

remained, until General Lindsay made his appearance and ordered a general movement forward.

I have already described the operation of dragging the boats over the rocks of the Kaministiquia and Matawin, and the damage to which they were thereby subjected.

The voyageurs knew the work and privations to which they were thus exposed to be unnecessary. They saw that a few additional waggoners only were required to relieve them from the toil, and save the boats on which the success of the Expedition depended. They were, indeed, accompanied some times by the soldiers, who did a portion of the dragging as far as the Matawin Bridge, but the soldiers never returned on a second excursion of the same nature, while the voyageurs had to tramp back again to Thunder Bay, and renew the work; and in the difficult sections between Young's Landing and Brown's Lane, the soldiers could not aid at all. Most of the native Indian voyageurs, brought at great expense to the ground, and whose services would have been invaluable as guides, became, as I have already explained disheartened and left. The Nipigon Indians deserted in a body. Those from Fort William and the Grand Portage could not endure the toil, and their places had to be filled with men, from among the workmen on the road; under these circumstances, I think I am justified in claiming some little credit for the voyageurs who in storm and sunshine, stood manfully to their posts and compelled success against blunders, which would otherwise have resulted in disaster.

Under the great trials to which they were so unnecessarily exposed, any considerable number of them had left, the Expedition could not have proceeded, the route would have been proclaimed impracticable, and the North-West Territories might possibly have been lost to Canada. That so great a national calamity was avoided, and that the first considerable Expedition which the Dominion sent forth, has been crowned with success, is in no small measure due to the perseverance, the skill and unwavering constancy of the voyageurs. They were of that class which has, perhaps, done more than any other to advance the prosperity of the country.

Of such as they were are the men who are yearly engaged in the adventurous work of carrying the produce of the forests, or rather the forests themselves, along the rivers of the country. Their calling may perhaps be considered a humble one, but that is no reason, why when they perform important public services, and do great things, they should be utterly ignored, and their hard laurels snatched from them and placed on the brows of others.

In giving credit to the voyageurs for their services, I am very far from wishing to disparage the work of the soldiers. On the contrary, I can most cheerfully bear testimony to their aptitude in acquiring a knowledge of the voyageur art, their unvarying perseverance and orderly behaviour. The soldiers are far more likely to suffer from the indiscreet remarks of those who assume to speak for them than from anything I have said.

The tendency of exaggerated statements is to produce an impression the opposite of that which they are intended to convey, and whatever may be said to the contrary, no one having experience of such matters, will believe that it needed four hundred regular troops who, whatever their good qualities might be, were strangers to the country and the manner of travelling in it, to carry

treble their number of Canadians voyageurs, and volunteers, through the forests of their native country.

And after all, what has been done? With every appliance which the country could command, magnificent steamers on Lake Huron and Superior, good horses and waggoners for the land roads, boats in every way adapted to the navigation of inland waters, and so light as to be easily transported on portages with voyageurs to man them, well skilled and accustomed to their work, the Expedition made its way to Red River Settlement.

The road by which it travelled had been much used in former years. It was a link in the route by which the French, two hundred years ago, carried the flag of their country to the plains of the Saskatchewan, and it was for many years the highway of the North-West Company of Canada, in carrying on a very extensive trade with the interior.

It has been estimated that two thousand people passed over it yearly, when that company was in the hey day of its prosperity, and although it had been long abandoned it will readily be believed that it presented no serious difficulty.

Respectfully submitted,

S. J. DAWSON.

(To be continued.)

USEFUL INFORMATION.

To lay off a square acre of ground: Measure 209 feet on each side, and you will have a square acre within an inch.*

An acre contains 4840 square yards.

A square mile contains 640 acres. In length a mile is 5280 feet, or 1760 yards.

A fathom is six feet.

A league is three miles.

A Sabbath day's journey is, 1155 yards—that is, eighteen yards less than two thirds of a mile.

A day's journey is 33½ miles

A cubit is two feet.

A hand (horse measure) is four inches.

A palm is three inches.

A pace is three feet.

A barrel of flour weighs 196 pounds.

A barrel of pork 200 pounds.

A barrel of rice 600 pounds.

A keg of powder 25 pounds.

A firkin of butter 56 pounds.

A tub of butter 84 pounds.

BUCKET MEASURE.—The following are sold by weight per bushel:

Wheat, beans, and clover seed, 60 pounds to the bushel.

Corn, rye and flax seed, 56 pounds.

Blackwheat, 53 pounds.

Barley, 43 pounds,

Oats, 32 pounds.

Bran, 20 pounds.

Coarse salt, 85 pounds.

A commercial bale of cotton is 400 pounds.

A pack of wool, 240 pounds.

A section of Government land is 640 acres, or one mile square.

A liquid tun is 252 gallons.

A box of 16 by 16½ inches, and 8 inches deep, contains a bushel.

A box of lemons will average about 250 in number; a box of oranges from 200 to 250.

A case of preserved ginger contains 9 jars.

A frail of dates weighs from 150 to 200 pounds.

A drum of figs, 24 and 8 pounds each.

A cask of prunes, 1300 to 1811 pounds, averaging about 1500 pounds.

Currants come in casks of from 275 to 300 pounds.

Citron comes in small boxes of about 25 pounds each; tare, 2 to 2½ pounds.

Peanuts are usually sent to market in sacks, containing about two bushels.

Dried apples and peaches come in barrels, generally from 150 to 225 pounds.

Blackberries come in barrels.

A quintal of fish is 112 pounds.

Virginia peanuts weigh 22 pounds to the bushel. Wilmington peanuts weigh 26 to 28 pounds.

African peanuts weigh 32 pounds.—*Am. Grocer.*

Note—It is 121 square feet too much.

Jaroslav von Dombrowski, whose efforts to hold the Communist army to its duty seems to have outlasted the army itself, has made by birth and training a much more genuine approach to a general's commission than the other adventurers with whom he has of late been associated. He was born of a good country family in Poland, and obtaining a cadetship by imperial nomination, was educated for a Commission in the Military Academy of St. Petersburg. There was nothing exceptional in his career, which, professionally speaking was prosperous above the average, until in 1862, being then a captain on the staff at Warsaw, he gave his adhesion to the secret Committee of his countrymen which was preparing the last Polish revolution. Dombrowski, was thenceforward actively engaged in organizing preparations for outbreaks in the provinces, and especially in those of Russia bordering on Poland. But this difficult undertaking had to be carried on by means of refugees in London, and it was probably through some spies acting there for the Imperial Government that his share in the plot was betrayed. Being arrested, and still holding his Russian commission, he was naturally sent before a court martial and sentenced to death. The Emperor at that time leaned strongly to leniency, and when Dombrowski was brought out before the firing party which was to have put an end to his intrigues, he was suddenly reprieved, and his sentence commuted to twenty years' exile in Siberia. In 1865 he escaped from that country and made his way across Russia on foot, finally reaching Paris to take up the role of Polish martyr. This does not appear to have been a profitable result, for in 1868 he appeared at the Paris assizes charged with uttering forged Russian notes, a mode of spoiling his national enemies for which the judges failed to admit excuse. He was sentenced to a year's imprisonment, after which he was further warned by the police to quit France. Nor did he return to the great centre of errant patriotism and republicanism until the revolution of last September.

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.