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47th Frontenac Battalion of Infantry.

No. 1 Company, Millburn.

Lieutenant Samuel Hamilton, M. S., is hereby permitted to retire retaining rank.

No. 4 Company, Portsmouth.

To be Ensign :

Edwin Abrahams, Gentleman, M.S., vice Wilson attached to Kingston Field Battery.

No. 6 Company, Wolfe Island.

Lieutenant Geo. T. Murray, M. S., is hereby permitted to retire retaining rank.

BREVET.

To be Majors :

Captain Benjamin Hogle Vandervoort, V. B., No. 3 Company, 49th Battalion, from 14th July, 1872.

Captain Theodore Thompson, V.B., No. 2 Company, -19th Battalion, from 31st January, 1873.

LEAVE OF ABSENCE.

Captain Arthur Coleman, 10th Battalion, for 3 months, from 6th Instant, on private affairs.

Captain Peter Burnet, No. 7 Company, 35th Battalion, for 3 months, from 10th Instant., on private affairs.

Lieutenant John S. Dennis, 1st Battalion Governor General's Foot Guards, for 5 months from 1st Instant, on private affairs.

PROVINCE OF QUEBEC.

Missisquoi Troop of Cavalry.

To be 1st Lieutenant, provisionally :
Sergeant Herman B. Salls.

To be Cornet, provisionally :
Sergeant Edgar E. Smith.

23rd "Beauce" Battalion of Infantry.

No. 5 Company, Ste. Marie.

To be Lieutenant :

Ensign George Morisset, M.S., vice Edmund Juchereau Duchesnay, whose resignation is hereby accepted,

PROVINCE OF NOVA SCOTIA.

63rd "Halifax" Battalion of Rifles.

The resignation of Assistant Surgeon Thomas Walsh is hereby accepted.

78th "Colchester and Hants" or "Highlanders" Battalion of Infantry.

No. 1 Company, (Truro) and No. 3 Company (Truro) having become non-effective are hereby removed from the list of Corps of the Active Militia. As no blame is attached to the officers of those Companies, Captain George A. Layton, No. 1 Company, and Captain Leander J. Crowe, No. 3 Company, who respectively qualified under the

former Militia organization, are hereby permitted to retire retaining rank ; but the following officers not having qualified are removed from the list of Officers of the Active Militia ; Lieutenant Thomas McKay and Ensign Henry Cock of No. 1 Company ; and Lieutenant David H. Muir and Ensign E. A. Cock of No. 2 Company.

By Command of His Excellency the Governor General.

P. ROBERTSON-ROSS, Colonel,
Commanding the Militia of the Dominion
and Adjutant General.

RECONNAISSANCE OF THE NORTH WEST PROVINCES AND INDIAN TERRITORIES OF THE DOMINION OF CANADA.

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At the time of departure from Fort Garry, some doubt was expressed as to the propriety of so small a party travelling without a guard through the Indian territory, and especially through the country of the Black-foot tribe, and I have to thank the Government very much for the authority conveyed by your telegram to Fort Garry, to take with me, if desired, a personal escort of six soldiers from the battalion on duty in Manitoba.

On full consideration, however, and with the advice of those best able to judge, I did not think it advisable to do so. A military escort of only six men would be inadequate to afford protection in case of any real danger from the Prairie Indians, and might possibly invite attack. Considerable additional expense, moreover, would have been entailed for their transport and subsistence.

Proceeding from Fort Garry through the Swan River and Saskatchewan districts, viz., the Hudson's Bay Company's posts of Fort Ellice, Carlton, Pitt, Victoria, and Edmonton, I arrived at the Rocky Mountain House—about twelve hundred (1,200) miles distance from Fort Garry—in thirty one days, of which twenty-five days only were occupied in actual travel.

The prairie road or cart trail extending the whole way from Fort Garry to the Rocky Mountain House, and which has been used for many years by the Hudson's Bay Company, was at that season of the year in excellent order. Many of the streams have been roughly bridged by the Hudson's Bay Company's servants ; and except at the crossing of South Saskatchewan River, where we lost a whole day from the necessity of swimming our horses across, and repairing a damaged scow on which to convey over the carts and baggage, we met with very little difficulty or trouble at any time. For great distances the road led over prairie ground almost as level as a race course.

It would be desirable to bridge the Little Saskatchewan River, Bird tail Creek and Snake Creek, between Fort Garry and Fort Ellice, and to improve the descent to and ascent from the Assiniboine River at Fort Ellice, as owing to the steepness of the road it is somewhat difficult to pass at this point during rainy weather with loaded carts. In addition to this, some repairs and improvements are desirable on the road between Forts Pitt, Victoria, and Edmonton, and across one or two swamps near the Rocky Mountain House ; but on the whole a very trifling amount of labour is all that is at present required.

On the journey from Fort Carlton to Edmonton, a distance of between three and four hundred miles, we were accompanied by the wife of our guide (an employe of the Hudson's Bay Company), who with her three young children travelled in a light four wheeled canvas covered waggon, driving the vehicle herself nearly the whole way.

It was my intention to overtake at Edmonton, if possible, Mr. Fleming, Chief Engineer of the Pacific Railway, who had started from Fort Garry ten days before me for British Columbia, and in company with him to cross the Rocky Mountains by the "Tête Jaune Pass." on arrival at Edmonton, however, I found that he had quitted that point seven days previously.

As no guides could be obtained at Edmonton either for the Tête Jaune or any other pass, it was necessary to proceed to the Rocky Mountain House, a trading post for the Blackfoot Indians, distant about 180 miles South West from Edmonton, in sight of, and about forty five miles distant from the first range of the Rocky Mountains.

Between Fort Garry and Fort Ellice, a distance of 230 miles, the country is diversified and undulating, generally speaking very good and fertile. In some parts alkali lakes are occasionally met with. The open expanses of prairie are relieved with numerous clumps or patches of wood, termed "bluffs." There is plenty of wood suitable for fuel, or for sheltering stock. The wood consists of spruce, willows, birch and poplar, and in the valley of the Assiniboine there is a good deal of oak.

The land in the lower part of the valley of the Assiniboine, for nearly one hundred miles before its junction with the Red River, is of great richness and fertility.

Between the western boundary of the Province of Manitoba and Fort Ellice, the country in the vicinity of Pine Creek, the Little Saskatchewan River, Shoal Lake, Bird-tail Creek, and Snake Creek, is well suited for settlement and farming purposes, more particularly for the raising of stock, but I do not think the soil, generally speaking, so well suited for wheat crops as along the lower parts of the valley of the Assiniboine and Red River.

Fort Ellice is situated a short distance from the junction of the Qu'appelle with the Assiniboine River, on the right bank of the latter stream.

It is well placed in a military point of view, being built on a plateau at the top of a high, steep and thickly wooded bank, about two hundred feet above the river. The river is here about sixty yards in breadth and about fifteen feet in depth. The banks are thickly wooded. The Hudson's Bay Company have erected a bridge across the river.

The Valley of the Assiniboine is depressed about 250 feet below the Prairie level, and is about three quarters of a mile in breadth.

The country around the immediate vicinity of Fort Ellice is well wooded and suitable for settlement.

The wood consist chiefly of poplar of no great size, and there is some oak.

The Fort itself merely consists of some wooden houses, built of poplar, and surrounded by a stockade, but it might easily be made very defensible, and accommodation for 50 soldiers in addition to the present occupants, readily created.

[To be Continued.]