

appears to measure thirteen nautical miles from Thunder Cape to Prince Arthur's Landing, on the map which I have before me. The width between Thunder Bay and Pie Island measures on the map five miles, and the distance through that opening of five miles to Isle Royale is, as I measure it, on the map twenty-seven or twenty-eight miles.

Q. Making a total to Prince Arthur's Landing of how much?—Twenty-seven or twenty-eight miles from Isle Royale.

Q. Have you any personal knowledge of Prince Arthur's Landing?—I have been at Thunder Bay and at Prince Arthur's Landing. I have not seen it during a storm, but I imagine that the water is acted upon by the wind there the same as in any other part of the world.

Q. Would the winds from the west affect Prince Arthur's Landing?—The wind from the west and north would not disturb the water there, but the winds from the east would have about fifteen miles or a greater distance to pass over.

Q. What is the country lying east; is it elevated or low?—Part of it is high and part of it is somewhat low. That part between Black Bay and Thunder Bay is, I understand, somewhat low. That is a long way off; probably twenty miles to the east and north-east of Prince Arthur's Landing.

Q. In reference to Thunder Cape, would that not be a protection from the east and south?—It would be no protection from the east, but it would be from the south-east.

Q. What is the distance from the Cape to the main land?—It is, as I measure it, thirteen miles, if this map is correct.

Q. Is not that thirteen miles gap partly filled by Pie Island?—It is not filled by Pie Island; Pie Island is out of the way altogether; it is five miles south-west of Thunder Cape.

Q. Yes; but the gap is between Thunder Cape and Grand Point, on the main land?—Grand Point is a long way from Prince Arthur's Landing.

Q. I am speaking of across the bay from Thunder Cape to the main land?—You probably refer to the islands called Welcome Islands; they are about five miles out.

Q. With whom had you those conversations you spoke of in determining the terminus of the railway?—With Mr. Mackenzie.

Q. Not with any other person?—Not with any other person I remember of.

Q. Who selected the terminus point; who located it?—The Government selected it.

Q. But who located that particular point?—The Government selected the terminus of the Pacific Railway on Lake Superior.

Q. Who selected the particular piece of ground?—I did; I recommended that particular piece of land, shown on the plan before the Committee, colored red, as the land required for the Pacific Railway.

Q. Did you do that under instructions from the Government?—No; the Government selected the spot where the railway should terminate, and I recommended that all this land (pointing to the map where it was colored red) should be secured for railway purposes. The Government selected the spot where the land should be secured.

Q. Who staked it out?—I don't know; the land was marked out before; these lots had already been in existence; the plan of survey had been previously made by the Ontario Government.

Q. The town plot was surveyed and laid down on the map; the Government fixed upon the town plot as the terminus, and Mr. Fleming recommended a certain portion of the town that should be taken for the terminus?—Quite so.

Q. Who did the work?—I took the map in my own office and marked out the space now shown on the map as the land required. It was not practically done by myself, but it was done under my eye.

Q. Who was it that was up there as your engineer, and who, under your instructions, completed the location of the terminal ground?—I know that Mr. Hazlewood was sent up there after the terminus was determined on and when the quantity of