

TABLE shewing Portages and Navigable Reaches between Height of Land and Fort Frances.

PORTAGES.	Land Carriage		Difference Level, in feet	Navigable Reaches.	Miles Navigable.
	Miles.	Chains			
.....	.....	.....	.....	<i>Savane River and Lac des Mille Lacs Baril Portage</i>	42 8½
Baril Portage.....	.....	16	+1.86	Baril Lake.....	12
Brulé Portage.....	.....	21	-47.02	Windegoostegoon Lakes...	.....
Descent in Windegoostegoon lakelets and stream.....	.....	.....	-9.50	.....	.....
French Portage.....	1	60	-99.71	Little French Lake and Kaogassikok Lake.....	15
Pine and Deux Rivières Portages.....	2	.....	124.12	Sturgeon Lake and River..	27
Island Portage and Fall, Sturgeon River .....	.....	13	{ 10.06 32.50	{ Nequaquon Lake.....	17
Portage between Nequaquon Lake and Nameu- kan Lake.....	2	.....	72.00	Nameukan Lake.....	10
Bare Portage.....	.....	11	8.55	Rainy Lake and River.....	46
Land Carriage.....	6	41	403.46	Navigable.....	177½
Off ↑.....	.....	.....	1.86	Land Carriage.....	6½
Diff level between Lac des Mille Lacs and Rainy Lake.....	.....	.....	401.60	.....	184

Thus, between the head of the *Savane River* and Fort Frances, the extent of navigable water would be one hundred and seventy-seven and a half miles, in eight reaches, divided by seven portages, the latter having an aggregate length of six miles and forty-one chains; in round numbers, six miles and a half. At a very little outlay, however, over what I am about to propose, the navigable reaches could be somewhat extended and the number of carrying places reduced to five.

For example, the difference in level between Lac des Mille Lacs and Baril Lake is hardly two feet, the latter being by so much the highest. If, therefore, Lac des Mille Lacs were raised by means of a dam to the level of Baril Lake, and a cut made between the two, eight miles and a half would be added to the navigable reach of Mille Lacs, and one portage done away with.

In like manner, the difference in level between Nameukan and Rainy Lakes is but  $8\frac{5}{100}$  feet, which might be overcome by a wooden lock, thus adding some ten miles to the navigable water of Rainy Lake, and avoiding another trans-shipment. There would then remain only five portages, in a distance of one hundred and eighty-four miles—One hundred and seventy-seven and a half miles being by water and a little over six by land—On three of the portages, averaging about two miles each, horses or oxen would have to be maintained, while, on the remaining two, namely: Brulé and Island Portages, being respectively but twenty-one and thirteen chains in length, wooden-ways might be so constructed as to admit of hand-cars being drawn over them with facility. I point this out, but would not recommend for the present, either a cut at Baril Lake or a lock to connect Nameukan and Rainy Lake.

The following are the works which I consider of the most pressing and immediate importance in this division:—

*Dam at Little Falls, Rivière La Seine.*

A dam at this point, if of sufficient height, say forty-two feet, would have the effect of raising the water of Lac des Mille Lacs to a level equal with, or a little higher than Baril Lake, the latter being  $1\frac{86}{100}$  feet above the level of Mille Lacs, so that, by a mere cut, the two could be connected, and, in the event of more extensive works being undertaken