

in order for the long journey to the West by boat builders who had been brought forward for the purpose.

Before proceeding further I may draw attention to the arrangements which had been made for the journey in boats.

On reference to the memorandum on a proceeding page, it will be seen that it was proposed, in the first instance, to man every boat with three voyageurs besides soldiers, so that with each brigade of five boats there might be fifteen practised men available for running them over rapids. It was found, however, that although the boats would carry quite as much dead weight as had been anticipated they had barely sufficient stowage capacity for the numerous articles to be put into them. I therefore recommended the Commanding Officer of the Field Force to make the number of boats, in each brigade, six instead of five. This was agreed to, and it was furthermore arranged that the number of voyageurs accompanying each brigade should be twelve, besides a pilot, making thirteen in all.

SHEBANDOWAN LAKE TO FORT GARRY.

At sunset, on the evening of the 16th July, the Colonel Commanding the 60th Rifles (Col. Fielden) set out from McNeill's Landing, Shebandowan Lake, with a fleet of seventeen boats, and by ten a. m. on the following morning was at Kashaboiwe Portage.

This being the first detachment of the force which had embarked, I accompanied it for a short distance, in order to ascertain how the arrangements which had been made would meet the test of actual work on the portages. If I had had any apprehension on this head, it was quickly removed, for no sooner had Col. Fielden landed than with his officers, soldiers and voyageurs, he set vigorously to work to get the stores and artillery across. I had placed a force of voyageurs on this portage, a few days previously to lay it with skids, that is logs laid transversely, to facilitate the passage of the boats. Taking some of these voyageurs with me, I proceeded to the Height of Land portage in order to make some necessary arrangements for getting the boats up a little brook which connects Kashaboiwe Lake with the summit pond, and having effected this, I returned on the following morning, to the Kashaboiwe Portage. In the meantime, Col. Fielden had made such good progress that all his stores and most of his boats were across, and in an hour or two he would set out for the Height of Land portage, and be over it on the evening of the following day.

These two portages, the Kashaboiwe and Height of Land, are the longest on the route, being, respectively, three quarters of a mile and a mile in length, equal to one fourth part of the aggregate length of the portages between Shebandowan Lake and Lake Winnipeg. If, therefore, Col. Fielden could, in two or three days, get over a fourth part of the entire distance to be accomplished by land, it was easy to calculate, at least to a few days, the time at which the force would reach the Red River settlement, for the route is remarkable in so far as that between the portages there are no impediments to speak of, or difficult rapids to be encountered. With such a vigorous and active leader as Col. Fielden in advance, there could be, now, no doubt that the Expedition was a success.

As I was proceeding back to McNeill's Landing, I met a messenger with the following note, which will at least serve to shew how difficult it was for me to absent myself for a moment from the scene of principal operations, at this time.

Sunday afternoon, 4.45 P.M.

MCNEILL'S BAY, SHEBANDOWAN LAKE.

DEAR MR. DAWSON,—I have been obliged to start off Capt. Buller's brigade without either voyageurs or guides, the former were ready, with exception of their cooking utensils, which had not turned up. Of the latter, Mr. Graham knew nothing. I enquired of Mr. Hamel, and he told me there were no Mission Indians here. I have to look to you for both voyageurs and guides. This is only the second day of the operation,