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cultivate the soil on a large scale, than to get a precarious living by fishing in Lake Winnipeg, and cultivating a few rows of potatoes. Saturday, at daybreak we arrived at the mouth of Red River where we met the pilot who was to take charge of the *Colville* as far as the Stone Fort, I must say here, that the current of Red River is not so swift as that of the Saskatchewan; but its channel is much more sinuous, hence it is very hard to follow it when the water is muddy. Such was the case then, and at one time, the pilot having swerved from the channel, the trunk of a tree got entangled in the screw, and stopped the boat. No harm was done, however, to the machinery of the *Colville*, which soon resumed its course. As for the pilot, all he had to endure was a few objurgations from the chief engineer. We were not long before we came in sight of Selkirk, where we landed at eight o'clock that morning.

We did not go to the Stone Fort with the *Colville*, as we expected, having heard that we could reach Winnipeg sooner by taking at Selkirk the morning train which leaves for St. Boniface. Unfortunately after we had landed, we learned that the train we intended to take had already left, and there being no other train that day, which we could take, we hired a carriage to take us to Winnipeg in the afternoon.

Selkirk, which is of very recent origin, had made prodigious progress. The reason of this may be partly attributed to the supposition that the Canadian Pacific Railway, now under construction, was to pass through that