

ROUTE—*continued.*

- FULLER, R.**
country north of Lake Manitoba not fit for settlement, 476.
railway west of Winnipeg, as now being constructed, far more desirable, 476.
- CONNERS, J. L.**
describes route by the Narrows, 593.
from Narrows to Fort Pelly, splendid grazing country, 600.
Swan River valley best agricultural country witness ever saw, 601.
further as to the route west of Winnipeg, 604.
- BAIN, J. F.**
not aware that any engineer or Member of Parliament held lands near Selkirk or influenced decision in favour of crossing there, 618.
- ROWAN, J. H.**
advocated going direct to the mouth of the Nipigon, 678.
thinks route by Narrows decided on in 1874, or spring of 1875, 673.
no engineering difficulties north of Lake Manitoba, 678.
crossing at Selkirk fixed 1874, 688.
no engineer or Member of Parliament interested, 689.
most direct route, irrespective of local traffic, sought for, 733.
witness's views as to this policy, 733.
competition with other transcontinental lines, 734.
cost of bridging about same at Selkirk and Winnipeg, 745.
Government owned land at Selkirk, not elsewhere, 745.
this crossing selected by witness, 820.
directed to select where Government owned land, other things being equal, 820.
would repeat selection now, 821.
- SCHULTZ, J., M. P.**
knows of no Member of Parliament but himself and Bannatyne interested in Selkirk crossing, 720.
most of the property acquired since Selkirk was selected, 720.
- BANNATYNE, A. G. B.**
selection of Selkirk not due to improper influences, 724.
- TUPPER, SIR CHARLES.**
climatic conditions weighed in favour of Burrard Inlet as against Port Simpson, 1287.
- FLEMING, S.**
beyond that of getting best and cheapest line, not aware of any Government policy, 1317.
route selected on engineering principles generally, 1318.
witness differed from Government as to location of second 100 miles west of Red River, 1318.
that route involved extremely heavy grades and expensive river crossing, 1318.
does not remember an earlier instance where he was controlled by Government policy, 1319.
Yellow Head Pass practically adopted in 1872, 1320.
Pembina Branch location made in 1874 to connect with the American system, 1320.
some years elapsed before American system extended to Pembina, 1320.
Winnipeg not regarded when line was located, 1321.
location between Selkirk and Livingstone by the Narrows in 1875, 1321.
the Narrows route determined by engineering reasons, 1321.
Selkirk had already been adopted for crossing, 1322.
how much of present railway route was seen by witness on his trans-continental trip, 1397.
witness's views as to Selkirk crossing, 1694.

ROWAN, JAMES H.:

- surveys (1871), 669.
(1872), 677.
(1873), 677.
(1874), 679, 687.
contract No. 1, 690, 730.
No. 4, 692.
No. 5, 680, 687, 819.
No. 5 A, 731, 748.
No. 14, 693, 731, 744, 822.
Nos. 14 and 15, 690, 731, 821.
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