

which may be of use in comparing one part of the country with another; I will premise that the potatoe disease is unknown.

Barley and wheat thrive on any part of the Saskatchewan, but the latter sometimes does not ripen if grown in low situations. All the ordinary vegetables of a temperate climate come to perfection on the Saskatchewan, potatoes and turnips growing to a very large size.

At the north end of Lake Winnipeg, barley, potatoes, onions, carrots, turnips, peas, and pumpkins flourish in the open air, and melons can be forced. At York Factory white turnips grow, but not of large size.

At Churchill on Hudson's Bay potatoes have been tried, but they grew no larger than musket balls.

On Holy Lake, latitude 55° N., long. 95°, potatoes do not always attain full size. Much, however, depends on the situation, for at Norway House those planted near the woods have been frost-bitten, while others in open ground were not.

Barley is grown as far north as Fort Simpson on Mackenzie River, latitude 62°, but this is owing to its westerly situation giving it such a high summer temperature. (See Climate, Section A.)

It is Sir John Richardson's opinion that the cultivation of grain could be carried out sufficiently to support settlement as far north as Peace River.

Exports.—With the exception of furs, the exports from Red River amount to very little.

A small amount of beef, pork, flour, butter, and cheese being supplied to the Hudson's Bay Company, cattle and horses have been exported to the United States, but latterly the former have been imported.

Imports.—Besides the large quantity of merchandise annually imported from England by way of Hudson's Bay, a considerable traffic has during the last few years sprung up with Saint Paul on the Mississippi, and besides dry goods, hardware, agricultural implements, groceries, ammunition, &c., a large quantity of whiskey is annually brought into the settlement, both for the Indians' trade and home consumption; and I have not yet heard that any steps have been to require all engaged in selling spirituous liquors to be provided with a licence. Horses and cattle for the improvement of the breed have been imported from England as well as from the United States, whence the first stock was procured by the early settlers.

Mail Service.—A bi-monthly postal service is kept up the whole year by the United States, between the Mississippi and a small settlement of fur traders and half-breeds near the 49th parallel, with which a connexion is kept up from the Red River Settlement, so that letters can be received from England within the month, but the usual term is six weeks. Another mail route was opened during the summer of 1858, between Canada and Red River Settlement, and was kept up during most of the following winter, and is, I believe, again in operation; but owing to the very great distance through unsettled country, the delay to letters going by this route is so great that few are sent by it.

There is no regular internal mail, but the Hudson's Bay Company forward letters and small parcels by their brigades of boats and winter express to their different ports and the mission stations free of charge.

American Settlements near the Boundary.—It is supposed by many that there is a considerable American settlement and military post near the international boundary on Red River; this, however, is not the case, there being only about a dozen loghouses where Red River crosses the boundary, occupied by traders and half-breeds, while the settlement of Saint Joseph, commonly called "Pembina Mountain," about thirty miles to the west, contains about one thousand half-breeds and Indians, the chief occupations of whom is the chase.

C.—IV.

MEANS OF TRANSPORT.

Water Transport.—The craft in general use throughout the country are canoes and boats, the latter as described (Appendix I.), while the former are made of birch bark from 12 to 28 feet in length, the largest carrying 2,300 lbs. of cargo, worked by eight men, and capable of being carried when empty by two. Canoes of larger size are, however, used on Lake Superior, but are not adapted for the more intricate navigation of the interior.

With the exception of the route between Lake Superior and Rainy Lake, the 30 feet keel boats are in general used for the transport of merchandise, and have many advantages over canoes, where the portages are not over long or the navigation very intricate. Canoes made out of solid timber, usually called "dug outs," are in use at Red River, being very handy as crossing boats, for they require no care. Canoes formed of the hides of buffalo are also used on the Saskatchewan for descending the stream loaded with provisions or robes, and being easily constructed of the materials always at hand, are often used in crossing rivers when travelling. A canoe of this sort, made from buffalo skins and managed by two men, will contain about 2,100 lbs. or one-fourth of the cargo put in a boat when going down the stream. Flat-bottomed "skows," made of rough plank and caulked with Indian leather and grease, are also used for descending rivers with large canoes.

The cost of boat transport, including portages, is on an average one halfpenny per 100 lbs. per mile, or one shilling per diem.

Land Transport.—Carts.—The land transport throughout the whole of the Red River and Saskatchewan country is performed during the summer season by light carts of home manufacture, drawn by single horses or oxen, the load drawn by the former being usually 600 lbs. for a long trip, and the latter, which is harnessed by means of a collar (something like a horse collar put on upside down), hauls about 900 lbs. The rate of travelling with loaded carts, including stoppages, is from 20 to 25