

were stationed in the first instance, at various places requiring repair, east of that place, and were afterwards removed to Browne's Lane and the section West of the Oskondago. 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.

Of the above amount at least one third was for work about Thunder Bay, and Browne's Lane, in sections, the opening of which was of no advantage to the road. Browne's Lane was a mere by road, leading to the river, made to facilitate movements in connection with the scheme of dragging boats by land, and at Thunder Bay a stockade was built and a road made between the military encampments—and on these a portion of the work above detailed was expended.—While pointing out the limited amount of work, that is, comparatively speaking, furnished by the Military on the roads, I cannot express myself in terms sufficiently appreciative of the valuable aid afforded by the few companies of the regular troops sent forward to our assistance.

The experience they had had on the fortifications of Quebec, rendered them quite expert in the use of the implements required, more especially in grading, and their officers did what lay in their power to urge on the work.

It would give me pleasure to single out the names of those who were the longest associated with me in so arduous an undertaking; but, where all distinguished themselves and worked with equal earnestness, it might appear invidious. There are young men in Canada who would have derived a salutary lesson from witnessing the exertions both of officers and men. Young gentlemen, some of them heirs to broad acres and historic titles, did not disdain to lay their shoulders to charred logs nor think it unbecoming to look like their work. If, with such aid in that part of the work to which the soldiers were more particularly accustomed, I had had the hundreds of voyageurs absent on the river, as I had anticipated they would be, at my disposal, to send with their axes, along the western sections of the route, the road would quickly have been opened and boats and supplies might have passed by waggon to Shebandowan Lake.

The rains which prevailed throughout the greater part of June, proved to be a very serious drawback to operations generally. The section of the road, more especially, between the Matawin Bridge and the Oskondago, running as it does through a region of red clay became badly cut up and a great deal of cross-lay (corduroy) became necessary—still the work went on with but little interruption, until the occurrence of the great and unprecedented flood of the 30th of June, which fairly stopped the passage of waggons for nearly two whole days—a culvert near the Kaministiquia was displaced and a small temporary bridge which had been run over the Sunshine Brook, was seriously damaged while a similar temporary structure on the Oskondago had a narrow escape. These damages were quickly repaired and the work went on as usual.

At this time, 30th June, when the roads were at the very worst, and boats, broken, and leaky were accumulated at Young's Landing or being hauled from thence to the Oskondago, we had a visit from the Lieut. General Commanding the Forces. That highly distinguished Officer went forward as

far as Shebandowan Lake. The prospect was anything but encouraging, worse in fact than it had up to that time been, and I feared as I had heard whispered some days previously, that the Expedition was to be abandoned. Far otherwise was the result. His Excellency saw and judged of everything for himself. In two days from the date of his visit the head-quarters of the Field Force were moved forward to the Matawin bridge. New energy seemed infused everywhere, additional companies of troops were sent to work on the roads, and among these the Volunteers from whom, up to this time no aid had been received, except in making a few repairs in the vicinity of Thunder Bay. Bad as the roads were, waggons and Artillery found their way over them and stores began to accumulate at Ward's Landing. Shebandowan Lake was at last within reach and though the pelting rains came down at intervals the weather had upon the whole improved.

Ward's Landing is about three miles from Shebandowan Lake, and the River in this distance, presents a series of shallow, but not difficult rapids, so that the stores were easily sent forward in flat scows manned partly by voyageurs and partly by soldiers.

To facilitate the loading of boats and embarkation of troops at Shebandowan Lake a small wharf had been run out at a sandy bay, close to its outlet. At this place stores were rapidly collected and the boats, after their severe bruising in the Kaministiquia, put in order for the long journey to the West, by boat builders, who had been brought for the purpose.

Before proceeding further I may draw attention to the arrangements which had been made for the journey in boats.

On reference to the memorandum on a preceding page, it will be seen that it was proposed, in the first instance, to man every boat with three voyageurs beside soldiers, so that with each brigade of five boats there might be fifteen practiced men available for running them over rapids. It was found, however, that although the boats would carry quite as much dead weight as had been anticipated they had barely sufficient stowage capacity for the numerous articles to be put into them. I therefore recommended the Commanding Officer of the Field Force to make the number of boats in each brigade, six instead of five. This was agreed to, and it was furthermore arranged that the number of voyageurs accompanying each brigade should be twelve, besides a pilot, making thirteen in all.

(To be continued.)

### THE GOLDEN ROSE.

The Court Journal says :

A charming anecdote, worthy of the ancient days of chivalry, is being whispered out among the higher circles of London. It seems that one of our young Catholic heroes of high life, always a great admirer of the Empress Eugenie, paid a visit to Chiselhurst, last week, previous to his departure for Paris. "What can I bring your Majesty from Babylon?"—the name by which the doomed city is always designated by the Ultramontane party—said the young nobleman, as he bent low over Her Majesty's fair hand. "Nothing," replied the Empress, sadly; then suddenly, correcting her speech said quietly, "Yes, there is one thing I should love. Bring me a rose from the garden of the Tuileries." The young man promised to execute this apparently easy commission, and departed in sadness.

On Friday he reappeared at Chiselhurst with a case of purple morocco in his hand, which he reverently presented on bended knee to the Empress. It was the Golden Rose, gift of the Pope to Her Majesty, that he had brought "from the Tuileries." How he had obtained it, or through what long course of adventure he had traversed to the party willing to part with it, will never be known, nor yet at what sacrifices it was obtained. But great was the joy of the illustrious lady on beholding it, and pardonable the feeling which induces her to hope that it will bring a blessing at last to her house and stay the wrath of heaven. It had always formed part of the altar decorations of the chapel at the Tuileries.

### HOW A PRUSSIAN STANDARD WAS LOST.—

The Prussians aver that while the French lost trophies and standards by the hundred during the late war, they themselves have lost but one standard; and they tell the story of its loss as follows:—This standard belonged to the second battalion of the 61st Pomeranian regiment. In the battle that took place before Dijon on the 23rd of January, this standard was originally carried by Sergeant Pionke at the head of his company, which was advancing towards a large factory held by the French. The color-sergeant, together with the whole section of men about him, was shot down at once. Second-Lieut. Schultze then took up the colors and carried them forward about twenty paces, when two bullets struck him simultaneously, in the head. Adjutant Von Pittkammer, who was already bleeding from a wound in the cheek, then sprang from his horse and rescued the colors, but at the same moment was struck dead by a shot through the head. The same thing happened to a couple of musketeers who tried to carry the fatal flag. First-Lieut. Weiss then took it up, but he fell, just as the remnant of his company was driven back to the quarries. Owing to the dust and smoke it was not at once noticed that the colors had been left behind. As soon as it was known, a detachment of men was sent out to look for them, and never returned; and, of a patrol subsequently dispatched, only one man came back. The next day news was received from Ricciotti Garibaldi that the flag had been found shot to pieces, soaked in blood and buried under a mound of dead bodies.

The combined populations of the eight largest cities of the United States—New York, Philadelphia, Brooklyn, Chicago, St. Louis, Baltimore, Boston and Cincinnati—are less than the population of the city of London, as announced by the recent British census.

BREAKFAST.—EPPS'S COCOA.—GRATEFUL AND COMFORTING.—The very agreeable character of this preparation has rendered it a general favorite. The CIVIL SERVICE GAZETTE remarks:—"The singular success which Mr. Epps attained by his homoeopathic preparation of cocoa has never been surpassed by any experimentalist. By a thorough knowledge of the natural laws which govern the operations of digestion and nutrition, and by a careful application of the fine properties of well selected cocoa, Mr. Epps has provided our breakfast tables with a delicately flavoured beverage which may save us many heavy doctors' bills." Made simply with boiling water or milk. Sold by the Trade only in 1lb., 1lb., and 1lb. tin-lined packets, labelled—JAMES EPPS & Co., Homoeopathic Chemists, London England.