

tion of its area. At the same time, an instrumental survey was made so as to connect Fort Garry with the survey made many years previous by the Boundary Commissioners, under the Treaty of Ghent. This enabled us to establish with accuracy the longitude of Fort Garry, which, on the maps then in use, was set down as much as twenty-one minutes too far to the west.

The party were also able, before the opening of the navigation, to explore Roseau River and make an instrumental survey of the Red River and Lake Winnepeg, between Fort Alexander, at the mouth of the Winnepeg River, and the Boundary Line at Pembina.

Immediately after the opening of navigation, having organized a party of half-breed Indians and procured canoes, we proceeded by way of the Manitoba and Winnepegoos Lakes to the great Saskatchewan River, and examined the rapids and impediments to the navigation between Lac Bourbon and Lake Winnepeg. The levels were determined with care, and the "Track Survey" which we had made of the Lake Coasts, as we proceeded, was corrected as often as possible by observations for latitude and longitude.

Separating our party at the Mossy Portage, the name by which the path between Lake Winnepegoos and Lac Bourbon is called, I sent Mr. Wells to explore Lac Dauphin, and survey the route by way of the Little Saskatchewan and Lake Winnepeg to the mouth of the Red River, appointing the 1st of July following to meet him at the settlement.

Taking with me my assistants, Mr. Gaudet and Mr. de Salaberry, and a few Indians, I ascended Swan River, crossed from thence to Fort Pelly, and descended by the Assiniboine to Fort Garry, having on this excursion obtained much information, as to the soil and climate of a very extensive district, and made such observation as enabled us to delineate its geography with tolerable accuracy.

Throughout the entire period during which our headquarters were at the Red River Settlement, a Meteorological Register was kept, regularly, under the supervision of Mr. Russell, and it has since been of considerable value as, taken in connection with some reliable observations made by others, it has served not a little to dispel the absurd ideas which at one time prevailed in regard to the severity of the climate and the duration of the winters.

On the 4th of July, 1868, our party was once more assembled at the Red River Settlement, and having with some difficulty procured supplies, we set out, with all possible dispatch, for a more thorough exploration of the country between Rainy Lake and Lake Superior. Among the instructions received from the Government at this time were the following:—

"SECRETARY'S OFFICE,  
"Toronto, 16th April, 1858.

"SIR,—Adverting to the last paragraph in my letter to you this day, I have the honor to inform you that it is not thought necessary to make any alterations in the instructions for your future operations, contained in the Order in Council of 29th January last.

"You will therefore consider these instructions, so far as your explorations are concerned, still in force.

"I am to add, however, that if time allows it, you will endeavor to survey the road between Gun Flint Lake and Pointe de Meuron, and when returning from the North-west Corner of the Lake of the Woods and passing through Rainy Lake, make occasional traverses when practicable with a view to ascertain the extent of arable land in that locality.

"I am further directed to state that His Excellency, having every confidence in your judgment, does not think it right to trammel your movements by detailed instructions, and that you are therefore at liberty to make any other explorations in addition to those particularly mentioned in the instructions already conveyed to you, should you, upon the information obtained in the locality, deem it desirable you should do so.

"I have the honor to be, Sir,

"Your obedient servant,  
(Signed,) "T. J. J. LOBANGE,  
"Secretary."

"S. J. Dawson, Esq.,  
"Civil Engineer in command,  
"of the Red River Expedition."