

The scale upon which the work has been done has made it impossible to delimit varieties of rock in the same formation; and rocks which show marked differences from the type to which they have been assigned may be grouped under the same formational name. It must be borne in mind, therefore, that in all the geological units there has been considerable generalization. It will be found also that some of the smaller outcrops have not been outlined, but it is believed that the larger areas are fairly accurately delimited.

LOCATION AND AREA.

The map-area covered by this report lies between the south boundary of township 61 and an east-west line through the middle of township 68. The western boundary is 20 miles west of the 2nd meridian and the eastern approximately 50 miles east of it. The approximate area is about 3,300 square miles. The boundary line between the provinces of Manitoba and Saskatchewan has not yet been run through the map-area, but its position was fixed relative to the 2nd meridian near Flinflon lake. More than one-quarter of the map-area lies in Saskatchewan, the remainder in Manitoba.

MEANS OF ACCESS.

The area is reached most easily from The Pas, Manitoba, where the Hudson Bay railway crosses the Saskatchewan river. From The Pas during the summer months steamboats ascend the river to Cumberland House and cross Cumberland and Namew lakes to Shining bay and to the mouth of Sturgeon-weir river. From Shining bay a team road leads to Amisk lake, which can also be reached by way of the Sturgeon-weir river. The river, however, is so interrupted by rapids that it was given the name "Maligne" by the voyageurs of the early explorers and it is usually avoided. If, however, a tributary that enters it about 4 miles above Namew lake is ascended, a fairly easy route leads through Goose lake to Athapapuskow lake in the central part of the map-area. Canoe routes also connect Amisk and Athapapuskow lakes, but these entail much portaging. Eastward a good canoe route leads by way of Grass river to the Hudson Bay railway east of Setting lake. There are only two long portages on this route; one, $1\frac{1}{4}$ miles long leading from Athapapuskow to the first Cranberry lake and another about a mile long leading from Setting lake to the railway at mile 137 north of The Pas. The portage to the railway can be avoided during high water by ascending a stream at the south end of Setting lake to the point where the railway crosses it.