

Other Works (Lake Superior Section).

A pier required at the Depôt, Thunder Bay, Lake Superior.....	2,500 00	
Seven miles land road, to connect Fort William with Dog Lake Line.....	7,000 00	
		9,500 00
		\$161,500 00
Superintendence and contingencies.....		5,000 00
		<u>\$166,500 00</u>

The above does not include such of the works, in the Lake Superior section, as were provided for in the grant of fifty-five thousand nine hundred dollars made last year, except a road [at the Height of Land, which is allowed for in the present estimate. This was necessary, inasmuch as the total grant of last year will be required to complete the road to Dog Lake, and finish the dam, which latter was found to involve a little more work than was anticipated, on account of the necessity which has arisen of running an additional dam, along a rocky ridge of low ground, south of the outlet of Dog Lake.

PROBABLE TRAFFIC.

Within the last few years, since the North-west Territories have begun to attract so much attention, many schemes have been advanced and many suggestions made, as to the best means of opening the communication. Without going, for the present, into the merits of these schemes, I would draw attention to the fact that the country between Lake Superior and the Red River Settlement is a wilderness, as yet in a state of nature; that except to the canoe of the Indian, or the voyager, it is quite inaccessible in its present state, and that until some way of getting through it is devised, there can be no means of taking even the initiatory steps in the construction of works of great magnitude, such as railways or canals. A line of communication such as I have proposed would render the country accessible, and, when it is completed, it will be time enough to entertain greater projects.

But, while taking this view of its utility, I must also draw attention to the fact that the opening of the communication, even in this simple way, would have the immediate effect of drawing the trade of the North-west Territories to Canada.

The people of Red River, at present, purchase their goods at St. Paul, and take them from thence full six hundred miles, *overland*, to the Settlement; sometimes, indeed, there is a small steamer which runs on Red River during high water, but, as a general rule, the goods which the settlers require are carted all the way through, and the cost of freight is generally reckoned at from four and a half to five dollars per 100 lbs.

Now, from an estimate which I have made, I feel confident that if the communication were opened, even in the primitive way suggested, the cost of transport from Lake Superior to the Red River Settlement would not exceed \$1.75 per 100 lbs., but, supposing that it should cost as much as two dollars, it would still be less, by over one-half, than the cost of freight from St. Paul, and, when the vastly cheaper rate at which goods can be purchased in Canada, as compared to Minnesota, is considered, it is but reasonable to suppose that the trade must come this way.

I have only alluded, so far, to the trade of the Settlement, or rather of the settlers, apart from that of the Hudson's Bay Company, but I think the latter might be looked for, also; for the able officers who manage that ancient and honorable corporation, as soon as they saw that they could get their supplies cheaper by Lake Superior than by Hudson Bay, or St. Paul, would at once adopt the route. It is clear, therefore, that by opening the communication in the manner proposed, a trade, amounting to several millions of dollars annually would be at once transferred to Canada. Even as a matter of speculation, without reference to political considerations, or the vast field which would be opened to colonization, it would be a safe enterprise to open the line.