

NORTH-WEST TERRITORIES.—RED RIVER ROUTE.—*Continued.*STATEMENT showing Total Expenditure and Approximate Distribution.—*Continued.*

<i>Other Departments.</i>	\$ cts.	\$ cts.	\$ cts.
Indian Department.....	13,905 44		
Canada Pacific Survey.....	13,764 91		
Loss by Insurrection in Red River, 1869-70.....		27,670 35	
Indian Gratuities.....		20,000 00	
Cost incurred by keeping line open for Mounted Police and freezing up of route before the working force could be withdrawn, 1873.....		3,000 00	
		56,404 00	496,074 85
			\$1,294,887 82

In reply to the questions asked at the last meeting of the sub-committee, the witness handed in a written answer, marked H., which is as follows:—

Question 1. The first estimate of cost of Red River Road and character proposed?

In replying to this question, I beg to draw attention to the following extracts from my report of 1869, in which the estimate referred to is contained.

“Page 12.—In the meantime, as a preliminary step, it is proposed to make a good wagon road from Lake Superior to the waters of the dividing plateau, improve the navigation from thence westward, in so far as it can be rapidly done, in the first instance, and make a good wagon road from the Lake of the Woods to Fort Garry. This I conceive to be an absolutely necessary and essential step towards making the country accessible, whatever scale of improvement may be adopted in the future.”

“Page 15.—The first grand step is to open the communication between Lake Superior and the Red River Settlement, and if the barrier is thus broken through, even in a moderate way at first, many additional influences will be brought into play, and improvement urged on until a first-class line of communication has been obtained.”

“Page 22.—The sum required for the preliminary communication which it is proposed to open, would thus stand at \$247,200, or say in round numbers \$250,000. This may, at first sight, appear to be a small sum with which to undertake the opening of the territories of the North West, amounting, as it does, to little more than the cost of eight or ten miles of railway.”

“These preliminary works will, nevertheless, be of a permanent and substantial character, and will form a step in the general plan. Improvements in new regions should be progressive, and, in the present case, works of great extent can not be advantageously undertaken, until the country shall have been so far opened as to admit of the introduction of material and supplies for large parties of workmen.

“The region between Lake Superior and the Red River Settlement is, as yet, but a wilderness, utterly uninhabited, except by the red men of the forest. It produces nothing to sustain human life except game, fish, berries and wild rice, and the birchen skiff of the natives, stitched with fibres of roots, affords the only means of locomotion.

“In the heart of this wide region is a tract of navigable water, which will greatly facilitate operations, but it is cut off from Lake Superior on one side by a formidable barrier of mountain and rock, and from the Red River Settlement on the other by a region of quagmire and swamp.

“The first step taken must be to render these waters accessible from either end, and when this is accomplished, the communication will be in a measure open, and any number of workmen can be employed to carry further works to completion, with all the speed which the means of the country may render advisable.”