

The construction and transportation services were managed together in 1870, when the military went up. The military were paid for all work done by them on the road, by the paymaster of the public works. The amount of \$490,000 is an approximate estimate of what has been spent on transportation alone.

We kept the two services approximately separate, but not actually so, as both were carried on simultaneously by the same men. It is only an approximate statement of the relative amounts expended in the services; we had no means of keeping the transportation service completely separate from the construction service, but the estimate may be regarded as nearly correct.

This statement was made up during the past winter, from returns received from year to year.

The charge for the transportation of volunteers was uniform at twenty-five dollars per head beside rations.

No charge appears for the transportation of the mounted police last fall. I think that the whole cost for the transportation of this force on their road to Red River, on account of their having been so late, and the consequent freezing in of the working force of the road, thereby greatly increasing the expense, should be charged against their department.

The season closed earlier last fall than usual.

The total amount expended on the construction and plant of the route, land, and water, is about \$800,000.

Distance one hundred and fifty miles of land road made, and three hundred miles of water rendered navigable in sections, in all about 451 miles, this includes plant, buildings, wharves, steamers, and all expenditure whatever, apart from transportation.

I do not think \$2,700 per mile is more than most engineers would value the cost of land roads made under the same circumstances.

American engineers in the direction of Duluth, value roads of the same class, from \$3,000 to \$3,500 per mile.

I estimated the cost of the preliminary line in 1869, at \$1,800 per mile, without plant or buildings.

S. J. DAWSON.

The following questions were then given the witness for his next examination:—

1. The estimate of cost of the Red River Road, and the character proposed.
 2. What are the causes which have made the present line so much more costly than the first estimated.
 3. State number of miles opened, and the present condition of the road.
- The Sub-Committee then adjourned.

Thursday, 7th May, 1874.

Sub-Committee met.

Examination of Mr. S. J. Dawson continued:

In answer to questions on Statement "F," put in evidence in the previous examination, the witness says:—

This statement shows the total expenditure and approximate distribution on the Red River route.

In this are included estimates for works in progress, outstanding accounts, and all expenditure whatever, also twenty thousand dollars for stores lost, and for other losses under Mr. Snow, arising from the insurrection. I have also included in this statement the sum of fifty thousand four hundred and four dollars for loss occasioned last fall by the working force of the road having been frozen in, owing to the lateness of the season when the mounted police were sent up.

The passage of the police was worth, with rations, say six thousand dollars, and the balance was charged on account of a working force of about three hundred men, with