

and wholesale loss of men before referred to was the result. Of the third department of the supply it was not necessary to say more than that as little as possible of hired transport should be used, as many things as possible dispensed with, and as many as possible, also such as straw and so on—drawn from the country through which the troops passed.

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

*From the Adjutant General Report p. 107*

On the termination of the annual training of the Militia in the Provinces of Ontario and Quebec, I proceeded, in the first instance to Lake Superior and the "Dawson Route" to Manitoba, in accordance with instructions subsequently crossed the Continent through Canadian Territory to the Pacific Coast and Vancouver Island, travelling nearly the whole distance from Fort Garry on horseback.

Leaving Collingwood on the 16th July, in the steamboat for Thunder Bay, (Lake Superior,) the vessel reached her destination early in the morning of the 22nd, stopping en route, at the settlements of Owen Sound, Leith and Killarney, on the shores of Lake Huron, and at Gargantua Bay, Michipicoton Island and Neepegon, on Lake Superior.

Neepegon Bay is a good and safe harbour, and the place itself is probably destined to be of great importance in connection with the Canadian Pacific Railway.

On arrival at Prince Arthur's Landing, I found that a considerable and apparently thriving settlement had already sprung up at that place.

The population now numbers 500: many good houses have been erected, and Municipal Government has been established.

Thunder Bay is one of the best and safest harbours on the north shore of Lake Superior, and the surrounding scenery is very beautiful.

For want of a proper wharf, considerable inconvenience is experienced, but as the one now in course of construction will be completed shortly, the landing facilities will then be greatly improved, and be all that is likely to be required for some time to come.

Owing to the great mineral resources, and valuable silver and copper mines which exist in this neighbourhood, and from the excellence of its harbour, it may reasonably be expected that a wealthy and important settlement will, ere long, be established at Thunder Bay.

From Prince Arthur's Landing, I proceeded on the 22nd July, by waggon, in one day, to Lake Shebandowan, a distance of about forty-five miles, by what may now be fairly considered a good road.

All the streams have been bridged, and a very substantial structure is erected across the Matawan.

When this road shall have been gravelled throughout its entire length, which will probably be effected this summer, it will be as good a one as can be desired.

The country through which the road passes from Lake Superior to Shebandowan is well wooded and much better suited for settlement than is generally supposed. Although the soil in the immediate neighbourhood of Prince Arthur's Landing is somewhat sandy, the greater part of the country passed through is perfectly well suited for farming and agriculture.

At the Matawan River farming operations had commenced; very fine timothy hay had already been raised at that place, and the growth of the vegetables and cereals which had been but a short time before planted, gave excellent promises.

From Lake Shebandowan I proceeded by canoe to the north west angle of the Lake of the Woods in seven days, a distance of three hundred and ten miles, through the chain of inland waters known as the "Dawson Route," towed part of the way by tug steamers.

Considerable progress has been made in opening up and improving this line of communication through the Dominion to the vast and important territories of the North West, and I am satisfied that if greater means could have been placed at the disposal of Mr S. J. Dawson, much greater progress towards completing the work would have been made by that able Engineer.

The portages have been greatly improved. There were horses or bullocks with carts or waggons on nearly all. In many instances a shorter and better route than that originally followed has been adopted, and altogether it is now not only a perfectly available and valuable line of communication during the open season, but it is an indispensable work towards the settlement of the country through which it passes.

At Fort Frances two steamboats of considerable size are being built; one has already been launched, and both are expected to be finished early next spring. One of these steamboats is intended for Rainy River and the Lake of the Woods, the other for Rainy Lake. Additional tug steamers are also to be obtained, so that by next summer it is expected there will be steam power on all the waters. When this is carried out the journey from Lake Superior to Manitoba through Dominion Territory will be made comfortably in four or five days, and the transport of passengers, freight, waggons, and horses by the "Dawson Route" effected without difficulty.

For the passage of troops, during the summer season, there is now no difficulty. In October last a detachment of 215 soldiers with two light field guns were conveyed in twenty five days from Collingwood in Ontario to Fort Garry, in the Province of Manitoba; and by next summer, I consider there would probably be no great difficulty in conveying, if required, both cavalry and artillery, as well as infantry, in considerable numbers by the "Dawson Route."

The country along the banks of Rainy Lake and Rainy River is well wooded with valuable timber, extremely picturesque, and still better suited for settlement than the country between Lake Superior and Shebandowan. The Lakes and Rivers teem with fish, and self-sustaining settlements could be readily established there with advantage.

From most careful enquires, it appears that the number of Indians occupying the country along the line of the "Dawson Route" and who belong to the Ojibbeway tribe, does not exceed a total population of four thousand, of whom it is believed about eight hundred are men capable of bearing arms. Although among these Indians there may be some restless characters, they are considered good Indians on the whole, and if kindly but firmly treated, they are not likely to cause any interruption along this route, or offer opposition to the peaceful settlement of the country.

During the past summer, the Ojibbeway tribe were apprehensive of an attack from the Sioux, their hereditary enemies, dwelling

west of the Red River on the American side of the international boundary line. With a view, therefore, of preserving the peace of the country, supporting our Indian Commissioner when engaged in making treaties, and for the protection of settlers, I am of opinion that it would be advisable to encamp a detachment of about one hundred (100) soldiers during the summer months at Fort Frances. This Force could be taken from the Militia now on duty at Fort Garry, returning to that station for the winter months. To send an Indian Commissioner unaccompanied by a military force to make a treaty with this tribe last summer proved a failure.

I would further suggest that the employees of the Department of Public Works stationed along the line of the "Dawson Route," who will this summer number about four hundred (400) men, should be organized into a Naval Brigade, to be armed and equipped by the Militia Department; and that the offer to raise two Volunteer Companies of Militia at Prince Arthur's Landing, Thunder Bay, be accepted.

The existence of such a material power along the line, would, I feel sure, prove of the greatest importance. There is no doubt that the passage of troops for the last three years proceeding to and from Fort Garry in support of the civil power, on missions of peace, has already been attended with the best results.

From the North West Angle of the Lake of the Woods, I drove to Fort Garry, in Manitoba, in a waggon with two horses, a distance of ninety-five miles in a day and a half; the journey from Prince Arthur's Landing thus occupying nine and a half days.

The road from the Lake of the Woods to Oak Point, where the Prairie commences, is now as good a one as can be found in almost any country part of the Provinces of Ontario and Quebec—and from the North West Angle of the Lake of the Woods, the ordinary carts and waggons of the country, and almost any kind of light carriage or vehicle can be driven without difficulty during the summer season, for thirteen or fourteen hundred miles across the great prairies of the North West, through one of the most fertile and beautiful countries in the world, to the Rocky Mountains.

[To be Continued.]

A new and very formidable armor-plated ship has just been completed for the French government at Lorient. This vessel, to be called *L'Espadon*, is furnished with two powerful engines, which are said to be such as to secure great speed, and the steering is such that it can be turned within the distance of its own length. Its spherical deck scarcely above water, and is armed with a number of tubes by which the deck can be swept in its entire length with scalding steam. It is furnished also with a steel ram, twelve inches thick and seven and a half feet long; its one gun, which has a range of 8,000 yards being mounted in a low turret in the centre of the deck. The French expect great things from their new vessel, and declare that it will be able to sink anything now afloat.

The Committee of the British Junior Naval Professional Association have offered a prize of fifty guineas for the best essay on "The Manœuvres and System of Tactics which fleets of ships of modern construction should adopt to develop the powers of the ram, heavy artillery, torpedoes, etc., in an action in the open sea."