

In 1871, six small tugs were tried; they were quite small, being only about 33-foot keel, but they were very powerful for their size. They cost, at Collingwood, about \$1,000 each; they were made by contract, as were also the engines. The tender accepted for the engines was that of Thomas Wilson & Company, of Dundas; the contractors for the hulls were William Watts, boat builder, and Benoit of Collingwood; the lowest tender getting the contract.

The total cost of the small tugs was \$1,100 in Thunder Bay each, delivered.

The second-sized tugs cost \$1,750 each, delivered in the interior.

Three of the tugs were of 40-foot keel, and three of 45-foot keel, well built, and the latter having hurricane decks.

The cost of the three latter in the interior was \$2,500 each; both of the latter class of tugs could be worked up to about 18-horse power.

Of the tenders received for the engines, the one from Messrs. Gregory & Burley was the lowest, and the contract was let to them.

Question.—How many men and horses had you engaged during the last summer?

Answer.—There were on the road an average of three hundred and seventy-four men including carpenters, ship-builders, engineers and all classes, and about seventy teams of horses.

Question.—How many men had you engaged during the winter?

Answer.—The number of men left behind by reason of taking through the Police Force so late in the season, together with those on the works, numbered about one hundred including the Station Masters.

Question.—How many passengers, other than those for the Government works, were taken over the road last season?

Answer.—We had altogether sixteen hundred and sixty passengers who passed over the road last season.

Question.—What quantity of freight, not baggage, passed over the road?

Answer.—The freight amounted to about four thousand and eighty-five dollars.

Question.—What was the amount of receipts from the passenger traffic?

Answer.—About nineteen thousand dollars, but indigent emigrants were carried free. To this return should be added about fifty thousand dollars for loss occasioned to the route by the freezing-in of the working force from keeping the route open so late in the fall, from circumstances over which the officers of the road had no control.

Question.—How often did you visit the road or any part of it during last summer?

Answer.—I was constantly travelling from one place to another; I cannot say how often.

I was frequently at Fort Francis last season.

I went up about the 10th of June to Thunder Bay, and immediately proceeded to Fort Francis, where I met the superintendent of the Fort Garry road; I went clear through to Fort Garry in July, and returned to Thunder Bay. In September I was at Fort Garry, in October in the interior; and I left Thunder Bay again on the 14th of November for Ottawa, coming down to Sarnia in the steamer *Manitoba*.

I was constantly engaged every summer on the line; I had no particular head-quarters, but often made my head-quarters at Thunder Bay and sometimes at Fort Francis.

I was constantly looking over the route.

For the last four years I have not been absent from the route during the summer, the duties were so varied as to require constant supervision.

The character of the road from Fort Garry to the North-West Angle is generally good, with the exception of certain swampy parts, portions of it are gravelled and form a very good country road; taking the road altogether from one end to the other, it is good, with the exception of some eight or ten miles of swamp road in various sections which require to be more thoroughly improved.

The only circumstance brought to my knowledge, besides the one referred to in my previous examination, where a servant of the Government had any interest in a contract,