

Between Cross and Sipiwesk lakes there are many falls and rapids, and the route, though strenuous because of the numerous portages necessitated by such cataracts, is most beautiful and interesting. To overcome these a tramway some fifteen or twenty miles in length had been constructed between these lakes but is now out of repair. Ebb and Flow rapids are very picturesque but by far the best sight is White Mud falls. These falls consist of three sections, two of which are side by side and separated only by a small rocky island. The third section is at right angles to the other two, thus giving a horseshoe effect to the whole. The falls proper are about fifteen or eighteen feet high but for some distance below the rapids leap and foam through a narrow canyon and will easily bring the total height up to thirty feet. A portage, half a mile in length, leads past these falls. A succession of poles laid crossways along the entire route remained in evidence of a York boat having recently been transported. These poles act as rollers and over them the boat is dragged by its crew. At the south end of the portage stands a monument, enclosed by an iron fence, erected in memory of a missionary who lost his life by being carried over these falls.

At Red Rock rapids an intrusion of Huronian was noticed and in it a quartz vein about four feet wide which appeared to be well mineralized. Chain of Rocks rapids, so named from a series of rocks jutting up across the stream, are the last before Sipiwesk lake is reached. This is another large and exceedingly beautiful lake dotted with many islands. Several bands of Indians were located at various points engaged in fishing. White traders gather up these fish in motor launches and ship them by way of Landing lake to the Hudson's Bay Railway at mile 185. From Sipiwesk lake the Nelson river contracts and flows the remainder of the way to Hudson Bay with but another principal expansion, namely Split lake.

As five of our party found that business would compel them to turn back before reaching the Bay, and as we were all anxious to dispense with our Indians as soon as possible, we left the Nelson route by making a portage to Landing lake at a point a few miles east of the principal meridian of the Dominion lands system of survey. Turning westerly we followed Landing lake to a point on its northwest extremity where a portage leads north to Wintering lake. The Hudson's Bay Railway passes between these lakes and intercepts the portage about a mile north of Landing lake. Here we arrived on the morning of the 23rd, the point being known as mile 185, that is 185 miles from The Pas. A number of Indians were engaged in packing flour from the railway siding to Landing lake. The footing on this mile of portage is only fair, being soft in places and rough in others, yet the Indians' packs were 200 pounds each. Each man received fifty cents for a round trip. Our guides were promptly dispensed with and we proceeded by gas car to Piquitonay, a divisional point at mile 214.

It was two years since I had visited this point and very few changes were to be noticed. Engineers' offices, railroad shops, and a few frame buildings consisting of a couple of stores, restaurants and private houses make up the town. This was the limit of travel for Fraser, Hudson, Wallace, Symington and Moors. Here they would await the return of the *Muskeg*, as the train that made bi-weekly trips between The Pas and the end of steel was called, and on its return to civilization. With the two Campbells and Divisional Engineer Moffat I climbed aboard a gas car and started out for the end of steel at Kettle rapids. These gas cars are merely an adaption of the section man's hand car to power, being driven by a gasoline engine. They make wonderful time, in fact to a person perched on top of the narrow body with his feet resting on the front axle and speeding at the rate of twenty-five or thirty miles an hour over a newly constructed road they make much too fast time.

We left Piquitonay at 7 P.M. and arrived at the end of steel at 12.30, having covered a distance of 118 miles in five and a half hours. On the way we stopped to pick up a couple of Indians and it must have been laughable to see how we