

I therefore, after having made the necessary preparations, left Ottawa on the evening of the 21st of June, and arrived at Winnipeg on the 25th.

AT WINNIPEG.

On Monday, 26th June, I reported myself to Mr. J. F. Graham, Indian Superintendent, and forthwith began to procure my supplies for the intended work.

On the 6th of July I received instructions to proceed to the following places, viz.: Jack Fish Head, Blood Vein River, Loon Strait, Hollow Water River, the Pas, Cumberland and Chimawawin, Treaty No. 5, for the purpose of defining the boundaries of these several Indian Reserves.

LEAVE WINNIPEG.

On account of the various delays of the "Princess" steamer on Lake Winnipeg, in towing the "North-West" to Grand Rapids, she did not arrive at Winnipeg until the 15th of July, when I and my party took passage in her and left on the 17th.

We were detained on the 18th a little below Selkirk, on account of contrary wind; on the 19th we reached the mouth of Red River, having the steamers "Manitoba" and "Marquis" (river boats for the Saskatchewan River navigation) in tow.

On the 20th we made George's Island, and anchored in its roadstead.

On the morning of the 24th we steamed out and reached Grand Rapids at 10 p. m.

UNPRECEDENTED DETENTION.

The steamer "Northcote" arrived at Grand Rapids from Edmonton, as also the steamer "North-West" on the 25th July. Hearing of their arrival our spirits rose, thinking that all delays were at an end, and that we should be able to reach Cumberland in a couple of days, but alas our hopes were rudely cast down on hearing that both of these boats' crews would be detained at Grand Rapids to aid in getting the steamers "Manitoba" and "Marquis" up the rapids. There being no possibility of procuring boats or canoes here, we had inevitably to wait.

On the 5th of August the steamer "Marquis" was brought to the head of the rapids, and on account of the incessant murmurings of the passengers, who were suffering materially from loss of time, &c., the director thought it better to let the "Northcote" make her upward trip at once; therefore on the following day, 6th of August, the "Northcote" proceeded up the river.

ADVANCING.

Although the water in the Saskatchewan (Kississtuan or Swift Current) was at this time at a good height, our progress was slow.

Immediately on leaving the head of Grand Rapids, we had a considerable delay at the Demi-Charge Rapid. This portion of the river has to be overcome by stretching a heavy line up to the head of the rapid, and there making it fast to a tree or trees, and warping up, using dummy engines to work the capstans, the steamer also having on a full head of steam. We arrived at Calico Island that night at the foot of another rapid, where we remained until next morning.

At daylight on the 7th we steamed out into the current at the foot of the rapids, and met a barge coming down the rapid, having on board the end of the line which had been made fast at a point above the rapid. Here the operation of yesterday was again repeated, and we found ourselves in about an hour at the head of this obstruction in the river, and reached the narrows before entering Cedar Lake; there we wooded and remained until midnight; we then made the traverse of Cedar Lake, and taking a northerly branch of the Saskatchewan came within 1 mile of Moose Lake, thence taking a south-westerly branch to the main river, we got to the Pas at sunset.

These branches of the Saskatchewan, leading to and from Moose Lake, have only been made navigable by the high waters of these late years. A person on board the