

The navigable reach, extending from Fort Frances to the north-west angle of the Lake of the Woods, will be called the "Lake of the Woods Division."

While that between the north-west angle and the Red River Settlement may not inappropriately be known as the "Fort Garry Section."

LAKE SUPERIOR SECTION.

The country between the Boundary Line, at Pigeon River, and the head or eastern end of Thunder Bay, was carefully examined with the view of finding a practicable route from Lake Superior to some one of the water systems leading from the Height of Land, westward, to Rainy Lake.

On all the routes, proposed or suggested, I had at various times during the progress of the expedition reported to the Government, so that, here, I need only state the leading advantages or objections which attach, respectively, to each.

The Pigeon River Route.

The nature of this route and the objections to it will be found pretty fully stated in my preliminary reports, printed by order of the Legislature.—Pages 7 and 27.

The starting point is entirely within the United States territory, and, for a distance of one hundred and fifty miles, the canoe route forms the Boundary Line. But this is far from being the only objection. The ascent from Lake Superior is very rapid and steep, and at the Height of Land, and far to the westward thereof, the route leads over a very high and broken region. The lakes at the summit of the water-shed are 1,058 feet above the level of Lake Superior, and, even at that elevation, are embosomed in rocky hills which rise to the height of several hundreds of feet around them. Moreover, the supply of water is so inadequate as to forbid the idea of improving the navigation, and there is no source from whence a supply can be obtained. The route itself is at the summit of supply, and touches in its course on the head waters of no less than four different rivers.

Between Pigeon River and the Kaministaquia, there are several good harbours on the coast, but from these access to the interior would be exceedingly difficult and could only be provided at enormous outlay.

It was at one time suggested that a practicable line might be found, by which to cross the country from Pointe de Meuron, so as to join the Pigeon River Route to the westward of the Height of Land. This point I was instructed to investigate, and accordingly despatched Mr. L. A. Russell, with a well-appointed party, to explore in the direction which had been indicated. He ran a line from Pointe de Meuron to Gun Flint Lake, a distance of some fifty-four miles, and examined the ground on either side thereof, but his report and field notes shew that the country which he traversed was too rough and impracticable to admit of an available line of communication.

In concluding my notice of this route, I may say that, for a distance of one hundred and thirty miles from Lake Superior, westward, it cannot be made in any way available as a line of water communication, except for small canoes; that the country being for a great part of the distance rugged, mountainous and cut up with lakes, it is next to impracticable for roads, and, finally, that there being a much better route to the eastward, entirely within British territory, there would be no object in attempting to open this line or spending further sums in its exploration.

Kaministaquia Route.

This is the old canoe route of the North-west and Hudson's Bay Companies. On this line the supply of water is ample, and the elevation of the country at the summit of the water-shed less, by some two hundred feet, than on the Pigeon River Route, while it is at the same time, that is, at the turn of the water-shed, comparatively level and practicable for roads. Dog Lake, a large sheet of water on the Kaministaquia, twenty-four miles inland from Lake Superior, extends for a distance of some twenty miles in a direction nearly parallel to the western coast of Thunder Bay. To the westward of this lake, the principal stream which supplies it with water—Dog River—can be made navigable nearly to the Height