

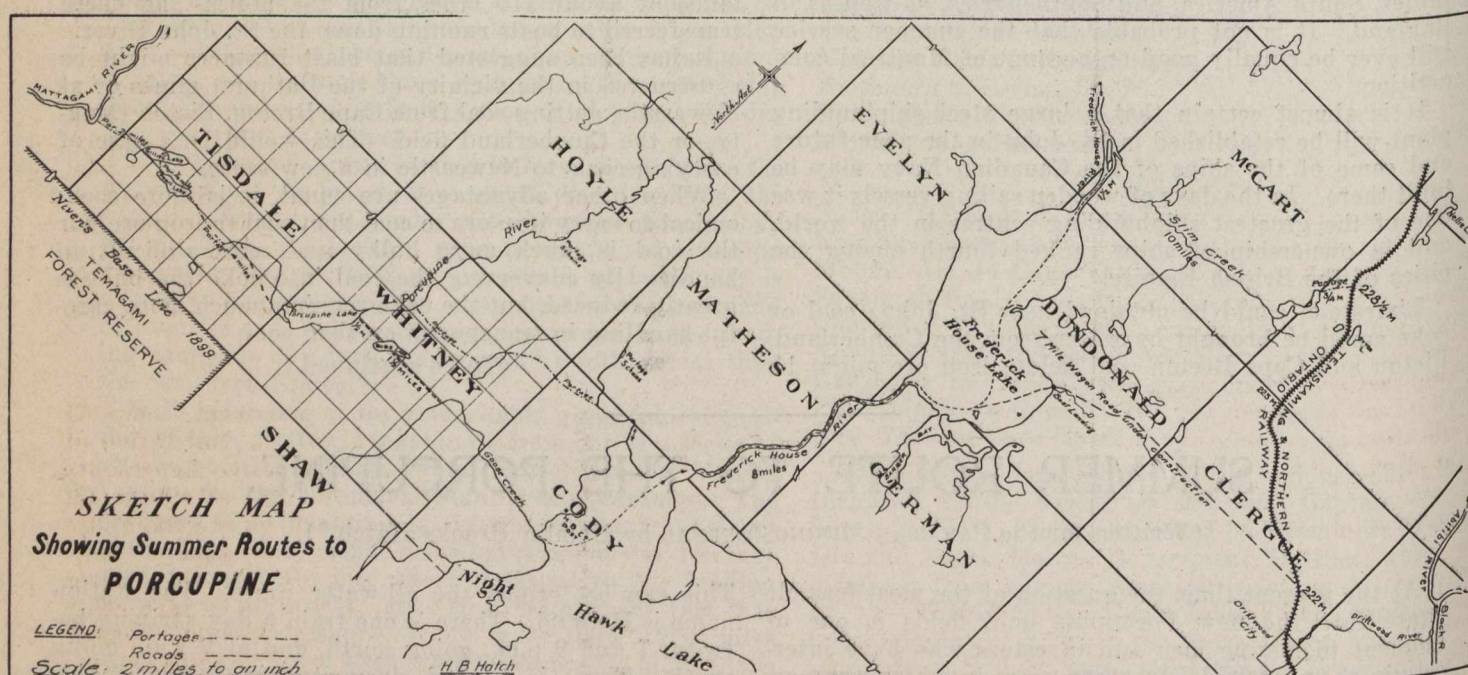
launches all the way into Porcupine Lake. The launches which are to be used are the regular flat-bottomed pointers fitted with engines.

From the head of Frederickhouse Lake the route continues over the five miles separating Nighthawk Lake from Frederickhouse. From the head of Nighthawk it is a short distance to the Porcupine River. This river empties into Porcupine Lake. It is a good wide stream, and throughout its whole length there are only two portages, and both are short, being only five chains. The route ends at Porcupine Lake.

The advantages and disadvantages of this route are about equal. The greatest point in its favour is that with the establishment of launches and the building of good tote roads over the two short portages on the Porcupine, heavy loads of freight can be taken in with scarcely any re-handling. From a passenger standpoint, the route is not advantageous. Time consumed making the trip is the most important objection. Go-

Lake. The route will continue into Goose Creek, which empties into Nighthawk, just south of the Hudson Bay Post. Leaving Goose Creek, there is a 1 1-2 mile portage into Bob's Lake. From Bob's Lake there is a one-half mile portage into Porcupine. It is intended to build good summer roads over these last two portages. There should be no difficulty in making the distance either way in one day.

To the writer's mind, with the completion of the summer roads, this route furnishes the logical way into the gold fields. Especially is this so from the passenger's standpoint. Travellers can easily save 24 hours on the trip by this route. The writer understands that the building of these tote roads at present is being done by mining men interested in the country. It would seem that the Government should at least do its share in opening up this new gold field by financial help in the building. It is impossible to say at the present time whether or no this route will be best for freight or



ing in the sixty-mile canoe journey takes 2 1-2 days, and coming out 14 hours. Of course, with the running of the launches the time will be considerably reduced. It may be said that the writer believes Slim Creek would be at slight expense made safe for the running of light draught launches and that this would make the route practically an all-launch one. The one great objection to this route is that a thirty-mile distance as the crow flies is more than doubled.

The Route from 222 Mile Post.

It will be remembered that mile post 222 was the jumping-off place from which the old winter road started for the Porcupine. Parts of this old winter road are at present being changed so as to be passable during the coming summer. The streams and lakes along the route are used wherever possible.

The route starts from 222, from which a seven mile wagon road will lead due west to Frederickhouse Lake. This wagon road at present is completed for three miles. The four miles remaining will be ready for use shortly. As proposed now, probably only a half mile of this distance will have to be corduroyed. At the Frederickhouse, launches will meet the wagons, and from there the 228 1-2 mile route will be followed with Nighthawk

otherwise. Whether it will be cheaper to re-handle the stuff a number of times than to carry it over the all-water route over twice the distance, with practically no re-handling, will have to be determined by experiment.

The present prices of freight from 222 to the Frederickhouse are \$4 for 100 pounds. This is exorbitant, but is partly justified at the present time by the state of the roads. There is no regular passenger service is use yet on this route. It may be said, however, that this route seems to solve the transportation question as well as it can be solved under the circumstances.

One point which, in regard to both of the above routes renders them disadvantageous, is the low water at present prevailing in Frederickhouse Lake and River. This low water is directly due to the blowing out of High Falls by Father Paradis. At present at the southern end of Frederickhouse Lake there is from three-eighths to one-half mile of sandbar covered by only six inches to a foot and a half of water. It is necessary to pack goods over this distance, as it is impossible to paddle it without running aground. There are, to the writer's mind, two ways to remedy this. Either dam up High Falls or blast out a channel in the