

miles in two days, arriving at the end of steel in the afternoon of the 4th of September. Our Indians arrived a few hours later.

We now bade farewell to roughing it as Mr. Porter's private car lay on a side track awaiting our return. Foot-sore and weary we climbed aboard and the chef soon banished our trouble with tempting feasts.

A couple of days were spent here idly waiting for the arrival of the work train which was to pull us back to The Pas. I obtained some good photos of the handsome bridge just completed over the Nelson at Kettle rapids and seized the opportunity to write up my notes which had fallen in arrears.

Our engine arrived on the morning of the 7th and we were soon speeding homeward. This railroad is well built, the track is ballasted and for a new road travelling is exceptionally good. The train stopped for the night at the divisional point of Piquitony. The next morning it left at 7.30 and running leisurely all day reached The Pas at 8.30 P.M. Leaving The Pas the next day I reached Winnipeg the evening of September 10th and a few days later found myself back at my office desk in Ottawa.

Notes on natural resources.

In looking back over my trip and summing up the possibilities of the country traversed there are a few outstanding features worthy of special attention. True the territory in which I spent most of my time lies in the far north and well beyond the fertile belt; yet it is not void of worth by any means and may even prove exceedingly rich.

Between Edmonton and Fort McMurray the country may quite rightly be classed as agricultural land, though north of Lac la Biche it is practically worthless in its present condition. This is merely because of its lack of drainage. As a vast reclamation project it offers encouraging possibilities. Once drained and cleared this section should readily fall into line as highly productive farm lands. Mineral assets in the Fort McMurray region include vast deposits of tar sands which outcrop along the banks of the Athabaska, Clearwater and Christina rivers. Gas has been flowing for several years from a well bored for experimental purposes at Pelican rapids on the Athabaska river. It has also been found at several other points. Boring for oil is being prosecuted with encouraging indications. Sulphur springs occur on the Clearwater. Outcrops of coal have also been found below Fort McMurray.

The forests of this section are not of great value though a limited quantity of good white spruce is to be found along the Clearwater. At Whitemud Canyon, on this river, considerable water power might be developed. Limestone and some quartz is found here.

In crossing the province of Saskatchewan my route lay along what might be roughly defined as the dividing line between the limit of agricultural lands and the northern wastes. Though the Churchill river may be considered rather extreme as such a boundary yet generally speaking it makes a fair and easily defined limit. It is especially applicable to the forest growth of the province. Trees of good dimension are to be found this far north, but beyond this river the forest growth rapidly becomes stunted and sparse. Irregular patches of good farming and grazing lands are to be found extending here and there to the Churchill waters. At Ile a la Crosse, for instance, the fertile belt might be said to be just giving way to northern conditions.

All along the Churchill and bordering on the numerous lakes and rivers that feed it are to be found innumerable small areas of exceedingly fertile land, usually wooded. These areas present to that restless, frontier-loving class of farmer hunters an excellent opportunity to secure an independent livelihood in a manner acceptable to their peculiar dispositions. Here they can live their wild