

passing through them in a canoe that there are even more islands than are marked on the map.

Q. What explanation can you give with respect to the evidence of Mr. Rowan and Mr. Harris in regard to those islands?—My explanation is this: that an inexperienced person passing them in a canoe, and simply looking at it in that way could not tell whether the islands were in that position or not, and I believe they made no actual survey.

Q. Do you consider Mr. Harris an experienced person?—I consider him an inexperienced person as an engineer. He was for some time with me.

Q. You do not consider him to be a competent surveyor?—In this case I do not believe that he made a survey.

Q. Do you think Mr. Hazlewood could have made an accurate survey of it?—I do not think Mr. Hazlewood made any survey of it.

Q. But Mr. Harris deposed that Mr. Hazlewood went there with a view to seeing the place, and he said the information he had of it was so far astray that it was not necessary to make a survey, as it was evident to a practiced eye that the crossing was impracticable?—It strikes me that Mr. Ross' map with his name attached to it, in the Department of Public Works, is more reliable than any casual examination such as they made.

Q. Who prepared this map, exhibit No. 1?—It was prepared in my office from Mr. Robert Ross' map—from his field notes and map. The original map was, to the best of my recollection, sent in to the Department of Public Works.

Q. When was this map prepared?—In the fall of 1873.

Q. Are you in a position to state that exhibit No. 1 is a correct copy of Mr. Ross' map?—Yes; but it is on a smaller scale. There has been no error in reduction; the islands are all the same, and the crossings are given precisely as Mr. Ross returned them.

Q. Can you say that of your own knowledge?—I say it from my own knowledge. All I can say is: if they did not find the islands immediately at the line of crossing, as marked in Mr. Ross' map, they did not wish to find them, because they are there as marked in the map. I can attest the figures to be as Mr. Ross gave them.

Q. Were you present when those measurements were made by Mr. Ross?—I was within a short distance of him.

Q. Did you ever, yourself, take the measurements of the crossing of those islands?—I had them taken by my Assistant. I have already said that that survey was made in the usual way by one of my Assistants, Mr. Robert Ross, and that those are correct reductions and copies of his maps.

Q. Did you make the reductions yourself?—No; I had them made by my Assistants, and to the best of my recollection the original maps was sent to the Department four years ago. I gave as my testimony that the depths and widths of the crossings are given from Mr. Ross' returns, who made the survey under his oath of office as a Provincial Land Surveyor. I had authority, from the Government, to make surveys along the line of the route of which I was in charge, and it is from my surveys the general maps have been made up.

Q. Did you ever make an instrumental survey from Sturgeon Falls to the Narrows?—I never made an instrumental survey of it.

Q. Did any party of experienced Engineers go through on this line from Sturgeon Falls to the Manitou?—I could not say they were experienced Engineers, but parties went through very near it. The locality you are looking at, is the part I recommended for further exploration.

Q. Did you send a party through from the Manitou to Whitefish Bay, on this particular line?—I have had parties through very near it.

Q. But you never sent any of them through on that line?—I sent a party through, and Mr. Napier, a Civil Engineer, went through there too.

Q. Where did he go?—He went with one party in one direction, and I went with another party in another direction.