

season, while the same gentleman contracted to deliver at an intermediate point on the boundary, and nearer the Rocky Mountains, a further supply of forage to complete the requirements for the remainder of the season. It need only be added here that this contractor, with no previous knowledge of the country, except that it was occupied by Indians unfriendly to United States citizens, faithfully performed his contract with extraordinary risk to himself and his waggon-trains. In consequence of this element of uncertainty, the principal supplies of food and forage were freighted by our own Commission trains, direct from Red River; and for this purpose 125 waggons were employed by the British Commission, of which 100 were drawn by pairs of oxen, and 25 by pairs of horses. As it would have been inconvenient to have moved this large waggon-train in one body, an advanced party of 20 waggons, drawn by oxen, was despatched westward from Red River early in May, with orders to advance by easy stages in company with a road-making party, under Lieutenant Rowe, for the purpose of improving the road and building bridges over rivers and marshy plains. At the same time a reconnaissance party, under Mr. Crompton, with the light wooden carts of the country and native ponies, was directed to push forward to Woody Mountain, to commence the construction of *dépôt* buildings there, and to proceed 100 miles further to the westward to explore a site for a more advanced *dépôt*. These arrangements were carried out so efficiently that the main body of the Commission, starting a fortnight later with the bulk of the *personnel* and commissariat supplies, comprising 160 officers and men, and 70 waggons, advanced for the first 200 miles without a check to the first crossing of the Souris River. This river was not fordable, being in flood at the time, and flowing in a strong stream 55 yards wide. Three days were occupied in bridging the river, which was done by sinking at suitable intervals loaded cribs which supported the roadway. The materials for the bridge were collected at intervals, several miles distant, from the scant growth of timber on the river-bank. On the fourth day the whole train of heavy waggons crossed the temporary bridge without a casualty. Shortly afterwards a gloom was thrown over the whole of the Commission by the temporary disablement of Lieutenant Rowe, from fracture of the skull occasioned by a violent fall from his horse. As the precarious condition of this officer did not admit of his being moved, a hospital-camp was established on the spot, and, under Providence, Lieutenant Rowe's life was saved by the skill and unremitting devotion of Dr. Burgess, the Surgeon of the Expedition, and the companionship of Captain Ward, R.E., the Secretary, during six weeks of incessant watch-