

*Kettle Falls.*

This station is at the head of Rainy Lake. An emigrant house, a small store house, two log huts, and a wharf, were built here during the past summer, and a few acres of ground cleared off to guard against fire. The portage is twenty chains in length.

*Rainy Lake.*

On this lake there is now a steamer, 100 feet keel by 19 feet breadth of beam, capable of carrying all the freight and passengers likely to offer; the distance she runs is 45 miles. Immediately at the foot of Rainy Lake there are two rapids in close succession, up and down which the steamer has been run repeatedly, but in one pitch—that nearest the lake—she has difficulty; in fact, was carried back on several occasions when attempting to ascend, and, in these rapids row boats have since been used.

*Fort Frances*

is the next station, and here, as at Kettle Falls, the carrying place is quite short. The buildings are mere huts.

At Fort Frances there is a large amount of stock and plant, consisting of blacksmiths and mechanical engineers' tools, for the repair of machinery carpenters and boat-builders tools, &c., together with a stock of irons chains, anchors, ropes, &c.

*Rainy River.*

Between Fort Frances and Hungry Hall, at the entrance of the Lake of the Woods the distance is 75 miles. About midway between these places is a rapid called the Long Sault, where, although the current is not so strong as to prevent a large steamer from running, there are boulders in the bed of the river which require to be removed before it would be quite safe to risk such a boat as the Lake of the Woods steamer.

The entire distance from Fort Frances to the north west angle of the Lake of the Woods, by the way the steamer runs, is 125 miles, and, on this long section, the plant at present in use consists of a large side-wheel steamer 120 feet keel breadth of beam—open barges, row boats, one tug of forty feet keel, and a small tug of 33 feet keel.

The plan adopted since the large steamer was put in operation is as follows: A tug, with a number of boats and barges, runs from Fort Frances to the Long Sault, where a wharf has been built. At this wharf passengers and freight are transferred to the Lake of the Woods steamer which runs from that place to the North West Angle. But at the latter place, until the road shall have been extended, the steamer cannot get within two miles of the station, and it is necessary to keep a small tug and barge in readiness to land her freight and passengers.

*Lake of the Woods Road.*

This road is 95 miles, more or less, in length, from its starting point at the north west angle of the Lake of the Woods to St. Boniface, a place on the bank of the Red River opposite Fort Garry.

There are good buildings and stables at Birch River, White Mouth River and Oak Point Settlement. At Broken Head River and the Angle, there are also buildings which have so far sufficed.

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SCHEDULE OF BUILDINGS, STEAMBOATS, STEAM LAUNCHES, BARGES &c., AT THE VARIOUS STATIONS ON THE RED RIVER ROUTE.

*Buildings.*

*Thunder Bay.*—Office; Emigrant House; Shingled Log House; four Store Houses; Stables; Cattle Sheds.

*Little Lake.*—House; Stables.