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westward that it is said the Indians go across in spring through reedy marshes to the waters of the Roseau which flow to Red River, without once taking their canoes out. Be this as it may, there can be no question, because it is an established fact, that, for about thirty miles to the west of the Lake of the Woods and south of Lac Plat, the country is almost a dead level, with occasional rocky or sandy islands of greater or less extent, rising at intervals, but with low and level ground all round The construction of a canal through such a country would be simply a matter them. of digging and embankment. But, west of the section indicated, there is a very gradual and almost imperceptible slope for a distance of about 35 miles, to the valley of the Red River, across which latter for fifteen miles or so to the Red River, there is no greater difference in the level than a foot or so to the mile. The Lake of the Woods would be the summit level, and source of supply and from thence westward, by avoiding the sandy and rocky islands referred to, there would, first, be a practically dead level country of thirty miles or something near it, then thirty-five miles, or less, of country sloping to the westward with an average descent of not more than six feet to the mile, and lastly a practically level stretch of 15 or 20 miles to the Red River, with but a very slight slope to the west. There are streams on the route which could be used as feeders, but in no case would there be risk from floods, as the surface of the canal would, where necessary, be above the drainage of the adjacent country. At the Lake of the Woods the quantity of water permitted to enter the canal could be easily regulated. So far as known, there would be no rock excavation. Still, it is possible that the horizontal limestones which are supposed to underlie the whole district, may occur near the surface at the divide, a little to the west of the Lake of the Woods, but of this there is no evidence. The rocks which appear in the form of islands in the great flat are of Laurentian Gneiss, but they are isolated with flat ground all about them. It is not claimed for the distances and levels given in the foregoing that they are more than approximately correct. They are sufficiently close, however, to admit of a fair idea being formed as to the practicability of rendering this great water way available as a channel of transportation.

From the Lake of the Woods to Lake Winnipeg, the choice would be as above set forth, between a great and turbulent river and a cut across to some point on the Red River, at or near the city of Winnipeg. Both routes, from all that has so far been learned, are practicable, but, in all that could lead a country to undertake the great cost of a canal, the preference from a local, as well as a general point of view, must be accorded to the route by the way of the Red River and the city of Winnipeg, even if it should be the most costly, because among other advantages, such as settling up the country and developing its resources, it would be the best. It would, morever. in this particular section, be a paying investment from the outset. It is needless to point this out further than to say that it would have at the one end the forests of the Rainy River district and at the other the city of Winnipeg with the treeless prairies beyond it, and to anyone familiar with the growing wants