

down the east bank of that stream to Fort Ripley, Sauk Rapids and St. Anthony, to St. Paul.

5. The military stage and early Red River steamer route, which connected St. Paul with Fort Garry in 1860.

6. The Dawson route, which cut off the laborious navigation of the Kaministiquia River by a road to Lake Shebandawan, using thence the old water route of the North West Co., with dams on several streams, better landings and improved portages to the Lake of the Woods and the North West Angle, from which a road had been cut to St. Anne and St. Boniface, thus saving the broken navigation of the Winnipeg River, the crossing of the head of Lake Winnipeg, and the ascent of the Red River.

7. The old Crow Wing Trail, opened in 1844 by a few adventurous spirits under direction of William Hallett, who, having been attacked by the Sioux on their way to St. Paul by Lac Travers and St. Peter, sought safety in returning by this route, many miles of which had to be cut through the woods.

Of these seven routes of travel I have, Mr. President, ladies and gentlemen, chosen the last-mentioned because, unlike most of the others, it may not be traversed to-day. The ploughshare of the Minnesota settler has obliterated its once deeply marked triple track, and even where, like the old buffalo paths of Southwestern Manitoba, these may in some places be distinguished, the fence of the old and the new settler bars the way.

Another reason may be found in the fact that over it I made my first prairie journey, that from one of its encampments I saw the last herd of buffalo ever seen east of the Red River, and that though I am about to describe it as seen by me in a peaceful journey late in the fall of 1860, I was to traverse it again when comparatively disused during the year of the Sioux massacre in Minnesota, as the only hope of reaching Fort Garry from St. Paul, where I then was, when a camp fire was out of the question, each river-ford and bluff