

of these prairies in lumber, the magnitude of the traffic which such circumstances alone would occasion must be apparent.

From the city of Winnipeg, by way of the Red River, Lake Winnipeg and the Saskatchewan, to Edmonton, the water-way, as is well known, is susceptible of being made available to steamers of light draught, perhaps stern wheelers, such as are used on the Mississippi.

But, from the city of Winnipeg to Lac Bourbon on the Saskatchewan, the route by way of the Assiniboine and the Manitoba and Winnipegosis Lakes, has its advocates and they claim that it would open a finer country and be more sheltered than the route by Lake Winnipeg. Which of the two would be the less costly is a question for consideration. In the one case the Red River, itself, between the city of Winnipeg and the Stone Fort, would require a good deal of improvement and the grand rapids at the mouth of the Saskatchewan would have to be dealt with, while, in the other, a good deal of canal work would be necessary between the Assiniboine and Lake Manitoba, as well as between the Manitoba and Winnipegosis Lakes where there is a difference of 18 feet in the level, and, again, between the last named Lake and Lac Bourbon, where, although there is no great difference in the level, the excavation would be considerable.

We have thus, west of the Height of Land at Lake Superior, fifteen hundred miles of direct water-way, without reckoning the many branch water-ways which could be made subsidiary to it at no extraordinary cost.

But when all this has been taken into account, there remains to be considered the short section of forty miles between Lake Superior and the waters of the summit plateau. In this section there is enough of water for a canal of any dimensions, and no formidable obstacle in the way of its construction. But the difference in level between Lake Superior and the summit referred to is 850 feet, or thereabout, and such an amount of lockage as would be involved in a distance so short must, for the present, preclude the idea of a canal.

Perhaps a double track railway would afford the most efficient and economical mode of transportation over this short distance, and this break in such a stretch of navigation would be of the less consequence seeing that, in any case, there would have to be trans-shipment at Lake Superior, as the vessels best adapted for the well sheltered inland rivers and lakes would not be suitable for the navigation of such seas as Lakes Superior and Huron.

In drawing attention to the practicability of rendering these inland water-ways available to navigation, I have so far offered no opinion as to the scale that should be adopted in the event of the work being ever undertaken. It is a point requiring much consideration, but, in this regard, I may at once say that canals and locks on such a costly scale as those of the St. Lawrence need not be thought of, inasmuch as they would not be required. From Lake Superior to the head of the Saskatchewan a minimum depth of six feet is probably all that could be obtained, and, certainly,