

the Assiniboine would, in the opinion of Dominion Government engineers who made exhaustive surveys before the transfer of the country to Canada, give navigation through the Qu'Appelle lakes to the South Saskatchewan, which river, indeed, they were inclined to think once flowed that way. As regards the Winnipeg group of lakes, there is unfortunately no navigable connection between them; but keeping out of view an alternative possibility of connecting the Saskatchewan with the very extended river navigation which the damming of the Red River at Winnipeg and the Assiniboine at Brandon would give, this would make little difference, inasmuch as Lake Winnipeg offers all that can be desired in the way of convenient navigation. It is a large lake, with a coastline greater than Lake Erie, and, is treacherous and tempestuous to sailing craft on account of its shallowness, yet perfectly safe for steam navigation, and, lying in the direct route to Hudson's Bay, it may be an important factor in conveying the produce of the great wheat area of Northern Dakota and Minnesota as well as our portion of the Winnipeg basin which might avail itself of the cheap water transportation to be effected by the dams mentioned and by the building of the 150 miles of railroad between the most northern lake navigation and the most southern available deep water of the Nelson River, give a valuable alternative route to the sea.

Such results might follow the building of the two dams mentioned, locks, of course, being necessary; and, in the opinion of engineers, no difficulty presents itself if the system used in Austria and other countries was adopted. This consists of a hinge dam, one which is allowed to fall like the closed cover of a book at the close of navigation, and so remain while the usual spring rush of melting snow passes away, when the dam can, with the aid of the current, be easily raised to the required height.

I have as yet said nothing of the enormous water power to be obtained from the dams in question, and as these great advantages will be local and would secure to the cities mentioned the certainty of being manufacturing centres, with cheap electric light, wood and coal at probably half its

present price, and building material at greatly reduced rates, I will not, for it is in its larger aspect that the subject is now engaging the attention of the Winnipeg City Council, prominent members of the Board of Trade, and thoughtful men everywhere throughout the region to be thus benefitted.

Familiar as all are with the great productiveness of our soil, we scarcely fully realize that underlying this great wheat belt we have, in the opinion of such geologists and mineralogists as Dr. Dawson and others, fifteen thousand miles of good lignite in the country drained by the Souris River, one of the southern affluents of the Assiniboine. It is also stated that there are 150,000,000 tons of coal in a workable condition near Medicine Hat. That in Lake Winnipeg there is iron enough for our wants for the next hundred years; and on Lakes Winnipegosis and Manitoba salt enough to supply Canada from Lake Superior to the Pacific for a century. All this, without mentioning our timber, marbles, limestones, pottery clays, sandstones, gypsum, asphaltum and petroleum. It has beguiled to dawn upon us that to avail ourselves of these blessings we must have the cheap transportation which only water affords, and it is well to remember that we have waterways of infinite commercial and manufacturing value, the neglect of which would be an indication of folly and presage of commercial disaster.

JOHN SCHULTZ.

Winnipeg, Dec. 15, 1887.

From this we learn of the great advantages we possess, and as Governor Schultz has made a study of our resources and is familiar with our conditions, it only confirms what we have said before on the subject. In our next issue we purpose dealing with the question more fully, and can promise our readers one or two articles from well known writers.

PUBLISHERS NOTES.

WE wish to announce to our readers and friends that a special World's Fair number of the MANITOBAN is in preparation and will be issued very shortly. It will contain 100 pages elegantly illustrated with local scenes and views prepared espec-