, Railway and Canals.

(2.) CORRESPONDENCE RELATING TO ASSUMPTION AND VALUATION OF ROLLING STOCK ON THE THUNDER BAY SECTION.

OTTAWA, 19th July, 1883.

SIR,—As you have been appointed by the Government, as well as by the Canadian Pacific Railway Company, to appraise the Government rolling stock (except locomotives), west of Prince Arthur's Landing, this Department will be glad to know when you propose leaving for the purpose.

Mr. Stronach, the Government Inspector of rolling stock, in Winnipeg, is notified of your visit, and is instructed to go with you and give you any information you may require.

I am, Sir, your obedient servant,
A. P. BRADLEY, *Secretary.*

JAMES CROSSEN, Cobourg, Ont.

COBOURG, ONT., 27th July, 1883.

DEAR SIR,—I received your letter of the 19th inst., with many thanks. I have been away from home for 8 or 10 days, and have just returned. I will try, if I can make it convenient, to leave here the week after next, to appraise the Government rolling stock (except locomotives), west of Prince Arthur's Landing.

I will let you know definitely 2 or 3 days before I leave.

I am, respectfully yours,
JAMES CROSSEN.

A. P. BRADLEY, Secretary, Railways and Canals.

OTTAWA, 9th August, 1883.

SIR,—I am directed to inform you that your appointment as Valuator of the locomotives belonging to the Government, and used by Messrs. Manning, MacDonald & Co., on the line of the Canadian Pacific Railway embraced in their contract No. 41, has been agreed upon by both the Government and the Canadian Pacific Railway Company, by whom the stock is to be purchased.

I am to request that you will state whether you are prepared to undertake the duty involved, and to suggest, that if so prepared, you should proceed to the West in company with Mr. Crossen, valuator of the cars.

I am, Sir, your obedient servant,
A. P. BRADLEY, *Secretary.*

P. CLARKE, Mechanical Supt., Northern Railway, Toronto.

NORTHERN AND NORTH-WESTERN RAILWAY,
MACHANICAL DEPARTMENT, TORONTO, 10th August, 1883.

DEAR SIR,—I received your favor of the 9th inst., to-day, and immediately replied by wire, as follows:—

"Letter received; will undertake the duty and proceed West with Mr. Crossen when required. Please advise."

You will please, if possible, advise me a day or two before I am required to leave, and oblige.

Yours truly,
P. CLARKE.

A. P. BRADLEY, Secretary, Railways and Canals.

OTTAWA, 11th August, 1883.

Communicate with James Crossen, Cobourg, and proceed with him as soon as possible to value the rolling stock. Address when you leave.

A. P. BRADLEY.

P. CLARKE, Mechanical Supt, Northern Railway, Toronto.

OTTAWA, 11th August, 1883.

Communicate with P. Clarke, Mechanical Superintendent, Northern Railway, Toronto, and proceed with him as soon as possible to value the rolling stock. Advise when you leave.

A. P. BRADLEY.

JAMES CROSSEN, Cobourg.

COBOURG CAR WORKS, COBOURG, ONT., 14th August, 1883.

DEAR SIR,—I received your telegram, "Communicate with P. Clarke, Mechanical Superintendent Northern Railway, Toronto, and proceed with him as soon as possible to value the rolling stock. Advise when you leave."

I am making my arrangements and also arranging with Mr. Clarke to try and leave next weeek. I will advise you two or three days before I leave.

I am, respectfully yours,

JAMES CROSSEN,

A. P. BRADLEY, Secretary Railways and Canals.

OTTAWA, 14th August, 1883.

Clarke has accepted the duty of Valuator, and has been asked to communicate with Crossen, as to time of leaving, that they may go together.

J. H. POPE.

W. C. VAN HORNE, Montreal.

By telegraph from Toronto.

To A. P. BRADLEY, Secretary Railways and Canals,

August 18th, 1883.

Mr. Crossen and myself intend to leave by S.S. "Campana" next Tuesday.

P. CLARKE.

COBOURG CAR WORKS, COBOURG, Ont., August 18th, 1883.

DEAR SIR,—I have concluded arrangements with Mr. Van Horne and Mr. Peter Clarke to leave here on Tuesday morning next for Prince Arthur's Landing, *viâ* Toronto and Collingwood. Mr. Van Horne has arranged to have a car there for us on Friday morning and promised to notify your Mr. Stronach, Government Inspector, to be there, so as to commence work at that point and proceed on our journey until we get through.

Trusting this will be satisfactory to all concerned.

Yours truly,

JAMES CROSSEN.

A. P. BRADLEY, Secretary Railways and Canals.

COBOURG, 22nd September, 1883.

DEAR SIR,—Referring to your favor of 19th July last, I proceeded on the 21st day of August, in company with Messrs. F. R. F. Brown, of the Canadian Pacific Railway, and P. Clarke, of Toronto, to Prince Arthur's Landing, where we met Mr. Stronach, Government Inspector, and at once commenced to carry out your instructions in said letter, viz.: to value certain rolling stock on the Canadian Pacific Railway, west of Port Arthur, and now have the pleasure of enclosing you a statement of the result of my labors, which I trust will give satisfaction to all concerned.

All the cars are included in this valuation with the exception of No. 1 combination, baggage, axpress and smoking car, that has been changed to an official car, and is being used by Messrs. Manning, McDonald & Co.

I have taken a memorandum of same, but it is not included in statement.

I reman, dear Sir, yours very respectfully,

JAMES CROSSEN.

P. S.—Enclosed you will find a communication from Mr. P. Clarke, which he requested me to forward with mine.

A. P. BRADLEY, Secretary Railways and Canals.

VALUATION of Certain Rolling Stock on the Canadian Pacific Railway, (Western Division), made by the undersigned, August, 1883, at the request of the Dominion Government and the Canadian Pacific Railway Company.

FLAT CARS—CLASS No. 1.

Car Number	Description.					Value.
1	W.D.	Sec. B				Number One.
2	do	do				
5	do	do				
6	do	do				
7	do	do				
8	do	do	Red G			
10	do	do	do			
11	do	do				
12	do	do				
14	do	do				
15	do	do				
16	do	do				
17	do	do				
18	do	do				
22	do	do				
23	do	do				
24	do	do				
25	do	do	Red G			
26	do	do				
27	do	do				
28	do	do				
29	do					
22 Cars.						
62	W.D.	Sec. B				
63	do		Red G			
65	do					
66	do					
67	do	Sec. B				
68	do	do	do			
69	do	do				
70	do	do				
71	do	do				
72	do	do				
73	do	do				
74	do		do			
75	do	do				
76	do					
77	do		do			
78	do					
10		do			Tor.	
37		do		Green O.		
41		do			do	
69			do			
71				do		
72		do				
73		do				
74		do				
76		do				
78						
26 Cars.						

Car Number	Description.				Value.
30	W.D.	Sec. B			Number One.
32	do		Red G		
33	do	do			
35	do	do			
37	do	do			
38			do		
39	do	do	do		
41	do		do		
43	do	do			
44	do	do			
46	do	do			
47	do	do			
48	do	do			
49	do		do		
50	do				
53	do	do			
54	do	do			
56	do	do			
57	do	do			
60	do		do		
60	do	do			
61	do				
22 Cars.					
79		Sec. B		Green O	
80		do		do	
81				do	
82		do		do	
83		do		do	
84		do		do	
86		do		do	
88		do		do	
89		do		do	
91		do		do	
92		do		do	
93			Red G	do	
94			do	do	
96		do		do	
97		do		do	
98		do		do	
100				do	
103		do		do	
104		do		do	
105			do	do	
106				do	
107		do		do	
108				do	
109		do		do	
110		do		do	
111		do		do	
112		do		do	
26 Cars.					

VALUATION of certain Rolling Stock on the Canadian Pacific Railway, etc.—*Continued.*

FLAT CARS.—CLASS No. 1—*Continued.*

Car Number.	Description.			Value.
113	Sec. B		Green O	Number Three.
114	do		do	
115			do	
116	Sec. B		do	
117		Red G	do	
118	Sec. B		do	
120	do		do	
123	do	Red G	do	
127	do		do	
131	do		do	
132	do		do	
133	do		do	
136			do	
137	Sec. B		do	
138	do		do	
139	do		do	
140	do		do	
141	do		do	
143	do		do	
144	do		do	
145	do		do	
146	do		do	
147	do		do	
149	do		do	
150	do		do	
152	do		do	
153	do		do	
27 Cars.				
3077	Sec. B			Number Four.
3078	do			
3079	do			
3081	do			
3082	do			
3083	do			
3084	do			
3085	do	Red G		
3087				
3088				
3089	Sec. B			
3090	do			
3091	do			
3092	do			
3094				
3095				
3086	Sec. B			
3097	do			
3098	do			
3100	do			
3101	do	Red G		
3102	do			
3103	do			
3104	do			
3105	do			
3106	do			
3107	do			
27 Cars.				

Car Number.	Description.		Value.
154	Sec. B	Green O	Number Three.
155	do	do	
156	do	do	
158	do	do	
159	do	do	
160	do	do	
161	do	do	
162	do	do	
163	do	do	
164	do	do	
165	do	do	
3062	do		
3063	do		
3064	do		
3065	do		
3066	do		
3067	do		
3068	do		
3069	do		
3070	do		
3071	do		
3072	do		
3073	do		
3074	do		
3075	do		
3076	do		
26 Cars.			
3108	Sec. B	Red G	Number Four.
3109	do	do	
3110	do	do	
6	Sec. A	do	
9	do	do	
15	do	do	
32	do	do	
34	do	do	
35	do	do	
36	do	do	
37	do	do	
38	do	do	
43	do		
44	do	Red G	
45	do	do	
52	do	do	
58	do	do	
64	do	do	
65	do	do	
66	do	do	
69	do	do	
71	do	do	
72	do	do	
76	do	do	
81	do	do	
84	do	do	
26 Cars.			

VALUATION of certain Rolling Stock on the Canadian Pacific Railway, etc.—*Continued.*

FLAT CARS.—CLASS NO. 1.

Car Number.	Description.					Value.
85	Sec. A	Red G				Number Five.
87	do					
89	do					
91	do					
93	do					
98	do					
No Number.	Red Boarding Car.					

RECAPITULATION.

1	44	Cars.
2	53	do
3	53	do
4	53	do
5	7	do

Total, 210 Cars of Class No 1, at $270 ea.. $56,700

CLASS NO. 2.

99	Sec. B	Red G	Green		Number Five.
119	do		do		
121	do		do		
122	do		do		
125	do		do		
126	do		do		
128	do		do		
129	do		do		
134	do		do		
142	do		do		
148		do	do		
151	do		do		
157	do		do		
167	do		do		
168	do		do		
3080	do				
3086	do				
3099	do				
3111	do				
26	Sec. A	do			
28	do	do			
41	do	do			
46	do	do			
47	do	do			
50	do	do			
53	do	do			
26 Cars.					

Car Number	Description.					Value.
	CLASS NO. 2.					
9	W.D.	Sec. B				Number Six.
13	do					
20	do					
21	do					
31	do					
34	do					
36	do					
40	do					
42	do		Red G			
51	do	do				
55	do					
79	do					
1					Adr	
3		do		Green O.		
11			do			
43		do				
52						
56				do		
59				do		
70		do		do	Tor.	
75				do	do	
77				do	do	
85				do	do	
87				do		
90				do		
95			do	do		
56		Sec. A	do			
59		do	do			
60		do	do			
61		do	do			
63		do	do			
67		do	do			
68		do	do			
70		do	do			
75		do	do			
77		do	do			
79		do	do			
80		do	do			
83		do	do			
88		do	do			
95		do	do			
41 Cars.						

RECAPITULATION.

5	26	Cars.
6	41	do

Total, 67 Cars of Class No. 2, at $225 ea...$15,075

VALUATION of certain Rolling Stock of the Canadian Pacific Railway, etc.—*Continued*

FLAT CARS—CLASSES Nos. 3 & 4.

Car Number.	Description.					Value.
4	W.D.	Sec. B.				
19	do					
52	do					
58	do					
5	do					
6						
8						
12			Red G			
19						
20						
21		Sec. B.				
22						
23						
24		do				
27			Red G	Green O.		
28						
29		do		do		
31						
33		do	do	do		
35		do				
36		do		do		
38		do				
39		do				
42		do		do		
45		do				
47		do		do		Adr
50		do		do		do
27 Cars.						

Car Number.	Description.					Value.
51		Sec. B.		Green O	Tor.	Number Seven.
54				do	do	
55		do		do		
57		do		do	do	
60		do		do	do	
61		do		do	do	
63				do	do	
101		do		do		
102		do		do		
124		do		do		
135		do		do		
166		do		do		
2		Sec. A	Red G			
3		do	do			
4		do	do			
10		do	do			
11		do	do			
12		do	do			
13		do	do			
14		do	do			
16		do	do			
18		do	do			
19		do	do			
20		do	do			
21		do	do			
22		do	do			
26 Cars.						

25		Sec. A	Red G			Number Eight.
27		do	do			
29		do	do			
31		do	do			
33		do	do			
39		do	do			
49		do	do			
54		do				
57		do	do			
62		do	do			
73		do	do			
74		do	do			
78		do	do			
82		do	do			
86		do	do			
90		do				
92		do	do			
94		do				
96		do				
97		do				
99		do	do			
No Number.		Sec. B		Green O.	Tor.	
do				do	do	
do				do	do	
do		do			do	
Duplicate.		do		do		
15					do	
9			do		Adr.	
27 Cars.						

RECAPITULATION.

7—53 cars.
8—27 do

Total.... 80 cars of Class No. 3, at $175=$14,000

3	W. D.	Sec. B				Number Eight.
2				Green O	Adr.	
7					do	
9		do			Tor.	
13				Red G...	Adr.	
14					do	
15		do			do	
16					do	
17					do	
18					do	
25		do			do	
30		do			Tor.	
32		do			do	
34		do				
44					do	
53		do				
58		do			do	
62						
130		do	Red G			
19 Cars.						

VALUATION of certain Rolling Stock on the Canadian Pacific Railway, etc.—*Continued.*

Car Number.	Description.				Value.
1	Sec. A	Red G			Number Nine.
5	do	do			
7	do	do			
8	do	do			
17	do	do			
23	do	do			
30	do	do			
40	do				
42	do	do			
48	do	do			
51	do	do			
55	do				
No Number	Sec. B		Green O.	Tor.	
do	do		do	do	
do	do		do	do	
Duplicate Nos.					
10			do	Ard.	
37			do		
3	do		do	Tor.	
18 Cars.					

RECAPITULATION.

Fol. 8.—19 Cars.
do 9.—18 do

37 Cars of Class No. 4, at $130 = $4,810.

Car Number.	Description.		Value.
45	Sec. B	Destroyed by Contractor.....	
59	do	Burned and charged to Sec. B	
3093	do	Lost and charged to Contractors, Sec. B.....	
3	Cars.		

RECAPITULATION.

Fol. 1 to 5.—	Class No.	1,	210	Cars at	$270 =	$56,700
5 & 6.—	do	2,	67	do	225 =	15,075
7 & 8.—	do	3,	80	do	175 =	14,000
8 & 9.—	do	4,	37	do	130 =	4,810
			394			90,585
Fol. 9.—3 Cars destroyed and lost.....			3			
Total.....			397			

No. 1. Coach, value.....	$ 650 00
" 2. "	2,200 00
" 3. "	550 00
	$3,400 00
" 24. Sec. A, Red G, Conductor's van.....	400 00
One short 20ft. shovel car.....	200 00
	$4,000 00
Total valuation of 394 flat cars.....	$90,585 00
" 3 coaches.....	3,400 00
" Van and shovel car.....	600 00
	$94,585 00

JAMES CROSSEN.

NORTHERN AND NORTH-WESTERN RAILWAYS,
TORONTO, September 18th, 1883.

SIR,—Herewith please find statement showing my valuation of certain locomotives on the Canadian Pacific Railway (Western Division), being the rolling stock you had reference to, in your letter of the 9th ult.

I am, Sir, your obedient servant

P. CLARKE.

A. P. BRADLEY, Secretary Railways and Canals.

P. S.—I have forwarded a duplicate copy of the statement to W. C. Van Horne General Manager, Canadian Pacific Railway, Montreal

VALUATION of certain Rolling Stock on the Canadian Pacific Railway (Western Division), taken by the undersigned, August, 1883, at the request of the Dominion Government and the Canadian Pacific Railway.

No. of Engine.	Name.	Maker.	Remarks.	Value.
				$ cts.
1	.....	I. C. R	Rebuilt at Richmond Works	2,700 00
2	.....	do	do do	3,200 00
3	.....	do	do do	3,000 00
4	.....	do	do do	2,900 00
4	.....	Dubbs	.....	4,000 00
5	.....	do	.....	4,200 00
6	.....	Portland	.....	4,500 00
1	.....	Kingston	This engine was in a collision, July, 1883, and badly damaged; but this valuation is based on the condition of the engine as before that occurred	4,800 00
2	.....	do	.....	5,150 00
5	.....	do	.....	5,000 00
8	.....	do	.....	5,300 00
	Sitting Bull	Pittsburg	.....	4,800 00
1	Countess of Dufferin.	Balwin	.....	5,800 00
1	J. G. Haggart	.....	.....	5,700 00
3	Jas. McKay	.....	.....	6,200 00
4	Jas. M. Rowan	.....	.....	6,200 00
	Jos. Whitehead	.....	This engine is under repairs at Hawk Lake..	6,200 00
	Jos. Brophey	.....	.....	5,500 00
	Empress of India	.....	.....	6,100 00
			Lot of spare gear, for I.C.R., at Fort William	55 00
			Grand Total	$91,305 00

P. CLARKE,
Valuator.

Toronto, 15th September, 1883.

A. P. BRADLEY, Secretary, Railways and Canals.

List of rolling stock upon the Canadian Pacific Railway, the property of Canadian Government, 22nd September 1883.

19 Locomotives,
3 Passengers cars,
1 Baggage and smoking car,
1 Conductor's van,
2 Box freight cars,
403 Platform cars,
1 Steam shovel car,
1 Boarding car,

Memorandum added 1st October 1883:—

The following stock is embraced in a valuation made by Messrs. Clarke and Crossen:—

19 Locomotives,
394 Platform cars,
3 Passenger cars,
1 Conductors's van,
1 Steam shovel car,
3 Accounted for as missing.

The following have been apparently inadvertently omitted.

9 Platform cars,
1 Baggage and smoking car.
2 Box cars,
1 Boarding car.

C. SCHREIBER.

OTTAWA, 1st October, 1883.

OTTAWA, 5th October, 1883.

SIR,—By direction of the Acting Minister, I have to request that you will be pleased to take steps for the transfer to the Canadian Pacific Railway Company of certain rolling stock on the line west of Port Arthur, in accordance with valuations made in August last, at the joint request of the Government and the Company, and submitted by Mr. James Crossen, under date the 22nd ult., as regard the cars, and by Mr. P. Clarke, under date the 18th ult., as regard the locomotives, the several items aggregating as follows:—

19 Locomotives		$91,305.00
394 Flat cars	$90,585.00	
3 Coaches	8,400.00	
Van and shovel car	600.00	
		94,585.00
		$185,890.00

In this connection, however, it appears from the memorandum furnished by you, dated the 1st inst., that in addition to the above, the following, completing the stock owned by the Government, have inadvertently been omitted, namely:—

9 Platform cars,
1 Baggage and smoking,
2 Box cars,
1 Boarding car.

In handing over, you will see that the Company are charged with their value.

I enclose a copy of the several valuations, for transmission to the Company.

I am, Sir, your obedient servant,

A. P. BRADLEY, *Secretary.*

C. SCHREIBER, Chief Engineer, C.P.R.