

# REPORT OF SELECT COMMITTEE

ON THE

## HOWE SOUND TRAIL.

Members—Messrs. E. Brown, Beaven, Mara, Morrison, and William Brown.  
Appointed 18th February, 1878.

MR. SPEAKER:

Your Committee appointed to enquire into the manner in which the Howe Sound Trail has been managed during the years 1873, 1874, 1875, 1876, and 1877, beg leave to Report:—

1st.—That the trail from Lillooet to Howe Sound, or Burrard Inlet, has not been completed in a manner fit to drive cattle over.

2nd.—That the best terminus for the trail is at Howe Sound; but, in order to reach that point, it will be necessary to construct about four miles of trail, which, if undertaken, should be carried out by contract.

3rd.—That your Committee have examined a number of witnesses, and taken a mass of evidence, but find the information so acquired of a very conflicting character, and respectfully suggest that the Honourable Representatives of the Lillooet District in this Assembly be requested to return to their homes by the Howe Sound Trail, and report on the character of the work done and its condition to the Honourable the Chief Commissioner of Lands and Works.

4th.—That the trail has cost the following sums:—

1873.....	\$ 5,080 67
1874.....	10,654 03
1875.....	7,704 79
1876.....	1,613 95
1877.....	12,989 33
* 1878.....	208 21

Total..... \$38,250 98

5th.—Your Committee also request that the minutes, evidence, and reports, herewith submitted, be printed and bound with the sessional papers.

ROBERT BEAVEN,  
*Chairman.*

28th March, 1878.

\* Arrears, 1875, \$90; Arrears, 1877, \$118 21—Total, \$208 21

### MINUTES.

FEBRUARY, 19th, 1878.

Present—Messrs. Beaven, W. Brown, and Morrison.

Mr. Beaven appointed Chairman.

Moved by Mr. W. Brown, seconded by Mr. Morrison,—That the Lands and Works Department be requested to furnish Committee with J. A. Mahood's instructions, reports, and specifications; J. A. McLellan's instructions, report, and specifications; and that Robert Carson and F. Finnerty be requested to attend before the Committee at 10 a. m. on 20th.

Committee adjourned to 10 o'clock a. m. 20th February, 1878.

FEBRUARY 21st, 1878.

Committee met in the library. Present—Messrs. Beaven (chairman), E. Brown, W. Brown, Morrison, and Mara.

Moved by Mr. W. Brown, seconded by Mr. E. Brown, that Mr. Mara be appointed secretary. Carried.

Mr. W. Brown moved, seconded by Mr. Morrison, that Mr. Carson be requested to appear before the Committee. Carried.

Mr. Carson's evidence, signed by him, is appended.

Committee then adjourned to meet on the 22nd inst. at 10 a. m.

FEBRUARY 22nd, 1878.

Committee met in the library at 10 a. m. Present— Messrs. Beaven, E. Brown, W. Brown, Morrison, and Mara.

The minutes of the previous meeting were read and approved.

Mr. W. Brown informed the Committee that Mr. Finnerly was waiting to be examined by the Committee. His evidence is appended.

The Committee then adjourned to meet on Monday next at 10 a. m.

FEBRUARY 25th, 1878.

The Committee met this morning at 10 a. m. Present—Messrs. Beaven, Morrison, W. Brown, and Mara.

Minutes of previous meeting read and approved.

Mr. Josephus Cates and Mr. D. Hughes gave evidence before the Committee, which is appended.

The Committee then adjourned to meet on Wednesday next at 10 a. m.

MARCH 2nd, 1878.

The Committee met at 10 a. m. Present—Messrs. Beaven, W. Brown, Morrison, and Mara.

Minutes of previous meeting read and approved.

Mr. D. Carey and Mr. E. James were examined. Their evidence is appended.

Committee adjourned till Tuesday at 10 a. m.

MARCH 5th, 1878.

Committee met at 10 a.m. Present—Messrs. Beaven, Morrison, W. Brown, and Mara.

Minutes of previous meeting read and approved.

On motion, it was resolved to request the Auditor to lay before the Committee all vouchers and pay-sheets connected with the work.

The Auditor invited the Committee to meet in his room and examine all the papers, which was accepted.

Mr. Ira Smith was requested to attend the next meeting of the Committee, to give evidence as to the manner in which the work was carried on.

Mr. Mara moved, seconded by Mr. W. Brown, that the Treasury Department be requested to furnish the Committee with an abstract of all payments for white labour, Indian labour, Indian packing, tools and transport, during the year 1877. Carried.

Committee adjourned to meet on Thursday at 10 a. m.

MARCH 7th, 1878.

Committee met at 10 a.m. Present—Messrs. Beaven, W. Brown, Morrison, and Mara.

Mr. Ira Smith was examined. His evidence is appended.

The abstract of expenditure asked from the Auditor was handed in, marked A.

Mr. W. Brown moved, seconded by Mr. Mara, that the Chief Commissioner of Lands and Works be requested to furnish the Committee with Mr. Mahood's estimate of the cost of constructing the trail. Carried.

Committee adjourned till Monday at 10 a. m.

MARCH 11th, 1878.

Committee met at 10 a. m. Present—Messrs. Beaven, W. Brown, and Mara.

Minutes of previous meeting read and approved.

Return from Lands and Works Department shewing the number of days each man worked; appended, marked B.

Mr. Farwell appeared before the Committee and stated that Mr. Mahood gave no estimate in writing of the cost of constructing the Howe Sound Trail.

Mr. Mahood and Mr. Farwell were requested to appear before the Committee on Wednesday.

Committee then adjourned to meet on Wednesday at 10 a. m.

MARCH 13th, 1878.

Committee met at 10 a. m. Present—Messrs. Beaven, W. Brown, Morrison, and Mara. Minutes of previous meeting read and approved.

Mr. McLellan and Mr. Mahood's evidence is appended.

Committee then adjourned.

MARCH 18th, 1878.

Committee met at 11.15 a. m. Present—Messrs. Beaven, W. Brown, Morrison, and Mara.

Minutes of previous meeting read and approved.

A report was submitted by Mr. W. Brown, which is appended. Clauses 1, 2, and 3 were rejected. The 4th clause was laid over till certain questions are put to the Chief Commissioner.

Committee then adjourned to the 21st at 11:15.

#### MR. W. BROWN'S REPORT.

Your Committee are of opinion that the work done on the Howe Sound Trail by Mr. McLellan was not of a permanent or satisfactory condition, because the trail was not constructed on the line surveyed by Mr. Mahood.

That upon comparing the evidence with Mr. McLellan's printed report, your Committee believe that a great part of said report is inaccurate and misleading.

That it was unnecessary to hire men in Victoria, as it involved an expense of nearly one thousand dollars, which, by ordinary foresight, could have been avoided.

That your Committee are decidedly of opinion that the work on the trail ought to have been done by contract, for which a survey and specifications had already been made at considerable cost for that purpose.

MARCH 21st, 1878.

The Committee met at 11.15 a. m. Present—Messrs. Beaven, E. Brown, W. Brown, Morrison, and Mara.

Minutes of previous meeting read and approved.

Mr. Vernon appeared before the Committee by appointment. His evidence is appended.

Committee adjourned to meet on the 28th instant.

28th March, 1878.

Committee met at 11.30 a. m. Present—Messrs. Beaven, Morrison, and Mara.

A draft of a report was submitted by the Chairman, which was adopted.

The Chairman was instructed to present the report to the House. The Committee then adjourned.

J. A. MARA,  
Secretary.

#### EVIDENCE.

MR. CARSON'S EVIDENCE:—

By Mr. Mara—Do you know anything about the management of the Howe Sound Trail? *Ans.*—Nothing unless from hearsay. I can speak of its condition in 1877.

By Mr. Beaven—What can you tell us about its condition? *Ans.*—I visited the trail during the summer; the party were then at work on the Seaton Lake Bluff, the work was progressing very well; they were doing good work, except that the trail was not as wide as it was expected to be; I asked Mr. McLellan if that was to be the width; he said no, he would go back and use what powder he had left to widen it; I asked him what he would do if he had none left; he said he thought he would have plenty; when I passed over it in the fall I found it had not been widened; the bridge on 2-mile point on Seaton Lake is a very good piece of work; it is built of trusses, and every other bent bolted to the rock; had it been all bolted it would have been a good permanent job; one bent had only two inches of a catch; passing from there one and a half miles on the Sampson trail, there was nothing done; the Sampson trail was passable except in places that were rocky.

By Mr. Morrison—Do you consider it improved the trail by building the bridge? *Ans.*—Decidedly yes. On the old trail nothing was done except to cut some brush, which I didn't consider any benefit as it was left from one foot to eighteen inches high; it was cut from four to six feet in width; some bridges were built across the streams. On the Anderson Lake some points are very steep that should have been improved; some points are very rocky. On striking the Pemberton Portage brush has been cleared out that I did not consider necessary. Crossing the Pemberton Meadows after you pass "Scotty's," the ground is wet and miry for about three-quarters of a mile; animals mired to their bellies in trying to get through; on this portion there was some brush put down and dirt thrown over it, but Scotty's cattle had broken it up; there was a piece of two hundred and fifty yards brushed.

By Mr. Mara—Is there gravel near the swamp? *Ans.*—No. If Mr. McLellan had crossed to the foot of the mountain he would have avoided this swamp; that is the line surveyed by Mr. Mahood. Passing from the Meadows to the Squamish there is a steep mountain that should have been cut off according to Mahood's survey; it's almost impossible to drive cattle up the trail as built.

By Mr. Mara—In driving your cattle up this mountain did any meet with any accident? *Ans.*—No, but they hurt their legs on the rocks, none were broken. Passing from there to Nechacko there was nothing done except cutting timber and building bridges across creeks; the distance from the Meadows is about forty-five miles; on the Nechacko he commenced to make a trail; following the river for thirteen miles there is a good trail built to the Squamish; on the Squamish bottom it is soft and miry; a number of small bridges were built and corduroying made, but they were washed away when I got there; three of the bridges were washed away. Passing from the Squamish towards the Inlet, 15 miles, the trail has been graded, it is a very steep grade; on portions of it you have to take hold of the brush to get up. On the next 16 miles little has been done; nothing was done where they could get around. On the summit, a distance of 3 miles, it was open, no work was done there. Coming on towards Jack's trail I passed over the roughest piece of trail I have seen in any country, and the roughest piece of country to make a trail through; no sane man would attempt to make a trail through such a country; in several places on this portion of the trail steps were cut into large logs for animals to climb up on one side and go down on the other.

By Mr. Brown—Has there been grading done on this part of the trail? *Ans.*—Yes, there has been grading done, but not of any benefit to the trail. I now came to Jack's trail; the grading has apparently been well done; it is an easy grade to travel on; the corduroying and bridges were nearly all washed away. At Seymour River McLellan swam twice rather than fix a bridge which I did in three quarters of an hour, and crossed all the cattle. Fifteen miles from the Inlet there is a large cedar tree that was split up into slabs by its fall, which he went around rather than clear off; I cleared it in half an hour; had he done the same work across the fallen tree that he did around the point he could have made a good trail over it. When I got to the Inlet I found a bridge on Linn's Creek lop-sided so that nothing could be crossed over it; McLellan had built it and had just left; the bridge was carried off a few days after I got there.

By Mr. Beaven—Can you give the Committee any information as to the general character of the work done by Mr. Sampson in 1873-74? *Ans.*—The walls and cribbing built by Sampson are in first class condition, and as good as when built—they were made in a substantial manner.

What is the general character of the work done by Alexander Jack in 1875? *Ans.*—I should judge that 25 miles of this end of the trail made by Jack was a good trail when completed, except the corduroying and bridges, which were too low. The grading was good. The trail was wide and grade good.

What is the general character of the work done by Clay? *Ans.*—I did not see Clay's work till last summer. The work was done two years before.

In answer to Mr. Morrison—The work was not done in a workmanlike manner, and was not done in the right place.

By Mr. Beaven—What is the general character of the work done by McLellan? *Ans.*—The work done by McLellan in blasting and bridging was very good as far as the Squamish. This end of the trail would have been better if he had not touched it. The money spent on it was thrown away.

Is there any heavy bridging on the trail? *Ans.*—No.

Do you consider that the trail from Lillooet to Howe Sound or Burrard Inlet has been completed? *Ans.*—No.

Is it a fit trail to drive cattle over? *Ans.*—No.

By Mr. Brown—Do you consider McLellan's report published in Chief Commissioner's report substantially correct? *Ans.*—No, I do not. There are bridges mentioned in the report, between the Squamish and the Inlet, that were not built.

By Mr. Morrison—Which is the best terminus for the road? *Ans.*—Howe Sound decidedly. There is no feed between Squamish and the Inlet, except on the Summit.

What length of trail will be necessary to connect the present one with Howe Sound? *Ans.*—Four miles. If this four miles, from Howe Sound to Squamish, were built, animals could be driven over from Lillooet. The work of last summer should have been done on Mahood's survey; had that course been adopted it would be as level a trail as I have seen in a mountainous country. I consider it a good country to build a trail from Lillooet to Howe Sound.

By Mr. Mara—What would it have cost to build a trail from Lillooet to Howe Sound if the money had been properly expended? *Ans.*—I can't say, as I have not been over the cut-offs that Mr. Mahood surveyed.

Have you been in the employ of the Local Government? *Ans.*—I was employed by the Government in 1876, and part of 1877, as Superintendent of Roads, between Lillooet and Soda Creek.

Did you leave Government employ, or were you dismissed?

Mr. Brown objected to the question, as it has no bearing on the management of the Howe Sound Trail.

(Signed) R. CARSON.

MR. FRANK FINNERTY'S evidence:—

I went to work for McLellan on the Howe Sound Trail on the 3rd May, 1877, and worked till the 18th July. The work that was done was not passable for pack-animals or cattle, including the work done on Seaton Lake. A pack-horse can't get around the bluff. Eighteen kegs of powder, and 60 lbs. of giant powder were used in making a trail around a bluff  $1\frac{1}{2}$  miles in length. When we got through there, we came down to New Westminster District, this side of Pemberton Meadows. There were 34 miles of a trail to be opened from Cache Creek to connect with Jack's trail. In consequence of McLellan discharging his blacksmith, and throwing away his tools and powder, it was impossible to build a trail through there.

By Mr. E. Brown—Did he throw the tools away? *Ans.*—No, he told me to cache them at the Rancherie; he told me to leave them there. I had six pack-horses and an Indian, and could have taken the tools with me to the meadows. Two of the six horses were used as saddle horses for Mr. McLellan and his wife, another was used for packing bedding, and another I rode. When we got to the meadows we went along the trail clearing it out. There were about 16 white men and one Indian in the party. When he could not get the animals over the streams he built bridges. Six or seven of the bridges were good, the others were simply corduroying. Halliday (a settler on the meadows) was unable to supply the party with beef because the Mahood surveyed line was not followed. This is on the old trail made by Sampson. The reason he could not drive over the trail was, that it was too steep and rocky. At this point McLellan followed Sampson's trail. The big slide—40 or 50 miles from the meadows—was impassable for cattle.

To Mr. Mara—One steer would last about two weeks; and Watty drove the cattle after the party. On this 34 miles of new trail we struck a heavy slide, and not having tools and powder we could not get along. McLellan said his instructions were to get his horses through, and that was all he cared about.

To Mr. Brown—McLellan told me several times that those were his instructions, and that he didn't care as long as he got his horses through.

We had to pack our provisions on our backs in places on the Squamish; we worked our way through the best way we could till we struck Alex. Jack's trail; we found it very good, except where a few bridges were carried away. These were not replaced by McLellan, he said he had no orders to build them. So as to get through as fast as we could, McLellan left tools consisting of crowbars, blocks, tackle, rope, hammers, sledges, shovels, mattocks, picks, and a tent along the trail. The best blaze on the trail was tools scattered along it. The tools that Sampson left were cached in a house built for

that purpose. We found some tools in a house that had been cached by Jack; they were of very little value. At the Inlet McLellan had orders to erect a bridge over Linn Creek or Seymour Creek; he had no tools, and had to buy new tools and cooking utensils. From the Squamish to the Inlet the party consisted of 15 or 16 white men, 8 Indians, 2 Clotchemen, and 7 pack-animals; Mrs. McLellan was with the party. The Chinese cook, at \$40 per month, was discharged at Seaton Lake, and a white man, at \$60 per month, who couldn't cook, was hired in his place. A man getting \$55 a month waited on the table and chopped wood. The Indians were hired to pack.

To Mr. Mara—They worked on the trail also.

Seven men of the party were sent from here at Government expense. I paid my own expenses. There was one thousand pounds of freight sent up by express, including one mattress filled with straw or hay.

By Mr. Beaven—In your opinion is the trail leading from Lillooet to Howe Sound or Burrard Inlet completed so as to enable cattle from the interior to reach the seaboard? *Ans.*—It is not; there is some feed on the road; very good feed on the Squamish.

To Mr. Morrison—The trail is pretty good from Lillooet to Howe Sound, except where Mahood proposed to change the line. There would be 3 or 4 miles of a new trail to make to reach a steamer landing.

I went into Mr. Vernon's office and made a statement about the trail; he said he did not want to know anything about the trail. He took my evidence about the horses and packing a trunk. The reason I went to Mr. Vernon was because McLellan kept back one day's pay, which we afterwards got. Another reason was, that McLellan hired me as a packer at Seaton Lake, and I thought I was entitled to more than \$50 a month. Mr. Vernon told me he could not give me more; he said if I had worked six months on the trail I had no grievance. I considered I had a grievance. I thought I should have got packer's wages. I have had from \$80 to \$120 a month as packer. On this trail I had three animals to pack; I worked on the trail as well. When I was hired I did not know what wages I would get. Men in the party were paid from \$50 to \$60 per month; not according to their value in my estimation, but according to the friendship that existed between them and McLellan. I didn't consider myself second to any man in the party, and others got higher wages. I thought I worked faithfully and was entitled to higher wages, or the same as others got.

Witness,  
J. A. MARA.

his  
(Signed) FRANK X FINNERTY.  
mark.

JOSEPHUS CATES' evidence:—

I worked on the Howe Sound Trail last season. There was as good work done on the trail as I have ever seen done on any work. I have often heard the men on the work say that they never knew work to be pushed better than on this trail by McLellan. I have often worked with gangs of men, and never knew a lot of men work steadier than the men last season. I have worked eleven years in the woods with lumbering parties. I was a chopper on the trail, helped to build bridges, and graded when there was no chopping to be done.

By Mr. Beaven—It has been stated that there were steps cut in fallen trees for animals to get over, is it so? *Ans.*—No; there were some large trees that had fallen on the old trail that were bridged by being filled on both sides, and were perfectly safe for animals to cross over. I worked on the trail from the commencement till the party came down.

To Mr. Brown—I lost six days time during that period, on account of having a sore thumb. I got \$50 a month.

I consider the latter part of the trail passable for cattle; we packed over it with pack-horses all right. I have never seen bands of cattle driven over trails, but I have on roads, and I think when pack-horses can be driven there should be no difficulty in driving cattle. I did not see the horses unpacked and the provisions packed on men's backs where the animals couldn't get through. I think we worked four days on the two-mile bluff, Seaton Lake, but am not positive. We afterwards returned to this point to build the bridge. The work that was done on the two-mile bluff was not of any benefit, as it afterwards proved. We were trying to build abutments or piers, but could get nothing to hold. I think there were 15 or 16 men employed at that time; but all



were not working on the bluff, about one-half were grading and clearing out the trail. I think the trail on the five-mile bluff was from 4 to 5 feet wide; I don't think there were any places less than 4 feet. In the mile and a half there are grades steeper than a waggon road grade, but not where the blasting was done. I would not say that the whole of the 143 miles was cleared 12 feet wide; a great deal of it was. It's possible that portions of it might be only ten feet. The brush was cut as close to the ground as it was possible to cut it; what was too large to cut with a brush hook was cut with an axe. The tools were not all taken through to Burrard Inlet; a portion of them were cached on Jack's trail. They were left in a house that I heard was built by Jack. None were left on the trail to my knowledge; I did not keep track of the tools; I was not supposed to do so. I think we had tools enough to build the bridge at the Inlet, except an auger. The axes were pretty well used up, and we had to get a couple of new ones. I had every reason to think the bridge built was a good one; it was a good height, and built of strong material. I did not hear that the bridge was carried away.

To Mr. Beaven—This is the first trail I worked on. I have worked on roads. I joined the party here; my expenses up were paid.

(Signed) JOSEPHUS CATES.

MR. DANIEL HUGHES' evidence:—

I worked on the Howe Sound Trail last summer. The work done was as good as any I have seen on trails. I have been foreman of parties on the other side, and was foreman on the Hope and Yale Waggon Road. I was foreman, under Sampson, on the Nanaimo Road. I consider the work was done well; the bridges were substantially built. I consider the work was generally well managed, but I know nothing about the expenditure of the money. I don't think the trail is a first-rate one to drive cattle over. It will require more work to be done on it. I think there should be more work done on it before I would call it a passable trail for cattle. Stock can be driven over it, but I would not call it a good trail for beef cattle.

To Mr. Beaven—No steps were made in logs for cattle to get over; if such was done I never saw it. Some logs were cut, so that there was no difficulty in getting over them. The first work was done on the two-mile bluff; we tried to sink piers, but it wouldn't work. Can't say exactly how many days we worked there; perhaps three, and it might have been more. The trail made round the five-mile bluff was on a good grade. The work was well done. I think the trail would average four feet. I think there were places that might be less than four, some would be six feet.

To Mr. Brown—I can't say the exact number of miles of forest clearing; it would be from ten to twelve feet wide, but in some places only five and six feet, where no clearing was required. In places, the brush would be cut quite close to the ground, and in others it would be five or six inches from the ground, the same as on all other trails, and the same as had been cut by former parties on this trail. Some of the tools were cached on Jack's trail and some cached where Sampson cached his, and some brought to New Westminster. No tools were thrown away on the trail to my knowledge. We had to get two or three axes at Burrard Inlet, to build a bridge. The bridge built was a good one, but the foundation was bad, namely, sand and gravel. Caching the tools did not prevent the work from being properly carried on. There were places where we might have blasted, if we had tools, but there was no difficulty in getting around. The work done by Sampson was well done; I could not say whether in the right place or not. I consider the work done on this trail during the summer was well done. I was engaged in Victoria by Mr. McLellan; my expenses were paid. I was hired the day before I left. I was paid off at New Westminster. We worked till noon the day we were paid.

(Signed) DANIEL HUGHES.

MR. DANIEL CAREY'S evidence:—

There were a number of men in Clinton who wanted work; only four were hired there; one was hired at \$60, another at \$55; I was engaged at \$55. I asked Mr. McLellan to give me a passage from Clinton to Lillooet; he told me he couldn't, as the stage was full. He told a man named Lawson to go to Lillooet, and he would give him work; the man did so, and was then told there was no work for him; but a day or two afterwards two men (James Harvey and Robert Caldwell), strangers in the country, were put on the work. While we were working at six-mile bluff, Hughes resigned his position as foreman; McLellan appointed me in his place. I found that we had not

sufficient tools to carry on blasting to advantage. Of the six men who came up from Victoria as blasters, two knew nothing about blasting. I asked McLellan how wide I was to make the trail; he told me four feet wide.

By Mr. Beaven—Why was not McLellan on the work? *Ans.* Because his lady was in the camp, and he had to spend most of the time with her.

In places that were only blasted from 12 to 18 inches wide, he said that would do, as there would be no cattle to go over the trail. There were some points that I wanted blasted, but he said "no, they were *hyas cloosh*." At Seaton Lake, the China cook, who was getting \$10 or \$45 a month, was discharged, and a white man, who knew nothing about cooking, put in his place at \$60; also a helper, at \$55. McLellan complained about the cost of the party; I replied that "it was no wonder, as he was selling grub to the Indians." He said nothing to that. When we were working in the New Westminster District, the men, instead of working on the trail, were kept employed packing kettles, provisions, tables, chairs, &c; from two to three horses were used in packing McLellan and his wife, and trunks and carpets. I wanted McLellan to look at improvements that Mahood had recommended on the trail; he wouldn't do it. It took from two to three men, every time we shifted camp, to make walks and fix up bedsteads for Mrs. McLellan's accomodation. At a camp near Cache Creek, he sent a man named Halliday back for cattle; he brought them within seven miles of camp, and wouldn't bring them any further; he said he could not drive his cattle over that mountain. The next day McLellan sent six horses and five or six men to pack the beef into camp. A portion of the trail, on Anderson Lake, McLellan has never been on. There was not one mile cleared out of the entire length of 36 miles of the Sampson Trail. He said the trail would only benefit two men on the Pemberton Meadows besides the Siwashes. There are six settlers on the meadows. The average width of trail (where blasted) of the six-mile bluff will not exceed twenty inches. McLellan did not work himself; he had a foreman over the choppers, and another over the blasters. One of the monthly pay sheets was signed blank, neither number of days nor amounts were inserted; the others had the number of days, but neither rates nor amounts.

(Signed) DANIEL CAREY.

MR. EDWARD JAMES' evidence:—

I worked on the Howe Sound Trail last summer. I was a blaster. The trail was not over 2½ feet wide in places. We had not proper tools to blast with; he (McLellan) got some after we had been there three or four weeks. The men could not work to advantage without proper tools. I don't think the trail made by McLellan is as good as the old trail over the hills. McLellan knows nothing about rock work; he put in a man as foreman who didn't know how to drive a drill. He was not on the work; was about the camp, but didn't attend to the work. The pay sheets, as produced, are just the same as I signed them.

(Signed) EDWARD JAMES.

Mr. James afterwards returned and stated, that when he signed the pay sheets the amounts were not down, but the amounts set forth in the pay sheets are correct.

MR. IRA SMITH'S evidence:—

I worked on the Howe Sound Trail last summer. I was employed as axeman and grader. I measured a portion of the trail after the blasting was done. In places, it would go over 6 feet, and the narrowest (two small places) 2½ feet. While I was on the trail, everything, as far as I knew, was well managed.

Did you see any provisions wasted, or sold to Indians? *Ans.* No, I did not.

Did you hear, while with the party, that provisions had been sold to Indians? *Ans.* No, I did not.

How many men were acting as foremen under Mr. McLellan? *Ans.* One man named Dan Hughes was foreman for two or three weeks; he threw it up. Two were then appointed, one over the choppers and another over the blasters. There were two gangs working—blasters and choppers.

What was Mr. McLellan doing? *Ans.* He was on the work, except when business called him away. He was sometimes called away to Lillooet for provisions, &c., and could not be with both gangs at the same time. I don't think he could get along without two foremen; nor could he work the men to advantage in one gang. I have never known him to be away more than a part of a day, except on one occasion when he could not cross the lake on account of a storm.



To Mr. Brown—I don't think it is a proper trail to drive beef cattle; the greater part of it is very good, but I would not say it is a fit trail to drive cattle over.

The management was good so far as I knew, and I believe the money was well expended.

Do you know how much was expended? *Ans.* I don't know exactly, but have heard \$11,000.

To Mr. Brown—There were no steps cut in fallen trees for cattle to climb over, and I saw no trees bridged over.

(Signed) IRA SMITH.

MR. McLELLAN'S evidence:—

To Mr. Brown—The report I sent to the Chief Commissioner of Lands and Works is a correct report. I received instructions from the Government to follow Mahood's line as far as practicable, which I did. I deviated from the line in places where I considered it advisable to do so.

Mr. Brown—In the Chief Commissioner of Lands and Works' letter to you of July 12th, the following appears:—"I have now to instruct you to continue your labours, and complete the trail from the termination of the Lillooet Section to Burrard Inlet, following, as near as desirable, the route explored by Mr. Mahood last season. For this purpose a sum of \$4,000, which it is estimated will be sufficient, will be remitted to you as occasion may offer." Who made this estimate? *Ans.* I don't know.

To Mr. Brown—Seven men were taken from Victoria.

To Mr. Mara—My object in taking men from Victoria was to get blasters and good bridge builders. I was afraid I could not get them in the district, and did not want to be detained with the work.

Mr. Brown—Who informed you that you could not get men in the district? *Ans.* I can't say who told me. I enquired if blasters were to be had there, and I was told no; that was true, because I could get only one blaster there. If it had not been for the number of men that went up from here I could not have got hands enough. Three of those sent up were men who had letters of introduction to the Chief Commissioner, stating that they intended bringing their families, and requesting him to give them employment if he could. One of the men sent from here did not work on the trail; he was "swopped" for another man on the road going up.

Where? *Ans.* At Clinton; Macbeth is the man's name. Mr. Tingley asked me to take Macbeth in the place of Cates, as he was the only man he could get to take charge of his stud horses. As it was simply an exchange of men, his expenses were not paid back.

Macbeth is a first-class man; I made him foreman on the bridges. I was very glad of the exchange, as I knew Macbeth well; he had worked for me before, building bridges. I discharged, on the work, one of the men I took from here. He was a blaster. He was paid full time from Victoria. He was a good workman, but behaved in such a way that I was justified in discharging him.

To Mr. Brown—Four of the men made a demand for an extra day that I did not think they were entitled. Mr. Farwell paid them in the absence of Mr. Vernon. Their names are E. James, Frank Finnerty, Pat Hogan, E. Lloyd. None of the others asked for the extra time.

Frank Finnerty threatened to write a letter to the *Standard*, because I would not pay his expenses to Lillooet. The men may have been legally entitled to the extra day, but I did not think so at the time. It has been asserted that I said, on the works, that the road was a "political dodge." That is untrue; I said in conversation with Mr. Hoey (there were others present), that "to build a waggon road round those bluffs was a political farce, and it would cost \$20,000 to make a waggon road round the bluffs."

To Mr. Brown—I know of none of the men making application to be registered as voters in the district at the time of Mr. Davie's defeat in Cariboo. The horses on the work were used for packing. I rode one horse from Anderson Lake to the Meadows; distance, 30 miles. The horses were used for packing provisions, tools, tents, &c. My wife rode one horse, but that I paid for, as well as every meal that she ate on the trail.

Mr. Mara—Have you sold provisions at any time to Indians? *Ans.* No; I gave two Indians a sack of flour each for labour; and two or three times I exchanged tea and sugar for berries, for the men's table, when we had no butter.

Where any tools thrown away? *Ans.* No; the tools were all *cached* in the houses built for that purpose; the block and tackle and a crowbar were not put in the house.

I asked an Indian to put them in the house at Squamish. I found the block and tackle on a tree.

To Mr. Beaven—The trail is open from Lillooet to Howe Sound, so as to enable cattle to be driven to the seaboard.

(Signed) A. J. McLELLAN.

MR. MAHOOD'S EVIDENCE:—

Mr. Brown—Are these all the Reports handed in by you to the Government? (Reports handed to Mr. Mahood). *Ans.* Yes.

Did you ever give an estimate? *Ans.* No; I gave the quantities, and stated in conversation with Mr. Vernon what I thought the probable cost would be.

What is the object of the three Schedules? *Ans.* Schedule A was to cover a distance of 35 miles, on which no work had been done. Schedule B was to cover work between Lillooet and Cache Creek; distance, 104½ miles, and would be simply repairs to the trail and complete gaps that had been left, so as to make the trail passable at the lowest cost. Schedule C would comprise the entire length of the work, and make alterations in the location of part of it, so as to make a first-class trail throughout.

(Signed) JAS. MAHOOD.

Mr. VERNON stated to the Committee, in reply to Mr. Beaven, that the reason for not giving the work out by contract was that strong representations were made to him, by both the Members for the District, of the necessity for having the trail completed to allow the passage of cattle that year (1877). It would have been impossible to have effected this if the contract system had been carried out.

*The Chief Commissioner of Lands and Works to the Chairman of Select Committee.*

LANDS AND WORKS DEPARTMENT,  
Victoria, March 25th, 1878.

SIR,—I beg to acknowledge the receipt of your letter of the 22nd instant, requesting that you may be supplied with the annual expenditures on the Lillooet and Burrard Inlet Trail.

In reply, I have the honour to inform you that the annual expenditures have been as follows:—

1873 .....	\$ 5,080 67
1874 .....	10,654 03
1875 .....	7,704 79
1876 .....	1,613 95
1877 .....	12,989 33
1878 Arrears 1875.....	90 00
"    "    1877.....	118 21
	<hr/>
	\$38,250 98

I have, &c.,

(Signed) F. GEO. VERNON.

A.

EXPENDITURE ON HOWE SOUND TRAIL IN 1877.

White labour, including superintendence .....	\$7,143 63
Indian and Chinese labour.....	486 08
Indians, packing and canoe hire .....	567 28
Provisions .....	2,836 83
Tools, tents, &c., and freight on same .....	657 58
Transport .....	759 18
Maintenance whilst travelling .....	8 75
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	12,459 33
Mahood's survey (arrears 1876).....	530 00
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Total (as per Lands and Works Report, 1877) .....	\$12,989 33

## B.

Names of men on Howe Sound construction party of 1877, and number of days worked by each man.

	May.	June.	July.	August.	Sept.	October.	Total.
D. Hughes .....	24 $\frac{1}{2}$	26	25	27	25	24 $\frac{1}{2}$	152
E. James .....	24 $\frac{1}{2}$	28	25	27	25	25 $\frac{1}{2}$	155
R. M. Cadwell .....	15 $\frac{1}{2}$	26	25	27	25	24 $\frac{1}{2}$	143
J. Harvie .....	15 $\frac{1}{2}$	26	26	27	25	25 $\frac{1}{2}$	145
E. Lloyd .....	24 $\frac{1}{2}$	26	25	27	25	24 $\frac{1}{2}$	152
P. Hogan .....	24 $\frac{1}{2}$	26	25	27	25	20 $\frac{1}{2}$	148
F. Finnerty .....	24 $\frac{1}{2}$	26	25	27	25	22 $\frac{1}{2}$	150
J. McCaskell .....	17 $\frac{1}{2}$	26	25	27	25	22	142 $\frac{1}{2}$
J. Cates .....	24 $\frac{1}{2}$	20	25	27	25	25 $\frac{1}{2}$	147
W. McBeith .....	24 $\frac{1}{2}$	26	25	27	25	20 $\frac{1}{2}$	148
Jacob Matteredall .....	24 $\frac{1}{2}$	26	25	27	25	20 $\frac{1}{2}$	148
James Matteredall .....	24 $\frac{1}{2}$	25 $\frac{1}{2}$	26	26	25	20 $\frac{1}{2}$	147 $\frac{1}{2}$
D. McInnis .....	24 $\frac{1}{2}$	26	25	27	25	12	139 $\frac{1}{2}$
Ira Smith .....	24 $\frac{1}{2}$	26	25	27	25	21 $\frac{1}{2}$	149
Charles Smith .....	24	26	16	...	...	...	66
J. Halliday .....	10	24 $\frac{1}{2}$	25	27	25	6	117 $\frac{1}{2}$
J. Meakin .....	...	16	25	25	25	13	104
S. McGregor .....	24 $\frac{1}{2}$	26	25	27	25	10 $\frac{1}{2}$	138
B. Nelland .....	...	...	...	2	25	30	57
D. McDonald .....	23 $\frac{1}{2}$	26	15	...	...	...	64 $\frac{1}{2}$
J. Patterson .....	21 $\frac{1}{2}$	26	...	...	...	...	47 $\frac{1}{2}$
C. Doupe .....	24	14	...	...	...	...	38
J. Woods .....	...	17 $\frac{1}{2}$	12	...	...	...	29 $\frac{1}{2}$
W. Haggan .....	18 $\frac{1}{2}$	...	...	...	...	...	18 $\frac{1}{2}$
D. Carey .....	24	27	25	23	...	...	99
P. Garigan .....	15	26	15	...	...	...	56
Indians .....	54	37	43	55	112	...	301
Chinamen .....	32	52	26	...	...	...	110

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