

wooden rails would be light tools, and in some instances where water power was not attainable, steam engines of small power for working the saws and planes, all of which may be made in pieces so light as to be carried on horses' backs. Machinery of a similar portable description I have myself constructed years ago for the interior of India. The cost of the construction of a wooden line of railway across a prairie, with full allowance for bridges, culverts, and the rail 2 feet above the prairie level would be largely provided for, with \$4000 per mile. The air line distance from the Southern extremity of Lake Winnipeg to Fort William on Lake Superior, is 350 miles. Fort Garry will be about the same. Commencing therefore at this latter point, we have distance from Fort Garry to the North West Point of the Lake of the Woods 90 miles, increased 10 per cent. for deviation from a direct line, say 100; from the same point of the Lake of the Woods to the South shore of Lake Sturgeon, 168 miles, with 15 per cent. for deviation, equal 193; and from Lake Sturgeon to Fort William 92 miles, with 33 per cent. for deviation 122 miles; or 350 miles direct distance and 415 by the railroad.

The whole of the section from Fort Garry to Lake of the Woods is across the most favorable country for a railway. We have therefore,

#### FOR OUR ESTIMATE.

1.	100 miles from Fort Garry to Lake of the Woods.....	100 at \$ 4000	\$400,000
2.	193 from Lake of the Woods, to Lake Sturgeon.....	90 " 6000	540,000
		60 " 10000	600,000
		30 " 20000	600,000
		13 " 40000	520,000
3.	122 from Lake Sturgeon to Fort William.....	50 " 6000	300,000
		40 " 10000	400,000
		20 " 20000	400,000
		12 " 40000	480,000
	<u>415</u>	<u>415</u>	<u>4,240,000</u>