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REPORT OF THE ADJUTANT-GENERAL

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CAPTAIN SCOTT'S REPORT AND DIARY.

Fort Garry,

Nov. 23rd, 1871.

Sir,—I have the honour to report that the Manitoba Expeditionary Force under my command, composed of nine officers and 203 non-commissioned officers and men, embarked on board the steamer *Chicora* at Collingwood, on the 21st October, and arrived at Fort Garry on the 18th November, thus making the whole march in twenty-eight days. According to instructions I herewith transmit a memorandum of each day's progress and proceedings.

October 22nd.—We arrived at Sault Ste. Marie at 11.30 p.m., after crossing Lake Huron, without meeting with any difficulties.

October 24th.—We safely performed the voyage on Lake Superior, and arrived at Prince Arthur's Landing at 1 o'clock, p.m. to day. On entering the bay one of the paddle wheels of the boat was damaged, the repairing of which detained us an hour. At 2 o'clock p.m. the troops disembarked, but we experienced considerable difficulty in removing the stores, as there was a heavy storm, and the snow could not reach the shore in safety. The steamer *Manitoba*, with fifteen span of horses, eight head of cattle and a large quantity of supplies for the use of the troops, arrived at Thunder Bay at 4 p.m. As there were a sufficient number of voyageurs in the employ of Mr. Dawson who were thoroughly acquainted with the route, it was deemed advisable to send back those who accompanied the Expedition to Thunder Bay, thus saving a considerable addition to the expenses.

October 25th.—Sent off fifty men this morning under command of Captain Fletcher, and another fifty under Lieut. Simard this afternoon, with orders to make Shebandowan Lake in two days. Completed the disembarkation of stores from the steamer *Manitoba*, to-day, and caused the cattle to be driven to Shebandowan Lake, there to be slaughtered and the meat to be put in bags for the use of the troops.

October 26th.—It has rained incessantly since landing. At six o'clock this morning the remainder of the Force consisting of six officers and 103 men, (less two men discharged—one medically unfit for duty and the other for bad conduct), marched off for Shebandowan Lake. There was a heavy hail storm this morning which turned to snow in the afternoon. This, coupled with the bad state of the roads

after three days rain, made it very difficult marching.

October 27th.—First Brigade arrived at the Shebandowan last night; the second at 11 a.m. to-day, and the third at 4 p.m. One hundred men in four large boats in tow of the tug, left for Kashaboine Portage at 1.30 p.m., the remainder of Force camped at the Shebandowan overnight. Weather very cold last night and to-day. Twenty teams of horses and wagons were employed in transporting the stores from Thunder Bay to Shebandowan. The march of forty-five miles to Shebandowan was made in less than 34 hours from starting.

October 28th.—The tug which was to have returned at 9 a.m., did not arrive till 4 p.m. owing to an accident to her engine. The remainder of the force embarked at 4.30 in tow of the tug, arriving at Kashaboine Portage at 10 p.m. All the stores were transferred over the portage to-night, a team of horses being used for the purpose.

October 29th.—We portaged six boats this morning, and started off for the Height of Land Portage at 11.30 a.m. The tug was unserviceable owing to the cold weather. While crossing Kashaboine Lake, a heavy snow-storm came on, and two of the boats were lost for several hours. Arrived at Height of Land at 2 p.m., and completed portaging boats and stores across at 11 a.m. At this hour there were about eight inches of snow on the level, and the Bay was slightly frozen for a distance of one hundred yards. The tug of Lacs des Millés Lacs, we ascertained, was useless, pipes being frozen.

October 30th.—Owing to a strong headwind and high sea, we could not make a start until 11 o'clock a.m.; arrived at Baril Portage at six p.m. The entrance to the portage was frozen and we were compelled to cut through a half mile of ice three quarters of an inch thick. Completed moving our boats and stores across at 12.30 this night.

October 31st.—Reached Bruile Portage at 9 o'clock a.m. and left for French Portage at noon, arriving at the latter at 4.10 p.m. Completed the transfer of boats and stores over French Portage at midnight.

November 1st.—Loaded boats at five o'clock this morning and placed three soldiers and one voyageur in each to take them down French Creek. The remainder of the Force marched over the two mile Portage to French Lake. Boats arrived at noon, having taken six hours to run down the Creek. We reached Pine Portage at 5 o'clock p.m.; moved the boats and stores across during a tremendous snow-storm; rowed over the Little Lake to Dieux Riviere and camped there for the night.

November 2nd.—Left Dieux Riviere Portage this morning at 10 o'clock. Owing to the shallowness of the water in the creek, leading out from the portage the men were compelled to jump into the water and haul the boats along, although the creek was partly frozen. When we reached Maline River we found the water so shallow that several new portages had to be made. Camped on west side of third portage for the night.

November 3rd.—Arrived at Island Portage this afternoon at 3 o'clock. Transferred boats and stores across, and started over Lac La Croix preceded by the tug at 5 p.m., arriving at Loon Portage at 11 p.m. The weather during the past few days has been very cold and disagreeable, notwithstanding which the men are in good health and spirits.

November 4th.—The boats and stores being portaged at 11 a.m., we started for Loon Lake, before reaching which we had to cut through ice $\frac{1}{2}$ an inch thick, for a distance of 200 yards. Loon Creek (length 6 miles) was so shallow that it took some of the boats thirty hours to get through, and the men were compelled to be in the water the greater portion of the time. In many places the water was only three inches deep and the boats, therefore, had to be unloaded and the stores carried along the shore, while it required not less than twenty men to pull the empty boats through the mud.

November 5th.—The whole of the 1st Brigade and three boats of the third arrived at Kettle Falls to day. The tug did not arrive from Fort Francis until this afternoon, but the wind being favourable the eight boats set sail across Rainy Lake for Fort Francis, with orders to remain there until the arrival of the whole force.

November 6th.—Four boats which had been brought across Kettle Falls Portage this afternoon were towed a distance of ten miles down Rainy Lake by the tug. The tug was ordered back to Kettle Falls to bring the remaining three boats which were expected to arrive there to-night, and the boats dropped by the tug proceeded on their way to Fort Francis, rowing against a head wind.

November 7th.—The tug left Kettle Falls this morning with the last boats in tow. At eight o'clock p.m. to day the whole of the expeditionary force were under canvas at Fort Francis. The men had endured great hardships so far, but fortunately there was only one case of sickness, caused by an accident in carrying a load across the third Loon Portage.

November 8th.—The Rainy Lake tug was moved across the portage into Rainy River, where the Lake of the Woods and Rainy