

the vessel. The practicability also of direct steam navigation from the City of Winnipeg to the north of Lake Winnipeg, a distance of three hundred and sixty miles, has been demonstrated, and different trips have been made from above the Grand Rapids at the mouth of the Saskatchewan for eight hundred miles to Fort Edmonton. It is now certain that the Saskatchewan and Lakes Winnipegosis and Manitoba can be utilized for traffic and intercourse by means of small steamers. It is equally certain that the Mossy Portage—four miles long—between Cedar Lake on the Saskatchewan and Lake Winnipegosis, and Meadow Portage—one and a-half miles long—between Lakes Winnipegosis and Manitoba, could be easily improved, and the channels at Coal and Tobin's Rapids be deepened at a small expense. The extent of the water system immediately available is indeed marvellous.

Again, notwithstanding the declared opinion of a high authority that a telegraph line could not be constructed because there was not a sufficient supply of wood for posts on the plains, there is now telegraphic communication from Winnipeg to the bases of the Rocky Mountains. This difficulty, too, has been solved in the good old fashion, *Solvitur ambulando*.

In 1859, the *Edinburgh Review* proyed conclusively that the proposal to form the Red River and Saskatchewan country into a Crown Colony was a wild and wicked notion; that hailstones, Indians, frosts early and late, want of wood and water, rocks, bogs, and such like amenities, made settlement impossible. The answer is that in spite of the difficulties in the way of getting to the country, and in spite of the unexpected vivacity of the grasshoppers, the population of the Red River Valley has increased in four years from 12,000 to 40,000, and the population of Winnipeg from 700 to about 7,000. With regard to the healthfulness of the climate, the pleasantness of the long winters, and the fertility of the soil, travellers and residents have