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White Fish Lake, a tributary further on. Passing to the north of this lake, it would then cross at the end of 16 miles a small stream, called Steel river, the whole of the intervening country, with the above exceptions, being rugged and swampy. Long Lake is from one to three miles wide, and stretches 90 miles north. It forms a branch of the Albany, which flows into Hudson's Bay, and takes its rise in Owl Lake, only six miles from Lake Superior. The road would cross this stream at the foot of the lake, 22 miles N. of Lake Superior. Distance from Pie river

36

The line would now run  $18^{\circ}$  N. of W. for 25 miles to the north end of Wintering Lake, on Pays Plat river, and thence  $15^{\circ}$  N. of W. to the 88th W. long., lat.  $49^{\circ} 15'$ ; the whole over rocky, undulating ground, but with some intervening valleys of good soil. In the course of this distance it would cross the Black, Pays plat, Gravel, and Cypress rivers, all rapid and inconsiderable streams falling into Lake Superior. Distance

43

Here the road again changes direction, and forming an obtuse angle, would turn some  $15^{\circ}$  S. of W., and enter on good, level, low land; crossing a small stream called the Jackfish at the end of 8 miles, and avoiding a range of granite and trap-rock hills, 800 to 1,000 feet high to the north, between the proposed line and Lake Neepigon. It would then continue through a level tract of good loamy soil for about 17 miles more to the Neepigon. This is the largest river on the north shore of Lake Superior, to which it flows through the range of mountains bordering the Lake; and which are here chiefly composed of amygdaloid rocks and porphyry, containing valuable copper ore in many places. Distance

25

Neepigon river would be crossed about 25 miles below the lake of that name, at an elevation probably of not more than 100 feet above Lake Superior, itself 600 feet above the sea. From this point a branch line to Neepigon Bay would put the railroad in direct communication with Lake Superior. The distance along the western side of the Neepigon valley, composed of excellent soil, would be 17 miles; 4 of which at the mouth of the river form a wide and deep channel, leaving only 13 miles of road to be constructed. Apart from the very important accession of traffic, which this would procure to the projected line, the advantages of such a communication in a public point of view (uniting, as it would, the great steamboat routes of Lake Superior and the Saskatchewan with Ottawa uninterruptedly all the year round) are self-evident, and very superior to those of any proposed line from Thunder Bay; which would not only be isolated during the winter, but in order to avoid the Lake of the Woods, must either pass through American territory, or after coming within 25 miles of the proposed Overland route at Jourdain's rapid, have to make a detour of 100 miles or more to the north, from somewhere near Rainy Lake, in order, after all, to fall into it north of Whitefish Bay. A railway subject to such disadvantages would

*Prof. Bull finds that this branch could be avoided, and the road brought nearer three or four miles of Lake Superior.*

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