

Q. When do you think it would be so finished as to warrant your accepting the work from the contractor under both plans?—Some time next year, I fancy.

*By the Honorable Mr. Scott :*

Q. Can you give us any idea of the time that was spent in explorations and surveys before the contract was given out on this particular contract?—I can give you some little idea. In the fall of 1871, we ran one trial line through there. We started from here in July, with all the parties, but I think it was September before we got to the eastern end of the contract to commence the survey. The line was run through there in the winter and spring of 1872; and some time in 1872 I forwarded to the head office the rough preliminary survey that had been made. That was destroyed by the fire when the offices were burned here, and we had to do the work all over again. That was one of the portions we had nothing to show for at all after the fire, and a portion at Pic River.

Q. As you went through you left some marks, did you not?—Yes; of course we had our bench marks, but the levels had to be taken over again.

Q. That was in 1874?—Yes.

*By the Honorable Mr. Penny :—*

Q. That fire, I suppose, was partly the cause of the survey being so large?—Yes.

*By the Honorable Mr. Macpherson :—*

Q. How much did it increase it?—I could not answer that. There was a portion from Eagle River to Rat Portage, and from Pic River to a few miles east of Michipocortin, of which the notes were lost. I think it was in 1874 a party was sent up there to locate the line, and a trial survey was run through again. We had some rough notes on a plan or tracing or something, of where the line had been run by the previous engineer, Mr. Jarvis, and there were some difficulties that I remembered were found on that line, so I tried further south for another line and got a better one with the grades I was instructed to get. I think that was in 1874.

Q. What next was done?—After that I think we ran another line further south, as it was suggested we could get a better line by following the shores of Lake of the Woods, and approaching more closely to the North-West Angle, and then turned back again to the eastward of this rough country. Another survey was then made, and a re-location of the work as it is now being done. Modified locations and improvements have been made up to the present time. We have made some changes in the location of the line that have been a decided improvement, on some suggestions made by Mr. Smith himself.

Q. Who made the location surveys?—Mr. Carre, the gentleman now in charge of the division. I have no doubt he can give you some information with regard to the time occupied in the surveys. It is a pretty hard country to locate a line of railway through.

*By the Honorable Mr. Penny :—*

Q. Have you got the instructions by which Mr. Smith authorized you to make certain changes with regard to the water stretches?—They were verbal instructions in the office. I will hand you a copy of the letter which I wrote to Mr. Carre, acting on those instructions. I wrote it immediately after.

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Mr. JAMES BAINE, Accountant, Department of Public Works, was re-called and examined as follows:—

*By the Honorable Mr. Macpherson :—*

Q. Have you brought a statement of the cost of the survey between Lake Superior and Rat Portage, and from Rat Portage to the Red River?—No I have not. I thought I could have obtained an approximate estimate from finding out the different engineers in charge of the work, and the cost for each party; but I could not