



A PORTAGE.

50,000,000 people, and that without taking into consideration its probable mineral wealth.

Winnipeg is, commercially, the converging point of this vast water system of the prairie region.

It is really amusing to see the changes Canada's surveyors and explorers have been making in the maps of twenty years ago. They have been finding new waterways and changing the courses of the old ones. They have whittled off part of that wonderful system of lakes and added other parts which once figured as dry land. Lakes like Lake Winnipegosis have changed in form wonderfully. Lake Mistassini, once supposed to be as large as Lake Superior, is now reduced to a very humble position amongst its many companions.

The government is mapping out this tangle of lakes and streams and lofty summits. The graphic reports of their surveyors are full of interest. Their scrambles above the snow line, clambering far up the slope of great moving glaciers, their toilsome progress as they cut their way through dense underbrush or crawl along the edge of dizzy precipices, their little mishaps, sometimes ludicrous, as when a pack horse rolls hundreds of feet down the side of a cañon and is found wedged between two trees, not at all hurt but painfully astonished, and above all, the splendid panorama they see, and the order they evolve from the jumble of ranges, spurs, valleys and cañons, have made this survey one of the most interesting of recent geographical studies.

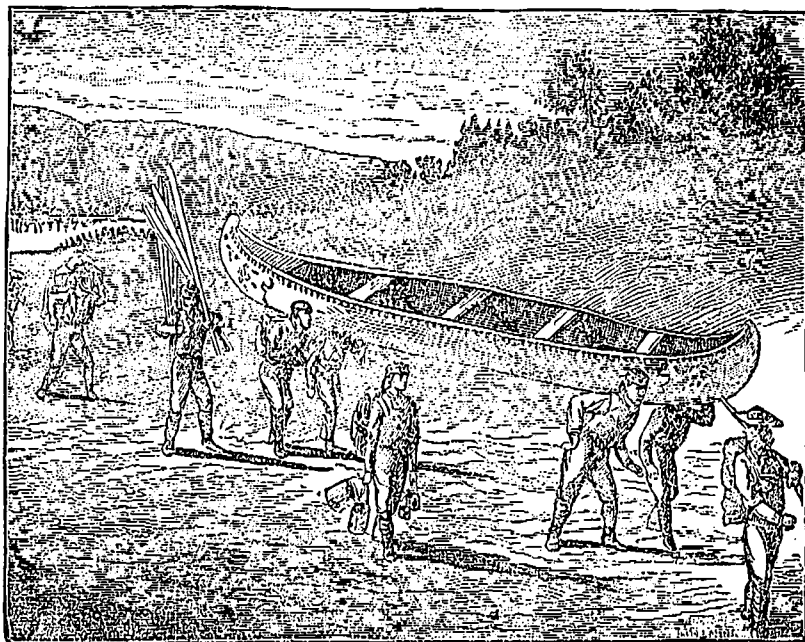
Nestled among the mountains are lovely lakes, some of them thirty or forty miles long, feeders of the many streams that furrowing through the plains below, give means of transport that though now unused, will, in years to come, add immensely to the progress and development of this great land. Hot springs are scattered here and there; waterfalls in abundance tumbling down the mountains for hundreds of feet—reservoirs of latent force in which the sanguine electrician sees the source of future light and heat and power.

Among the picturesque lakes, romantic rivers and grand mountains, is the Canadian National

streams that intersect the North-West, is that greatest of glaciers to be found in the Temperate Zones. Fancy a river of solid ice about 500 feet thick, stretching up the mountain for nine miles, with the width of a mile to a mile and a

Park. This is destined to be one of the famous breathing spots of the continent. Bridle paths lead up to the mountains, from whose tops magnificent panoramas unfold. Picturesque bridges span the Bow and Spray rivers, and from the Bow Bridge one sees a noble river shooting past at twenty miles an hour before it plunges over the falls.

The source of some of the very many



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half, moving down the slope in midsummer over a foot a day, with immense morains along the sides and front where quartzite blocks weighing many tons, have been pushed ahead or swept aside, and you have a faint picture of the Great Glacier of the Selkirks.

Something in the limitless sweep of the western plains and the heavenward lift of its lofty mountains makes our people undaunted by any problem, however serious, or any undertaking, however great. They realize that economy in transportation lies at the basis of their prosperity. They see that the average cost of transportation by rail is far greater than the average cost of transportation by water. They know it is physically impossible to transport their farms a thousand miles nearer the ocean. They believe it may be practicable

to bring ocean transportation a thousand miles or more nearer their farms. The Hudson's Bay, that gigantic arm of the sea, as long as from New York to Chicago and as wide as from Washington City to the Great Lakes, is thrust down the centre of the continent, and Port Churchill, on its western shore, is sixty-four miles nearer Liverpool than is the city of New York. It is not yet settled whether navigation can be made commercially practicable and profitable through Hudson's Straits, but it is purposed to find out whether or not it can be done.

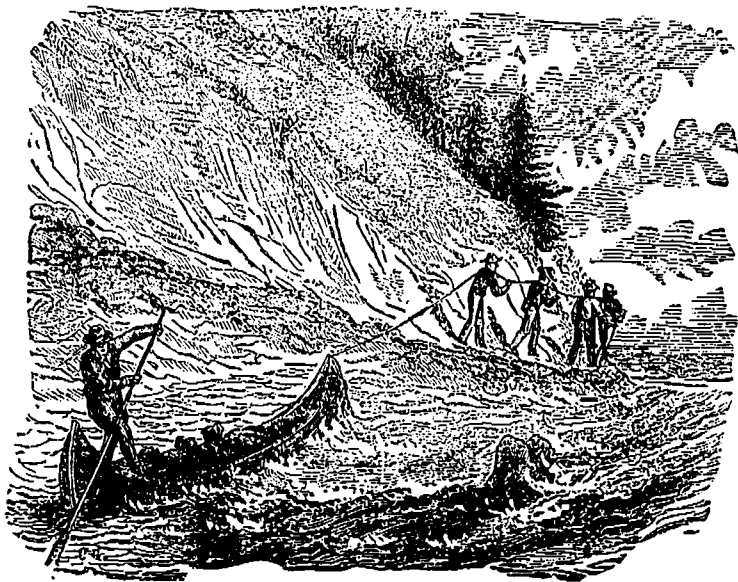
Meanwhile Canada is working steadily forward to get a navigable waterway 14 feet in depth all the way from Lake Superior to the sea, by way of the Welland and St. Lawrence canals. The government of the United States is at work deepening the channels of the Lake to the depth of twenty feet. Both channels will soon be completed and available for use, and if the Hudson's Bay route should not prove to be feasible, a short cut may be added by way of Lake Nipissing and the Ottawa River, which

route involves the construction of only twenty-seven miles of actual canal.

Our people are realizing more and more the importance of utilizing their magnificent waterways. The City of Winnipeg is now discussing the desirability of improving the navigation of the Red River between that city and Lake Winnipeg, so as to enable the lake steamers to pass up the river to Winnipeg, which is now only possible at high water in the spring.

With its ten thousand miles of navigable waters and a practicable outlet to the ocean, who dare attempt to prophecy the possibilities of the North-West. All we know now is but a preface to a volume of unnumbered pages, which the future will unfold.

There can be no doubt of the bright outlook of a country whose resources are so ample and so varied, whose climate invigorates both mind and body, and whose enlightened people are so ambitious and so determined to achieve success.



TRACKING.