

however, to speak so favourably of the country covered by Divisions **G** and **H** of the survey, embracing over one hundred miles easterly from the River Nepigon. This section is excessively rough and mountainous, and the survey made through it, did not result in finding a practicable line for the Railway.

West, from Nepigon River to Fort Garry, although two Divisions of the Survey are incomplete, enough is now known of the country to warrant the belief that it will admit of a practicable line with favourable grades for the greater part of the distance.

Explorations are now being made with the view of ascertaining how far it may be practicable to avoid the very serious difficulties referred to on Divisions **G** and **H**, by running the Railway Line further in the interior; it has already been found that the rocky and broken country, which presents itself on the shore of Lake Superior, changes very much at a distance of 50 or 60 miles to the north, and from what has been learned it is thought that a perfectly practicable Line will be discovered by the north side of Lake Nepigon. Definite information on this point cannot be received before navigation opens between Collingwood and Lake Superior, when the parties engaged on the exploration are expected to return, but the Line drawn on the map by the north side of Lake Nepigon shows the general direction in which, from the very latest information received, a practicable and favorable Line may be confidently expected.

The survey and exploration made from Sault Ste. Marie easterly along the northern shore of the Georgian Bay towards Lake Nipissing, establish the fact that a good Line can be had with very favorable grades.

The expedition to James Bay had no difficulty in passing from the River Ottawa northerly to tide water at the mouth of the Abbitibbe, and in returning to Lake Superior by Moose River. The Report, which accompanies this, furnishes some interesting information.

The Expeditions sent out to examine several projected routes across the Plains west of Fort Garry, and extending up to the Towse Pass on the one hand, and the Yellow Head Pass on the other, have returned after accomplishing the service satisfactorily.

The information thus derived shows that on some of the routes, the cost of carrying the Railway across the River Valleys would be very great, but that a comparatively favourable route in this respect as well as in others, may be had by following the general direction shown on the accompanying Map. This route, which from all present information, appears likely to prove the most favorable, is shown on the Map by a Line drawn from a crossing of the Red River, north of Fort Garry by Dauphin