

Superior to Fort Garry is about the same as from Ottawa to Hudson's Bay, and that the route is in great part through a country of much the same character as the Upper Ottawa region.

No one who has given attention to such matters will suppose that to run a line through such a wilderness of mountains and lakes, and stock it with plant including steamers and barges, to such an extent as to enable passengers to accomplish the distance in five days, could cost greatly less, mile for mile, than the amount expended on the 451 miles of the Red River Route.

*Question 3.*—State number of miles opened, and present condition of the route?

The number of miles opened is 141 of land road and 310 of broken navigation. The present condition of the route may be briefly described as follows :—

At Prince Arthur's Landing, Thunder Bay, there is a substantial wharf, also sheds, stores, buildings for offices, shops for mechanics, stables, &c.

From the Landing to Shebandowan a carriage road, in good condition, leads to Shebandowan Lake, a distance of forty-five miles. On this road there are buildings at convenient intervals for the accomodation of travellers, freighters, &c. Two costly bridges span the Matawin and Kaministiquia Rivers, and there are numerous smaller ones. At Shebandowan are substantial buildings, stores, offices, &c.

Shebandowan Depôt is the shipping point for the navigable sections which extend from thence to the North-west Angle of the Lake of the Woods, a distance of 310 miles. This stretch of broken navigation is in twelve different sections, the shortest of which is about nine miles, and the longest 120 miles in length. Of these sections, as now existing, eight have been rendered navigable at all stages of water to steam tugs, by means of dams of greater or less extent, and excavation. On all of the shorter navigable sections, respectively, there is a steam tug with boats or barges, and on each of the two longer stretches, on either side of Fort Francis, there is a large steamer, both of which were put in operation last fall.

The number of vessels propelled by steam is fourteen, of which two are large steamers, six moderate-sized tugs and six steam launches.

The total number of other vessels, including barges, row-boats, &c., is about 100.

At most of the carrying places there are houses for the accomodation of emigrants, and where these are wanting tents are in readiness.

The Lake of the Woods Road leads from the North-west Angle, through a flat country, to Fort Garry. The first thirty miles of this road, that is, proceeding from the Angle, runs through a swamp which had to be, in great part, cross-laid, in other words bridged over.

On this line, as on the Thunder Bay Road, are commodious buildings at convenient intervals for the accomodation of travellers.

At Oak Point Depôt, at the commencement of the Prairies, the buildings are large and the accomodation particularly good.

In speaking of the present condition of the route, it may not be out of place to say that there are numerous bands of Indians, in certain sections, with whom care has always been taken to maintain friendly relations. No serious disturbance has ever arisen on the line, notwithstanding that there never has been a magistrate to appeal to or a bailiff even to enforce order between Thunder Bay and Fort Garry. The maintenance of order has been greatly facilitated by the complete exclusion of intoxicating liquors, and, to effect this, it has been necessary to station guards on the Thunder Bay and Fort Garry Roads, at the expense of the works. That this was a wise precaution will readily be believed when it is understood that, in the district traversed by the line of route beyond the Height-of-Land, there are at least a thousand armed savages. Should these bands of Indians become demoralized, through the introduction of liquor or from other causes, the consequences might be very serious.

As a consequence of opening the route, and speaking as to its present condition, I may further state that two thriving villages, or towns rather, have sprung up on the line, one at Prince Arthur's Landing and one at Oak Point Settlement, while the City of