

## APPENDIX No. 1

it gets off the limestone. It could not escape the limestone by swinging to the north or south. It is very flat country with very moderate undulations. There is no difficulty about building a railroad over it. Near the Saskatchewan and Split lake there is a gradual fall, perhaps 280 feet in all. That is the difference in level of the two points; but there is no point intermediate between the two that is any lower than 180 feet above the level. Generally it is extremely level.

The witness being questioned by the Hon. Mr. Power, said that he was not very certain about the derivation of the name Pas. His impression was that it meant the threshold, the step in the sense of being the gate or threshold of the country. It is one of the earliest posts the old French company established. They established one there and one at Cedar lake before the Hudson Bay Company went in there. It was the French who christened that place.

The distance from the Pas to Split lake is about 250 miles, and from the Pas to Fort Churchill about 480 miles or thereabouts.

As to the suggestion to blow up the rocky ledge at the mouth of the Saskatchewan, Mr. McInnes was asked if it would injure the navigation of the river. He replied that there are some steamers on the river, but he thought if his suggestion were carried out it would improve the navigation, because it would confine the water to one channel. If that improvement were made a railway could be run down the valley; at present it would have to go some distance back, because the country is exceedingly swampy.