

CANADIAN PACIFIC RAILWAY COMPANY.

SUBJECT

Port Arthur,

Dear Father, Sat^o June 6 1885

Things are now taking shape & I understand a little better their meaning. It appears that the Co^o want a check on the work done, before the final estimates are made, & the Contractors definitely settled with. There is also some talk of collusion between the Engineers & contractors in overestimating quantity & nature of work, and sharing the profits. We are spoken of as a "Commission" - Mr Peterson, Lumsden, (of the Ontario & Quebec) & Kennedy being selected to enquire into things, ^{with} Dodwell & I as assistants in making measurements, &c. The Contracts were all let on Schedule prices, to give scope for change as the work went on, and to give rise to these troublesome questions of "extras" arising, which always do arise on work let for a lump sum, or by the mile.

The schedule is very detailed, "Granite"
"mica schist" + "Trap" being classed and
priced separately, and also "hard-pan" and
"cemented gravel" are distinguished from
common earth. It is for the Engineer to
decide which class any cutting is to
be referred to; and it appears to me
that changing the class of material gives
far more scope for fraud than any
stretching of measurements + quantities.
However, the "Commissioners" were down as
far as Neepigon yesterday (with special
car + Engine) and now our instructions
are to measure all masonry and timber
as far as that point (some 66 miles).
We require tents, two hand-cars and
four men; + must take provisions
with us. There are ballast pits + trains
working on the line; and these are despatched
from the ballast pits, where the gangs have
their head quarters, + where also there are
telegraph stations. These serve for stations
as the ~~permanent~~ sites chosen for permanent
stations are still as they were, except that
sidings have been laid out at them.
~~from effecting it.~~ William

our "Special Car" was at Heron Bay
at last accounts. The line has been broken

FORM 105.

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since 6 last evening; I suppose a tree fell
across it somewhere! So we have no further
SUBJECT news of it.

(I am waiting for a profile on 188
which I have to make some alterations;
it is not quite ready yet) Our work
the last two days has been the revision
of profiles, comparing them with such pro-
files as exist in this office, and which
are supposed to show the work as actually
built. We have brought the profiles
with us, showing the latest information
received at the Montreal office before we
left, and in comparing them we find
more to alter than to leave as it is.
The profiles we are comparing with are
full of alterations, some of them which
were carried out, and some were not;
and it requires some judgment to make
it out. At last, after two revisions, there
is much that is uncertain and in-
complete. Dodwell & I have revised ~~127~~
156 miles of profile in these two days &
now we are working up the quantities
to mark upon them. Most of the al-

terations, I am sorry to say, are for
the worse — steepening grades — making
cuts shallower & embankments lighter —
all for the sake of "rush". Mr. Kennedy
says the line is in a fearful state
at present. I am glad to be going
on a hand-car rather than on an
express train, there is better hope of
keeping the rails! The line is im-
proving fast, however; the ballast pits
are worked by steam shovels & the
material run out very quickly. There
is not merely ballasting to do, but raising
grades & widening banks. However, things
will soon be in shape.

This place has grown rapidly since
Jesse was here. The population is now
estimated at 7,000. It can never be
more than a port for summer trade,
as there is no agricultural district around
here. It has come on to rain today and
is quite chilly. I have a waterproof and
plenty of clothing. — I am afraid this is
rather a tedious letter; but thought it might
help to explain our work.

Your affectionate son, William.