

Q. Did you and Mr. Hazlewood come to any conclusions as to its facilities for crossing?—Mr. Hazlewood condemned it for a crossing as soon as he saw it, and said it was utterly impracticable. We did not take any further measurements for crossings, or soundings.

Q. That is, it was so plainly impossible that it was not necessary?—Yes; it was so manifestly impracticable that we did not consider it necessary to make any tests of it.

Q. Did Mr. Hazlewood measure it?—No; he did not measure it.

Q. Are you sure you were in the place indicated by Mr. Dawson as the Narrows?—Yes; at the place indicated as the Narrows of Mr. Dawson's plan.

Q. How many times have you been at the Narrows?—Half a dozen times. In fact, I heard of the Dawson scheme for crossing the Narrows, years before I went there, and I took particular observation of it in consequence the first time I saw it.

Q. Did you make no examination of the No. 2 crossing?—No; we did not.

Q. Have you been through it?—I have been there a couple of times. I cannot speak very much of the crossing, but I can speak as to the country to the west of it. It is a fearful country. I have been over it, and spent two winters in it.

Q. Is it practicable for a railway there?—No.

Q. Have you been in the country on the western side of Mr. Dawson's second crossing?—Yes; I am familiar with the country to the west of it.

Q. Do you think that crossing is practicable?—I think not.

Q. Have you explored the country there very widely?—Very carefully and very widely. I have explored the country thoroughly to within a few miles of section 15.

Q. Does the country improve as you go west?—It is a very low part of the country all through.

Q. What proportion of water and land is there, through there after you cross that broad peninsula?—I should think there is 60 per cent. of it water.

Q. Have you explored the country sufficiently to speak positively?—Yes; and I should say there would be at least 60 per cent. of it water. I have explored from crossing No. 2 to within two miles of section 15 on the located railway. I made a topographical survey of the country in connection with the lines. Of course, it was only compass work, but I had to make connection with the different lines.

Q. Did you take the levels?—No; we did not.

Q. But the configuration of the country is such as to leave no doubt on your mind as to its facilities for railway purposes?—Certainly.

Q. Were you ever at Rat Portage?—Yes.

Q. Have you been any number of miles east and west of Rat Portage by the located line?—Not many miles on the located line; of course I have explored the country through there.

Q. You do not know whether the country through which the located line passes is as difficult as that which you have described?—I have traversed the chain of lakes north of the line to Black Sturgeon Lake, and I could judge of the country without being over the whole of it; and it appeared to be very rough.

Q. Do you think the country four miles west of Rat Portage, and four miles east of it, is more favorable for railway construction than the country north of Rainy Lake and Lake of the Woods, or is it much the same?—I do not think the four miles east and west of Rat Portage is as bad as it is between the crossing No. 2 and the present located line.

Q. What reason have you for thinking it is not so bad?—Judging from the appearance of the country.

Q. Have you been on the located line there?—Yes; I have been two or three miles back on it.

Q. And the country is very much the same?—It is very similar; it is a rough country.

Q. You spoke of the ravines that fall into Rainy Lake: did you explore any of