

2 Toronto to Collingwood as before; thence to Fort William by same steamers as above; thence to Lake Shebandowan, 40 miles by waggon road; and thence by boats and steamers to the North West angle of the Lake of the Woods; and from thence over a waggon road to Fort Garry, a distance of between 90 and 100 miles.

3. Same as first route to Duluth; from there to St. Paul and St. Cloud by rail; from there across country in waggons to Pembina (the American Custom House on the Border)—from that point 60 miles by Road to Fort Garry.

4. Toronto to St. Paul, via Detroit and Milwaukee; thence to St. Paul and Benson by rail; thence by team and coach to Twenty-Five Mile Point, and thence by Steamer to Fort Garry.

The Committee have enquired into the advantages and disadvantages of each. These may be stated as follows: No. 1—This is the most expeditious route, it being estimated to occupy 11 days from Toronto to Fort Garry. Secondly—The emigrant will be saved any trouble with reference to the American duties, and the bonding his goods through, by an arrangement the Committee have made with Messrs. Hill, Griggs & Co., of St. Paul, who will establish an Agent at Duluth to arrange with the Customs Department. Thirdly—The emigrant is provided with shelter throughout the trip, and is not required to rough it by camping out and otherwise. Fourthly—It is almost if not quite as cheap as either of the others.

No. 2.—As to this route, while it ought to be preferred for national reasons, being through Canadian territory, yet there is no certainty as to the period when it will be fit for travel, and it is very doubtful if the steamers for the navigation of the inland lakes will be completed and placed on these Lakes before the month of July, whereas both No. 1 and 3 routes are open now. Another difficulty which emigrants by the Fort William route must encounter is the living in tents or in the open air throughout the trip. The places of shelter which the Government intend to erect on the route are not yet completed. Again, it will not be possible to transport live stock by this route, or bulky freight. This route will be very suitable, and perhaps preferred by parties of young men without families and travelling light. These difficulties will, doubtless, be all removed by next season, when the Government arrangements will be perfected.

No. 3.—The Committee are of opinion that this route, via St. Paul, will suit Emigrants intending to take through live stock, as they will avoid lengthy Railroad transportation, and can drive their cattle from St. Paul or St. Cloud to Fort Garry.

No. 4.—This route by rail from any point in Ontario to St. Paul, will probably suit the convenience of a large number who may not care to travel by water or who may wish to push through rapidly to St. Paul. The Great Western Railway Company have promised every facility, and the Detroit and Milwaukee Railway have also promised the utmost diligence on their part to secure a rapid and uninterrupted through transit for both Colonists and freight.