
 THE WORK OF LAST SUMMER.

In the month of May, last year, at the request of the Hon Alex. Campbell, the then Commissioner of Crown Lands of Canada, I submitted an estimate of the probable cost of the works I had proposed in the Lake Superior Section, and an appropriation of \$55,900 having been made, on the same from the Upper Canada Colonization Road Fund, as my time was greatly occupied by other engagements, it was eventually arranged that Mr. Bridgland, who had charge of the Upper Canada Colonization Roads, should undertake the road from Thunder Bay to Dog Lake, while, in regard to the dam, as he had no experience in works of the kind, I undertook to provide for its construction, and was accordingly instructed to lay out the work and place over it a competent superintendent, who should see to its management during my absence.

Under these arrangements, considering the lateness of the period of the season at which operations were commenced, a fair amount of work was accomplished. Six miles of the road were completed, under the able management of Mr. Snow, who had immediate charge of working parties, and, at Dog Lake, under the direction of Mr. Joseph Samson, a considerable quantity of timber was got out for the dam. Boats and scows were built for the conveyance of stone and material to the work, and a suitable building erected for the accommodation of the workmen.

Much of the necessary material and tools for the road and dam, besides a small quantity of provisions, are now on hand, and it is greatly to be desired that the operations, so auspiciously commenced, should be proceeded with as early as possible in the spring, inasmuch as these works, as well as being of paramount and permanent necessity to the line of communication, will, when completed, be of great advantage in the first instance, in facilitating the conveyance of materials and supplies to works of similar character further in the interior.

 MR. J. W. BRIDGLAND'S REPORT.

I notice this document to correct an error into which Bridgland seems, inadvertently, to have fallen. He has projected, on a map, a line of Railway from Lake Superior to Rainy Lake, and, from the information gleaned from a mere preliminary report of mine, represents the country through which it would pass as being imperfectly examined, or wholly unexplored. Now, the fact is, that the region to which he refers, although not examined exactly, with the view to a railway, has been explored to such an extent as to afford, at least, a fair knowledge of its topography. Messrs. Wells, Russell and Gaudet, Provincial Land Surveyors, crossed and recrossed it in various directions, as I, myself, also did, making surveys and determining levels over extensive sections, and should Mr. Bridgland ever visit the country, which he has not as yet done, I feel confident that he will perceive the accuracy of the description contained in my reports and reproduced in an abridged form in this document, under the heads of "Lake Superior Section" and "Lake Region."

As regards the railroad, I have, in various reports submitted to the Government, explained that when the circumstances of the country would admit of works of such magnitude, and when the North-west Territories had attained a certain degree of development, a short line, of some twenty-five miles, from Thunder Bay to Dog Lake, would be of advantage, as would, also, a line from the North-west Angle of the Lake of the Woods to Fort Garry, combining with these great works the improvement of the intermediate navigation, by means of lock and dam, from Dog Lake to the Lake of the Woods.

Mr. Bridgland has adopted the same idea, with this difference, that he proposes a railroad of no less than *two hundred miles at the outset* with *one lock* at Fort Frances. In either case, it will be observed, that there must be intermediate navigation. Then, why not bring the navigation as close as possible to Lake Superior, so as to have a shorter railroad? A canal, supposing the lockage to average as much as that of the Rideau has done, would not cost half as much as a railroad of 200 miles in length, which latter, supposing it to involve no greater outlay than similar works in this country have averaged, would cost at least *eight millions of dollars*.

Such vast projects are as yet premature. In regard to Mr. Bridgland's scheme, as he