

*Thompson*  
*COLONIZERS*  
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# THE COLONIZER.

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## SOUTH SASKATCHEWAN NAVIGATION, 1883.

The steamer *Lily*, of the Winnipeg and Western Transportation Company, commanded by Capt. Davis, was the first vessel to ascend the South Saskatchewan River from the Forks to Medicine Hat, a distance of 669 miles, and the following account of the voyage is given by Capt. Davis. The *Lily* left Prince Albert for Medicine Hat on the 17th of July, and arrived at the Forks, 35 miles below, in the afternoon of the same day, having only the officers and men of the steamer on board. On the 18th she proceeded up the South branch with a barge in tow. At a point of 43 miles from the mouth of the river, a store of the H. B. Company is in course of erection. The Captain's notes for the day show three feet as the shallowest water found in the channel, and 53 miles traversed. The speed of four miles per hour was made, and the Captain notes that the half-breeds looked with astonishment at the first steambot. For the rest of the day the notes showed a speed made of four miles per hour, the river being still good all day and people still flocking to see the steambot. Timber was getting scarcer. On the 21st the boat ran aground on a sand bar. The boat was stuck for some time, but the men were shot, a beautiful prairie land lay on both sides all the morning and there were a few squatters along the banks. The farming country was excellent, and the crops were superior. The Captain says he never saw prettier grain or potatoes. Telegraph Crossing was reached at noon and Saskatoon at 5:30 p.m. The whole population of 75 inhabitants came out to welcome the arrival of the first boat, and the price of town lots advanced immediately. The same evening the steambot proceeded ten miles farther up the river to near Moose Woods, having made about 75 miles during the day. On the 22nd the steambot passed through Moose Woods. The river divided itself into several channels, the depth in one place being three feet. Five young wild geese were captured, and about sixty miles were made that day. On the 23rd in the morning some time was lost in ascending a wrong channel. Drift wood had to be used for fuel. Good water was found, and the channel was very crooked. They reached that day a point fifteen miles above the Elbow, having made eighty miles and taken seven wild geese. On the 24th the river was found to be much divided into different channels. A party of surveyors were met and ferried across the river. Getting aground and made only forty miles. On the 25th the steamer was stuck aground on a sand bar and had to plant a "dead man." A scarcity of fuel was experienced, and the steamer was delayed by a storm at noon. On the 26th the wind blew very hard; the weather was cold and the river falling; so the steamer lay until noon. Later they arrived at the old camp where

Capt. Davis and party had camped when on the way down in the spring a mile above the mouth of Swift Current Creek. The river was found to be 18 inches lower than in the spring. On the 27th the river was splendid for navigation, and 10 miles were made after which it widened out and was full of sand bars. A large Indian camp was passed, where the men shook hands with the chief and gave him tea and bread. Six wild geese were captured, and the Captain notes that the crew were having lots of fun. On the 28th the wind prevented much headway being made, and the steamer getting aground lost three hours, so that only twenty-five miles were made. The river was described as bad. Eight wild geese were captured. On the 29th

line. A raft of lumber, bound for Prince Albert was met. The men reported the distance to Medicine Hat to be fifty-five miles. The banks began to be lower and covered with grass. Distance made, 30 miles, August 1st. Patches of timber were observed on the banks and the country was lower. Maple Rapids and Maple Creek were reached at noon. A line had to be laid to get over the rapids. The night was spent at "Grizzly Bear" bend, so called because a Grizzly was shot there. August 2nd. A heavy head wind was encountered, and the boat had to be hauled over two rapids. A wing of the Red rudder got broken, and the barge was consequently left about twelve miles below Medicine Hat. August 3rd. One rapid was passed taking until noon, and the boat arrived at Medicine Hat at 7 p.m. Capt. Davis estimates as follows the distances by water from the several places herewith named to the mouth of the south branch of the Saskatchewan: Saskatoon, 130 miles; The Elbow, 307 miles; Swift Current Creek, 377 miles; Red Deer River, 547 miles; Medicine Hat 649 miles. He states that the river is reported to be as low as at any time previously. Last spring navigation was open on the 7th of April, or two months before Lake Winnipeg opens. This fact

company intends establishing a regular line of steamers between Medicine Hat and Prince Albert.

A RAILWAY LINE WITHOUT A DRINKING SALOON.—It is generally admitted that Intemperance is the worst foe of the railway man, as it is of all other workers, and that the total abolition of strong drink would greatly increase the efficiency of the service and the happiness and prosperity of those engaged in it. The belief, hitherto, has been little more than a theory, for the reason that there is no practical illustration of the benefit of total abstinence in any section of the country. The writer, however, has the leisure recently of travelling in a country in which the importation and sale of intoxicating drinks is prohibited, and of studying the result in connection with the railway service. The remarkable country is the vast region north of the United States boundary and west of the province of Manitoba, stretching on to the Rocky Mountains, and comprising what is known as the North-West Territory of the Dominion of Canada. Some thirteen years ago, when the inhabitants of this great region were mostly the aborigines, and the Canadian government was compelled to face the problem of governing savages and protecting them from the dangers of civilization, the policy of strictly prohibiting the introduction and sale of liquors was adopted, a system of mounted police was inaugurated and the roads leading into the territory were patrolled and all liquors found in the possession of travellers or traders were seized and confiscated. When the Canada Pacific railway crossed the border of this territory a year or so ago and



a buffalo was seen, and three men were sent after him. The hunt was, however, a failure. Plenty of cottonwood timber was found. Passing the Big Bend they found three shanties, of which they took two for wood. Fifty miles were made. On the 30th two above the Red Deer River. They were destined for the Temperance Colonization Company's settlement. Half breeds reported the mouth of the Red Deer River to be 130 miles from Medicine Hat. The river here became narrower and full of rocks and small rapids, with alkali hills on one side, and sandhills on the other. There was neither timber nor drift wood. On the 31st the river had a strong current, and was full of rocks. There were a few cottonwood trees. A rapid was encountered which could only be stemmed by laying a