

of whom used their influence in our favor, could induce them to continue at it, and I became apprehensive that we should be without guides in the interior. Discontent, at the same time, began to manifest itself among a section of the other voyageurs. "Why" they said, do you keep us dragging boats over rocks where there is no water to float them, when a single waggon could accomplish more in a day than eight of us can in ten? By using waggons you would have your boats in good order; whereas, by exposing them to such usage as this, they are being rendered unfit for the long journey yet before us." The majority of them, however, kept cheerfully at their work and when defections took place I had still the force on the works from which to supply the loss. These men knew perfectly well that waggons in sufficient number could easily have been obtained, by simply sending for them. Appreciating this, their patience and endurance, under toil which they believed to be unnecessary and arising from a mistake, cannot be too highly commended.

As may be supposed, the boats suffered terribly, row-locks were lost, and oars in quantity broken, and the tool chests were almost depleted of their contents.

Boat builders were, however, maintained at different points along the route, and as the strained and patched boats were brought forward they managed to repair and fit them for further trials.

Carpenters were set to work to make oars, the blacksmiths produced row-locks as fast as they could, and additional tools were ordered from Toronto.

By struggling on in this way the expedition was saved from disaster and those who were looking for an order to return were doomed to disappointment.

While the boats were being dragged thus tediously over the rocks of the Kamanis-taquia and Matawin Rivers, operations were going forward on the road. The waggons, at first very limited in number, were gradually coming forward and stores were accumulating at the Matawin and Oskondagé. Except on two occasions, after days of heavy rain, the road as far as the Matawin Bridge, was kept in fair condition. From thence to the Oskondagé, it was in a bad state no doubt, but never so utterly bad but that a yoke of oxen, with a waggon, could take from eight to twelve hundred pounds weight over it, and horses with waggons, as well as oxen, passed frequently to that point.

The principal part of the workmen who remained at my disposal, over and above the numbers engaged in the channel of the river, were placed at convenient intervals along the route, west of the Matawin bridge, several companies of the regular troops, were stationed, in the first instance, at various places requiring repair, east of that place, and were afterwards removed to Brownes lane and the section West of the Oskondagé. It must not be supposed, however, that we had the whole army at work on the roads. On the contrary, the main body of the Military Force remained at Thunder Bay, until after General Lindsay's visit, when they were moved forward to the Matawin.

The following statement shows the amount of work furnished by the Military.

STATEMENT of Amounts paid to Regulars and Volunteers for labour performed on the Thunder Bay Road.

1870.		\$	cts.
June 5. ....	To cash paid Paymaster 60th Rifles, as per account receipt .....	210	25
" 9. ....	do Sergt. Curran and men do .....	3	00
" 10. ....	do Lieut. Heneage, R. E. do .....	19	12
" 10. ....	do Capt. Alleyn, R. A. do .....	4	96
" 13. ....	do Paymaster 60th Rifles do .....	139	62
" 20. ....	do do do do .....	170	56
" 24. ....	do do 1st Ontario Battalion do .....	23	62
" 30. ....	do do 60th Rifles do .....	128	37
July 1. ....	do do 1st Ontario Rifles do .....	4	12
" 14. ....	do do 60th Rifles do .....	210	88
" 18. ....	do do do do .....	206	50
" 23. ....	do do 1st Ontario Rifles do .....	440	64
Nov. 16. ....	do Lieut.-Col. Casault, 2nd Battalion do .....	268	25
		1,829	88