

Synopsis.

	Mls.	Chs.
“Navigable water in sections as above, between Rat Portage and Fort Alexander	145.45	
Aggregate length of Portages.....		3.06
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Total.....		148.51

Distances, by Water Route, from Fort Frances to Stone Fort.

	Mls.	Chs.
Fort Frances to Lake of the Woods, no impediment.....	67.	
Lake of the Woods to Rat Portage, no impediment.....	64.	
Rat Portage to Fort Alexander, as per table above.....	148.51	
Fort Alexander to Stone Fort, no impediment.....		60.
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		339.51

Memorandum.

“The Seven Portages might be much improved by extending the carrying places, as follows :

	Yds.	Chs.
1. Let a portage be cut from the head of the first chute, clear through to the foot of the 3rd chute. Its length would be.....	880	
Then quiet water for.....		40
2. Portage past 4th Chute.....	66	
Then quiet water for		48
3. Cut portage by which 5th and 6th chutes can be passed at once..	308	
Then quiet water to 7th chute		60
4. Portage past 7th chute	132	
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	1386	148

“The 7th chute can be run, if the water should prove favorable. A few men of the expedition, with Indians sent in advance, could soon prepare the portages in the manner above indicated.”

It would be tedious to enumerate all the details of the preliminary arrangements made to facilitate the passage of the Expeditionary Force through a wilderness which afforded nothing in itself. Suffice to say that, as the result proved, there was scarcely an article which could by any possibility be useful omitted, nor a mechanic, whose services were likely to be called into requisition, left behind. Among the civilians sent forward were boat builders with their tools, blacksmiths with portable forges and carpenters with the implements of their trade.

Waggons for the road transport were provided by Col. Wiley of the Militia Department, and by him, also, were purchased the supplies of flour, pork and other provisions for the Expedition. It is due to that careful and energetic officer to say that the supplies were of excellent quality and put in packages of size and weight the best adapted to the means of transport.

In order to establish and keep up regular communication with the Expedition, the Government chartered two steamers—the *Chicora* and *Algoma*—as mail boats, both well fitted up and adapted for the conveyance of passengers and stores. These steamers were to be paid at a fixed rate, and were to run between Collingwood and Thunder Bay, leaving the former place, alternately, at intervals of five days, throughout the season of navigation.