

ORIGINAL SONG.

COMPOSED BY CAPT. H. N. SIXBY OF THE 60TH
BATT. VOL. MILITIA AFTER THE AFFAIR AT
ECCLES HILL, 1870.

AIR—"The Red, White, and Blue."

T'was the twenty-fourth of May, you remember,
We were called out our duty to do,
And the 60th will never shrink, never,
When they're led by the red, white and blue.

Chorus—Three cheers for the red, white and blue,
Three cheers for the red, white and blue,
The Home-guard and 60th for ever,
And three-cheers for the red, white and blue.

Oh, they marched us all out upon the borders,
Although we were only thirty-two,
But we drove back three hundred vile robbers
When they encountered the red, white and blue.

Chorus—Three cheers &c.

When O'Neil marched his men on to battle,
His orders they were pointed and true,
But the advance was soon changed to skeddadle
When encountered by our red, white and blue.

Chorus—Three cheers &c.

T'was at Eccles Hill that we fought them,
Although their slain it was but a few,
But a lesson I think we have taught them
To keep clear from our red, white and blue.

Chorus—Three cheers &c.

Marshal Foster he came riding over,
And with our Colonel had a short interview,
But he found him a John Bull all over
That would stand by the red, white and blue.

Chorus—Three cheers &c.

Says Foster, I'm sorry we can't stop them
And I fear they're too many for you?
Says Col. Chamberlain, the red-coats will drop
them

If they meddle with the red, white and blue!

Chorus—Three cheers &c.

Our forefathers defended that banner,
May their sons like them ever be true,
May they never serve under a standard
Than the weather-beaten red, white and blue.

Chorus—Three cheers &c.

Oh, the Colors that now have been presented,
They look both so splendid and new,
With thanks do the 60th accept them,
And will christen them our red, white and blue!

Chorus—Three cheers &c.

NOTE.—Capt. Sixby, on hearing of the Fenian
raid in April, 1870, returned over-land from California
to take command of his company, No. 1 of the 60th
Battalion. The above and other songs composed by the
gallant officer are great favorites with the men of the
corps, who sing them when on the line of march, &c.

REPORT ON THE RED RIVER EXPE- DITION OF 1870.

BY S. J. DAWSON, CIVIL ENGINEER.

[CONTINUED.]

RED RIVER SETTLEMENT.

To understand proceedings at this place it
may be well to explain that before leaving
Thunder Bay, the Col. commanding the Ex-
peditionary field force had written as I also
did to the officer representing Hudson Bay
Company at Fort Garry requesting him to
place a force of workmen on the Lake of
the Woods road, so that it might be avail-
able for the return if not for the advance of
the troops.

(Copy)

PRINCE ARTHUR'S LANDING,
THUNDER BAY, 30th June 1871.

SIR,—With reference to the proclamation
I have forwarded to you in a letter of the
date, I have the honor to inform you that I

am most anxious that steps should be im-
mediately taken for opening out a cart road
from the end of Mr. Snow's road to the
north-west corner of the Lake of the Woods.

It is not necessary that the road should
be of a permanent character, as it will only
be required this year for military purposes,
hereafter it could be enlarged and made fit
for commercial traffic, but now a curduroyed
road over the swamps, wide enough and
strong enough for the passage of Red River
carts (lightly loaded) would answer our pur-
poses.

Mr. Dawson who represents the Public
Works Department here, will forward more
fully detailed instructions regarding the con-
struction of the road required, and will au-
thorize you to appoint a surveyor to super-
intend and direct the work and to make the
necessary disbursements.

I have to request you will kindly render
the gentlemen you employ upon this
service every possible assistance while so
engaged.

I have the honor to be Sir,
Your most obedient Servant,
(Signed,) G. J. WOLSELEY,
Commanding R. R. Expeditionary Force.
To The officer representing
The Hudson Bay Company
Fort Garry.

(Copy.)

GOVERNMENT DEPOT,
THUNDER BAY, 30th June 1871.

Sir.—Under existing circumstances, it is
desirable that the road to the north-west
angle of the lake of the Woods should be
opened in such a way as to be practicable to
the carts without delay, and it has occurred
to me that you might find some reliable
and energetic person in your section who
would be willing to undertake the work.

What is required is a track over which
carts can be driven from the end of the road
already opened, to the north-west angle of
the Lake of the Woods.

Before a complete road can be made, it is
always necessary to open a cart-track or ox
road, over which supplies can be drawn
while the work progresses, and it is a pre-
liminary cart track of this kind which is at
present required.

The total distance remaining to be opened
is about 20 miles. In the dry sections
it would only be necessary to clear off the
wood and grub out the roots. In swampy
places cross laying (curduroy) or fascoining
would be required. The person you employ
would of course understand the amount of
work necessary to form a track over which
a cart could pass.

Should you find any one willing to under-
take this work and able to perform it, the
Department of Public Works of Canada will
pay for the labor and necessary supplies.

The Commander of the Military Force,
now on his way to the Red River settlement,
has also written you on this subject.

I have the honor to be,
&c., &c., &c.

(Signed,) S. J. DAWSON.
J. H. McTavish, Esq.,

The Hudson Bay Co.
Fort Garry.

Mr. McTavish describes his action in this
matter as follows.

"Enclosed herewith you will find copy of
Col. Wolseley's letter to me.

"On its receipt, I issued notices in the
Colonel's name, calling for men to com-
mence the work, and went myself through
the English portion of the settlement, but
failed in getting a single half breed or Swam-
py. None but French half-breeds offered,
though it was given out and well understood

that the road was to be pushed through in
order to hurry in Her Majesty's troops.

(Signed,) J. H. McTavish."

The reluctance of the English half-breeds
to join in the work, is explained by the fact
that the road starts from the French set-
tlement, and there was some feeling of dis-
trust still existing between the two parties.
If, however the French were the first to run
to open the roads, which they believed
necessary to the advance of the troops, the
English had at the same time sent boats to
meet the Expedition. All parties were thus
doing their best to facilitate its approach,
and when it came its appearance was hailed
by all with equal pleasure.

The policy of the Government, and the
action of the Dominion Parliament, had dis-
armed the malcontents, and many of those
who had taken part in the insurrection,
were out with no more formidable weapons
than hatchet and shovel, making a road for
Her Majesty's troops.

The Expeditionary Force on its arrival,
was received everywhere with open arms.
The people were quietly following their
usual occupations, and the insurgent leader
who had remained in fort Garry, with some
thirty men, went leisurely out as the troops
marched in.

Peace reigned everywhere, and the Col.
commanding the Expeditionary Force was
in a position to address the troops in the
following strain:

"From Prince Arthur's Landing to Fort
Garry, is over 600 miles through a wilder-
ness of forest and water, where no supplies
of any description are obtainable. You
had to carry on your backs a vast amount of
supplies, over no less than 47 portages,
making a total distance of seven miles, a
feat unparalleled in our military annals.
You have descended a great river, esteemed
so dangerous from its falls, rapids and
whirlpools, that none but experienced voya-
geurs attempt its navigation. Your cheer-
ful obedience to orders has enabled you
under the Divine Providence, to accomplish
your task without any accident.

"Although the banditti who had been
oppressing the people, fled at your ap-
proach, without giving an opportunity of
proving how men capable of such labor
could fight, you have deserved as well of
your country as if you had won a battle."

This is no doubt very eloquent, and the
soldiers deserved all that could be said in
their praise, but it occurs in a document,
which will doubtless be placed on record. I
must protest against its being accepted as a
correct representation of the state of mat-
ters existing in the Red River Settlement
when the troops arrived.

The people to whom he alludes instead of
flying at his approach, like banditti, were
quietly following their usual occupations,
except those who were out, at his particular
request making a road to facilitate the move-
ments of Her Majesty's troops, and the sol-
diers had experienced guides on the
Winnipeg, although the contrary is implied.

A little latitude should, no doubt, be al-
lowed under the circumstances; but with
all due allowances, I may be permitted to
enter a mild protest against a river which
has formed the highway of the whiteman
since he first made his appearance in these
regions, being called so difficult from its
falls, whirlpools and rapids that none but
experienced voyageurs attempt its naviga-
tion. Why! men, women and children
have passed by hundreds up and down the
Winnipeg, and the boats of the Hudson's
Bay Company, some of them the most un-
wieldy tubs imaginable, are constantly used
on its waters.