

be regarded as exhaustive; at the time when he made his explorations the current of travel to the Red River settlement, and to the Hudson's Bay Company's trading ports, was by way St. Paul, Crow-Wing and Pembina. This route had been so far improved he says, "that no greater difficulty will exist in gaining access to the Red River settlement, than to any of the more western towns of the United States which are not yet reached by railways. Under these circumstances he might be disposed to conclude, somewhat hastily, that there would be no *immediate* advantage commensurate with the required sacrifice of capital; nor can I advise such heavy expenditure as would necessarily attend the construction of any *exclusively* British line of road between Canada and Red River settlement." In a review of the answer of Captain Pallisser to the Colonial Secretary, previously quoted, Professor Hind says, that "he (Captain Pallisser) has not had the opportunity of examining and reporting on the Fort William and Arrow Lake route from Lake Superior to Red River. Practical experience of the facilities offered by that route would, I venture to say, have greatly modified the sweeping condemnation of existing and possible means of communication comprehended in the foregoing brief reply to the important question proposed by the Colonial Office.

Mr. W. H. E. Napier, an Engineer of the Canadian exploring party under the direction of Mr. Gladman, in 1857, estimates the distance from Lake Superior, to Fort Garry at 647 miles, but remarks, "that to determine the most eligible line of communication through this section, a thorough examination of the country between Fort William and Rainy Lake, would be requisite, both by the North and South of the Canoe route; that there is every reason to expect that a direct and easily constructed road can be formed, and that a party is at present exploring a line through from Fort Garry." This reference is undoubtedly to the party, at that time directed by Mr. S. J. Dawson, from whose report, addressed to the Commissioner of Crown Lands, and dated, Red River Settlement, December 17, 1857, the following extracts are made:—

"We came by the usual canoe route from Fort William, following the Kaministiquia, the Rainy and Winnipeg Rivers. The Kaministiquia, for ten or twelve miles upwards from Lake Superior, has a smooth course; rapids then occur, in close succession, for ten or twelve miles further, to the Grand Falls; but canoes can be either towed or poled up these with tolerable facility. Within the next ten miles the river makes a descent of about 300 feet, forming many serious obstructions to the navigation, with but short intervals of quiet water between them. On this portion of the route there are numerous portages, half-portages and rapids, which render the ascent of canoes extremely tedious and difficult. After this there is a short reach of quiet water to the Great-Dog portage. There the river makes a descent of 347 feet, in the short distance of a mile and twenty-three chains. This is the steepest portage on the route; the summit of the ridge, over which the water passes, being 500 feet above the level of the water at the lower end. Arrived at Dog Lake, the distance from Lake Superior by the windings of the Kaministiquia, is about 46 miles, while in a direct line from Thunder Bay, on that lake, it is only about 24 miles. It will at once occur that the rough and rocky Kaministiquia would be best avoided by making a direct road from Thunder Bay to Dog Lake, which would then be within half a day's drive from Lake Superior, instead of its taking nearly five days to reach it, as it did by the Kaministiquia, although we were tolerably manned and but lightly loaded.

The length of land and water carriage, from Lake Superior, would be nearly as follows:—

From Lake Superior to Dog Lake, allowing for curves, say land carriage.....	25 miles.
Through Dog Lake and from thence to Cold Water Lake, supposing the navigation to be rendered practicable by a dam thrown across the outlet of Dog Lake—water carriage.....	35 "
From Cold Water Lake over the prairie, and passed the Middle and Savanne portages to the Savanne River—land carriage ...	5 "
From the Savanne Portage, by the river of the same name, and through the Lake of a Thousand Isles, to the rapids below its western extremity—water carriage... ..	84 "
From these rapids to Rainy Lake, the distance is about 60 miles, but this part of the route is not yet explored; however, from the information we had from the Indians, it would be safe to	