

the railways now being built to Fort McMurray and Peace River Crossing.

The Peace river section is 550 miles in length and extends from Hudson's Hope down to Vermilion falls, and is navigable for steamers with a 2½ foot draft. The Loon river, a tributary of the Peace, in this section is said by McConnell to be navigable for powerful river steamers for a distance of 150 miles, but is not included in the table.

This section is interrupted at its upper end by the Peace river canyon, where the river breaks through the Rocky Mountains, and is separated from the Athabasca lake section by the rapids known as Vermilion falls, where there is a fall in the river of about 25 feet. This obstruction could possibly be improved to such an extent as to allow steamers to pass from the Peace river section into the Athabasca lake section. The Peace river section will shortly be connected by railway with Edmonton on the completion of a line from that point to Peace River Crossing.

The Athabasca lake section has a length of navigable river of 570 miles for boats of 2½ foot draft, and a shore line on Athabasca lake of about 560 miles in length, making a total of 1,130 miles. This section includes the Athabasca river from Fort McMurray to Athabasca lake, 170 miles in length, 80 miles of the Clearwater river, the Slave river from Athabasca lake to Graham's landing, 100 miles, and the Peace river from its mouth up to Vermilion falls 220 miles. It is separated from the Lower Mackenzie section by a series of rapids on Slave river about 16 miles in length, where there is a total fall estimated at 250 feet. This break in navigation is now overcome by a wagon road of 16 miles from Graham's landing to Fort Smith, but scows and light craft are usually taken down through the rapids by making four short portages. On the completion of the Alberta and Great Waterways Railway from Edmonton to Fort McMurray, the Athabasca lake section will be directly connected with the main system of Canadian railways and there will not be the necessity for traversing the 90 miles of rapid, broken river which now separates it from the end of the railway at Athabasca Landing. Steamers are now running on this section throughout the summer season, which usually lasts about five months.

The Lower Mackenzie section is by far the most important of the whole system, covering as it does about 4,780 miles of known river and lake shore line, on which a depth of water, ranging from two feet to six feet, may be found. This section