

It is a circumstance of no small importance, in recommending the expenditure of money on a public work, to be able to show that, when completed, it will at once begin to yield a return. In the present instance, the return would not, of course, be in the shape of tolls on the works but in the way of increasing trade, and consequently increasing revenue, the laying open of extensive tracts of fertile territory for settlement, and the development of a district now known to be rich in mineral resources,

The State of Minnesota has of late been doing a good deal to facilitate intercourse and trade with the Red River Settlement. During the summer now approaching, a tri-weekly line of stages will be established, mails will be delivered every second day, and the people, cut off from Canada, will naturally draw closer to the only neighbors with whom they can hold intercourse, and, if this state of things continue long, they must become a community of the United States rather than a British Colony.

Now, it is evident that if the trade of the North-west Territories is of value to Minnesota, it ought to be of some importance to Canada, and, if the people of a new state see advantage in taxing their scanty resources, to make roads and keep up lines of stages to attract that trade, *overland*, surely the Dominion with much greater facilities and more ample resources might do a little to obtain it, when nearly two-thirds of the distance would be by navigable water.

THE MEANS OF TRANSPORT.

When the traffic of the Red River Settlement and the North-west Territories has once fairly begun to take the route by Lake Superior, private enterprise will soon fall upon the means by which transport can be most easily effected.

Land Carriage.

In the meantime, I may suggest the mode which, in the first instance, must be resorted to. At Lake Superior, of course, when the communication is once completely opened there will, no doubt, be ample competition for the conveyance of articles over the road to Dog Lake, as there probably will be at the Height of Land Portage also.

At three of the portages in the interior, however, namely, the French, Deux Rivières and Nequaquon Portages, averaging two miles each, horses and oxen will have to be maintained for a time. At the Baril, Brulé, Island and Bare Portages, tramways will be arranged for hand cars, the latter being short.

Between the North-west angle of the Lake of the Woods and Fort Garry, no provision would have to be made, as the means of conveyance are abundant at the Red River Settlement.

Water Carriage.

On the shorter reaches, boats, such as the Hudson's Bay Company use in the transport of goods from York Factory to the Red River Settlement, would be the best. They carry about ten tons, and easily drawn over a portage. Such boats would answer well between Lac des Mille Lacs and Fort Frances: Once the communication was fairly established, a relay of boats might be kept on each reach, and then much larger vessels might be employed.

In the longer reaches, steamers might be used to advantage, and would probably—most certainly, if the traffic became extensive—be more economical than boats.

There would be in all five reaches in which I think it would be desirable to have small steamers, namely :—

On Dog Lake and River.....	35 miles navigable.
Savane River and Lac des Mille Lacs.....	42 “
Sturgeon Lake and River.....	27 “
Rainy Lake.....	46 “
Fort Frances to North-west Angle.....	120 “

270 miles.

Thus in five reaches, amounting in the aggregate to two hundred and seventy miles, the shortest of which would be twenty-seven miles in length, small steamers, of a cheap class,