

allow two-thirds of the distance to be navigable, say, therefore	
—land carriage.....	20 miles.
And water carriage.....	40 “
Through Rainy Lake, by the river of that name, and the Lake of the Woods, to the head of Lake Platte, interrupted only by the falls at Fort Francis, navigable for	160 “
From Lake Platte to Fort Garry, allowing for curves, say—land carriage.....	100 “
Total.....	469 miles,

of which 150 miles would be by land, and the remaining 319 miles by water; the distance by the present route is not less than 635 miles, so that in this respect, there would be a great saving. The opening of this route would, in the opinion of Your Committee, be succeeded by explorations and works of a more extended nature, and would tend to the establishment of a route through Canada and British Columbia.

From Red River to the base of the Rocky Mountains, there is but little interruption to navigation, and through these easy passes have been discovered within the limits of British Territory. A continuation of a road from the Rocky Mountains to Frazer River, and the Pacific is the shortest that can be adopted and would, unquestionably, become the high-way of an emigration to the gold region, the extent of which cannot be foreseen.

The Hon. W. H. Seward, now Secretary of State, United States,—in 1857, after visiting Labrador and parts of Canada, wrote thus:—“I see, in British North America, stretching as it does across the continent, from the shores of Labrador and Newfoundland to the Pacific, and occupying a considerable belt of the temperate zone, traversed equally with the United States by the Lakes, and enjoying the magnificent shores of the St. Lawrence, with its thousand of islands in the river and gulf, a region grand enough for the seat of a great empire. In its wheat fields in the West, its broad ranges of the chase at the North, its inexhaustible lumber lands,—the most extensive now remaining on the globe—its invaluable fisheries, and its yet undisturbed mineral deposits, I see the elements of wealth.”

In the absence of official records of surveys or explorations, Your Committee are not in a position to describe a land route passing to the north of Lake Superior.

In the examination of Mr. A. J. Russell, of Ottawa, a Surveyor of large experience—Your Committee took occasion to call his attention to the feasibility of a land route from some prominent point in Canada to Fort Garry. In substance that gentleman said, that a direct line drawn from Montreal to Fort Garry on Red River, will lie along the Upper Ottawa, strike the mouth of Montreal River at Lake Temiscaming, and passing up the valley of Montreal River, will strike the more northerly point of Lake Superior and the north part of the Lake of the Woods. This line would be 400 miles shorter to Fort Garry, than any line south of the great lakes. The depth of snow at Lake Temiscaming is less than at Quebec, and becomes less as you approach the Lake of the Woods. By a direct route, Montreal is distant from Fort Garry about 1,400 miles.

All which is respectfully submitted.

GEORGE JACKSON,
Chairman

Committee Room,
House of Assembly
12th Sept., 1865