

to the mouth were generally repaired and a new boom made at Grassy Bay. The Coulonge is 160 miles long, draining 1,800 square miles. There are 3 booms on it which were kept in good repair. The Black River is 123 miles long, draining 1,120 square miles. Some small repairs and improvements were made to the works. The Petewawa is 138 miles long, and drains an area of 2,200 square miles. On the two branches of this river, there are 31 stations, the Government has abandoned the control of the S. Branch on which there are 8 stations, very little lumbering being now done on it. Rivière du Moine is 120 miles long, draining about 1,600 square miles, and joining the Ottawa 256 miles from its mouth. The works were repaired and improved and a slide made at High Falls. Of these rivers, the Madawaska and Petewawa are on the south shore of the Ottawa, the others on the north. The River Trent empties into the Bay of Quinté, Lake Ontario, 67 miles above Kingston. Between the mouth of this river and Lake Scugog, a distance of 190 miles, a chain of rivers and lakes communicate with each other. The works on these waters are designed to help navigation as well as for the descent of timber. They are 14 in number, 4 of them being managed by a committee of persons interested in the lumber trade. Various repairs were made, and the works at Whitias Rapids on the Otonabee restored.

ROADS AND BRIDGES.

The Roads under Dominion control are the Metapediatic, Temiscouata, Huntingdon and Port Louis, and Lake Superior and Red River. The Huntingdon and Port Louis road is 8 miles long, and is necessary for defensive purposes. It was repaired and put in order in June 1872. A bridge has been built at Portage du Fort, on the Ottawa. The Union Suspension Bridge at the Chaudière has been repaired and will probably be thrown open to the public. On the Red River route, 3 additional steam-launches were built at Collingwood, and one of them placed on Shebandowan Lake, and the others on Lac des Mille Lacs, and Lake of the Woods. 20 horses with the necessary outfit of wagons, &c. were purchased and placed on the Lake of the Woods road. Where steam launches were ready row-boats were placed, and arrangements made to forward 50 or 60 immigrants daily. By works on the Kashabiwiwe, the length of portage at the Height of Land was reduced to a mile, and the shoals on Kashabiwiwe Lake covered with 6 feet of water; obstructions have been removed so that steam launches and boats can pass easily between Brulé and French portages. Good roads have been made at these portages and wagons put on. By the works at New Portage, a good road is made between Lakes Nequaqueon and Namekan, shortening the distance and rendering it less tedious and difficult. Great improvements have been effected in the Thunder Bay road, by gravelling and grading.

The Lake of the Woods road, 95 miles long, of which 65 miles are through forest and 30 over open prairie has been put into fair order up to Fort Garry.

Buildings for the accommodation of Emigrants have been erected at Thunder Bay, Shebandowan, Kashabiwiwe, and Height of Land, and Huts for the same purpose at Matawin, Baril, and Brulé stations. On the Lake of the Woods road there are good

houses at 4 places from 14 to 28 miles distant from each other. Arrangements have been made for putting up suitable houses at other stopping places, and a small steam saw-mill put up in operation, that material may be more quickly and cheaply provided.

Two steamers were contracted for in 1871 for service on Lake of the Woods and Rainy Lake, but the contractors failed to perform the work, and the work had to be taken over by the Department.

The Indians on the route between French Portage and the S. W. angle of Lake of the Woods, a distance of 250 miles, are numerous, and often hang about the working parties in considerable bands. They are all heathens and manifest a strong distaste for Christianity and civilization. They claim not only territorial, but sovereign rights; but so far everything has been amicably arranged. They number along the line of road about 3,600, besides those who live on the U. S. side of the boundary, and are generally well armed. The voyageurs and workmen have usually numbered in the summer season from 200 to 300 men quite unarmed. So far, good feeling has prevailed on both sides. Care has been taken in the selection of men taken to the Indian country, and intoxicating liquors completely excluded. The operations have, from the first, been strictly on the temperance system, and the results have been most favorable, both as regards the Indians and the workmen themselves. With the opening of the road to general traffic and settlement, provision is to be made necessary for the approaching change. Some protection will be necessary for settlers and for the large number of workmen required for the Pacific Railroad should differences arise, as is not at all impossible. The Indians have suffered very much for some years from the almost total extinction of rabbits, and in the summer of 1870 the wild rice crop also failed. Some relief has been afforded by employing them as axe men, and engaging them to cut cord wood for the steam launches. The establishment of an Asylum for the aged and infirm is recommended by Mr. Dawson, the Superintendent of the route.

The climate in the hilly region N. W. of Lake Superior is found to be much milder than it was thought to be, and the soil in some places of the very best description. In the valley of the Kaministiquia, S. of the Thunder Bay road, the soil is a deep alluvial loam. On many places, also, on the Thunder Bay road, a few miles from the coast, the land is good, oats, barley and potatoes, grow remarkably well, and wheat might also be cultivated.

The cultivable areas are small compared to the extent of mountainous and broken country, but they are very valuable. A large demand has arisen for agricultural produce, which the district cannot supply, and the opening of the new mines is constantly stimulating this demand. Settlers in the valley of the Kaministiquia would find a ready market at their own door for whatever they could raise. The country between Shebandowan and Rainy Lake is generally rough and broken, but there are occasional tracts of good land and from the lumber trade sure to arise, and probably also from the opening of mines, settlers would be likely to have a good market for their produce. From Rainy Lake to the Lake of the Woods, there is no finer or