

Q. Can the embankments with rock side walls be rendered solid if the trestle-work is adhered to?—It would be necessary to fill up the centre to the level of the rock walls with earth and place the trestle-work on that. I would be very much afraid, however, that if we did so that the earth would settle with the water, and the trestle-work would not have a solid foundation. This might be obviated by putting in piles and placing the trestle-work on the piles.

Q. Has the original plan been modified to any considerable extent by filling the land voids with rock?—No, it has not. The only place that is done is where Mr. Smith gave orders that we should make up the bank at one point with earth, because it would serve I think, if I remember right, to afford us data to estimate whether there was the quantity of earth material in that district that we required by opening up a borrow-pit.

Q. So the quantity of trestle-work would not be reduced by anything that has been done in the way of filling up the land voids?—It will be reduced by filling up the water voids but not by filling up the land voids.

Q. To what extent will it reduce it by filling up the water voids?—It will make a large reduction.

Q. One-half?—I should think it would be fully that, if not more.

Q. If the quantities had been correct as detailed in the original estimate or schedule, which mode of construction would have been least costly—adhering to the trestle-work, or adopting solid embankments?—Of course the trestle-work would be the cheaper by the amount I have given to-day.

Q. Is it the fact that the quantities have been so much increased beyond what was estimated that renders it desirable to adopt the solid plan?—No, I think not.

Q. Is it not the additional material from cuttings that affords the material for the solid embankments?—You are partly right in this way: It is the additional quantity of earth we have. We have found large deposits of earth where we never expected to find earth on the contract at all. You see when we put in the first estimate of 80,000 yards, it was thought that the whole country was rock; but since the fact was ascertained that there were large deposits of earth, then the whole character of the work was changed to a certain extent, and it became a question whether it was not more desirable to put in earth-work than trestle-work. It is my impression if it had been known at first that such large quantities of earth existed there, it would have made a difference in the kind of work adopted.

Q. Have the engineers furnished bills for the trestle-work in the dy voids?—The The engineers have not furnished them yet.

Q. Do you furnish them, or do you wait to be asked for them?—We wait until the contractors ask for them. If we volunteer them before they are required, they are sometimes lost.

Q. Can you give us some idea of the depths of the lakes that have to be crossed?—They are large lakes, but we always cross them at favorable places.

Q. What is the longest crossing you have?—I do not remember exactly, but I think 560 or 600 feet—possibly 700 feet.

Q. What is the greatest depth you have to contend with?—I think, of water, about 20 feet.

Q. And how is the bottom?—In some cases it is hard, and in others it is soft mud.

Q. Is there much of soft mud?—In Cross Lake there is a considerable amount of mud. We have been making borings for some time, and the depth is 20 feet or more.

Q. Will you have to build bridges over any portion of them?—I think not; I have received orders from the Acting Engineer-in-Chief to build trestle-work over one; to put in a solid rock base instead of sides; and to put trestle-work over one.

Q. What are the conditions of the contract with respect to haul?—Anything over 1,200 feet, the contractors have to be paid for over haul.

*By the Honorable Mr. Haythorne:—*

Q. To what extent would the change benefit the contractor?—I can answer