

PILLOW, HERSEY & Co.:

See *Contract No. 32.*

POLICY OF THE GOVERNMENT:

TUPPER, SIR CHARLES.

early completion Thunder Bay to Red River, 1261.

correct estimates of great importance, 1261.

consequent extension of time for tenders, 1261.

to give assurance that rapid development of country and speedy construction of railway would be carried out with as much dispatch as consistent with public resources, 1286.

Parliament authorized building 125 miles of railway in British Columbia, 1287.

FLEMING, S.

public interest suffered from patronage being in hands of political party, 1317.

policy from first to last to get best and cheapest line, 1317.

grew as work went on, 1317.

route generally selected on engineering principles, 1318.

MACKENZIE, HON. A.

states view as to testimony regarding Government policy, 1785.

Fleming sole director of surveys, though frequently consulted by Minister, 1785.

policy was to obtain best and shortest line between Thunder Bay and Rat Portage, 1805

water stretches to be utilized, 1805.

POPE, HON. JOHN HENRY:

contract No. 15, 1303.

No. 42, 1302.

No. 48, 1302.

alleged improper influence, 1301, 1304.

PRACTICE OF DEPARTMENT:

See *Department of Railways and Canals.*

PRAIRIE SECTION:

See *Contracts Nos. 48, 66.*

PURCELL & RYAN:

See *Contract No. 41.*

PURCELL, RYAN, GOODWIN & Co.:

See *Contract No. 61.*

RAILS PURCHASE OF:

See *Steel Rails; Contracts Nos. 6, 7, 8, 9 and 10, 11, 44—47, 53—55.*

RAILS, TRANSPORTATION OF:

See *Contracts Nos. 17, 18, 20, 21, 22, 27, 28, 34, 39, 52, 69, 70.*

RAILWAY CONSTRUCTION: -

See *Contracts Nos. 5, 5A, 12, 13, 14, 15, 16, 25, 33, 37, 41, 42, 48, 60, 61, 62, 63, 66; Engineering.*

RAILWAY LOCATION:

See *Engineering.*

RAILWAY OPERATING:.

LYNSKEY, T. J.

superintendent on Pembina Branch and of line from Selkirk easterly, 781.

condition of road-bed when witness took charge, 782.

originally too wide, 782.

speed had to be reduced to five or six miles an hour, 782.

now ballasted and in good order, 782.