

fall to pieces. When I reached Winnipeg a gentleman who was there yet and has charge of the Canadian Pacific Railway was selling carts to anybody who would buy them. I said: 'I will take them; they are the best carts that are going.' I took those carts and travelled with them 1,800 miles. Two of them especially went 2,500 miles that year, and I brought them back to Winnipeg perfectly sound and good. They were from London, Ont., and were the first iron-bound carts that were on the prairie.

*By Mr. Jackson (Selkirk):*

Q. What year was that?

A. That was in the year 1879.

*By Mr. Barr:*

Q. Crossing the sloughs would the carts sink?

Q. There were many persons who would get stuck in the sloughs because they had not the sense to do what we did. Whenever we came to a slough we put one wheel in the slough and the other on the hard ground and we got through without any trouble. This was when we travelled on a trail. When there was none we went around or crossed it boldly. We did that last year and we never stuck in a slough but once, although we travelled nearly a thousand miles last year with light wagons without roads.

*By Mr. Staples:*

Q. Why not have both wheels in the hard ground?

*By Mr. Barr:*

Q. If there was hard ground.

A. That is it, if there was hard ground. If not, you would get into a worse difficulty.

Q. How did you overcome the big sloughs?

A. In the early days we pulled the carts out by hitching a rope on to the tail of the horse. We took the horse through the slough and hitched its tail to a rope and the rope to the axle of the cart. Then two or three of us would get to work, and we would soon draw it out. We have done that repeatedly.

*By Mr. Smith (Wentworth):*

Q. That was pretty hard on the tail of the horse? Did you never pull the tail out?

A. No, we did not pull the tail out. I will not spend any time on this, but to show you the difficulties that had to be overcome.

The government instructed me, in 1879, to go up past the head of that lake, Long lake (indicating on the map). Before I started out from Fort Ellice, the Hudson Bay people said: 'You cannot go there; we do not go that way. Go by the foot of the lake.' I said: 'I must go there, because I am ordered to do so.' They brought out a guide, and he said that I could not go by the head of the lake, as there was no trail. I told them: 'I was instructed to do certain things, and I was going to perform them.' I asked: 'Am I going to submit my brains to that man? No, sir.' I had two surveyors, and we did our own guiding. Then I was instructed by the government to go here, elbow of South Saskatchewan (indicating on map). Now, to show you the fallacies that were prevalent long ago. This is the Qu'Appelle (pointing to the map). It was believed at that time that you could dig a canal from the Saskatchewan into the head of the Qu'Appelle. We measured it and found the distance to be 11½ miles. We also took the levels, and we found the Saskatchewan was 85 feet lower than the Qu'Appelle, and that settled the canal question. Then we went west and finally went up into the mountains, and it was late in the winter when we returned to Winnipeg. Upon returning to Ottawa, I saw Colonel Dennis. He was at that time Surveyor General and had a whole series of maps ready to be issued, showing 30,000 square