

Railway Construction—Contracts 14 & 15.

Witness of the same opinion.

562. For the reason that you have given?—Yes.

563. Is that your opinion?—Yes.

564. The line over section fifteen as located at present is near the edge of what is called the Laurentian formation, is it not?—Yes.

The whole of Sec. 15 lies in Laurentian formation.

565. All the distance of section fifteen, or only part of it?—The whole of section fifteen lies in that Laurentian country.

Most difficult and expensive for railway purposes.

566. Is that a good formation on which to build a railway?—It is one of the most difficult.

567. And about expense?—And the most expensive.

Had location of the line on Sec. 15 been more southerly it would have left the rocky country sooner.

568. Is there any other formation near that line more favorable which could have been adopted?—If the location of the railway had been kept further to the south on section fifteen, the line would have left the rocky country much sooner than it does on the present location.

Describes a more southerly, feasible line from Keewatin to Winnipeg.

569. Can you state the locality at which it might have been diverted with advantage?—By diverting from the present line near Keewatin and running from there along the north shore of Clear Water Bay of Lake of the Woods, from there south of Crow Lake, from which point the line might go due west to the Red River, a large portion of the rocky country, some ten or twelve miles might have been avoided.

570. Have you ever estimated how much less a line over that route would cost than the line over the route adopted?—I have not.

\$500,000 to \$750,000 might have been saved by a southerly diversion of line.

571. Have you formed any general opinion without an exact estimate?—Taking into consideration the difference in the character of the country, I should think that from a half to three quarters of a million dollars less would have built the southern than the northern route.

Working expenses would be less.

572. Would the expense of working the line after it was built be greater or less on the southern route?—As the southern route would be freer from curves than the northern route, the working expenses would be less.

The southern line shorter between Rat Portage and the meridian of Winnipeg.

573. Have you any idea of the comparative distance?—The map shows that the southern line would be the shorter of the two and would connect more directly with the line south of Lake Manitoba.

574. Do you mean to Red River it would be shorter?—No; because the Red River bends to the east further north.

575. Between what points do you mean that it would be shorter?—Between Rat Portage and the meridian of Winnipeg.

576. Where do you live now?—In Winnipeg.

577. Have you lived there long?—For about three months.

578. Before that, where did you live?—Before that I lived at Cross Lake, on contract 15.

Telegraph Construction—Contract No. 1.

In 1876 found it difficult to get a message over telegraph line from Winnipeg to Fort Pelly. Lines down for weeks at a time.

579. Have you any means of knowing whether the telegraph line from Winnipeg west—say to Fort Pelly—is generally in good working order or not?—When I was west, in 1876, I found it very difficult to get a message through to Winnipeg. The lines were down sometimes for weeks at a time.