

reason we had to remain out in the cold was that the station is nearly half a mile from the hotels, and if we went to the hotels to warm ourselves the train might come along and pass on without our knowing it.

We reached St. Boniface, opposite Winnipeg, at a little after two o'clock on Friday morning, and, after paying a man fifty cents to convey my chest over to Winnipeg, I started on foot to travel the two intervening miles between St. Boniface Station and the centre of Winnipeg, crossing the Red River on the ice, which was quite good, the once open space of water at the sides being covered with about three inches of ice. Mr. Laphorn, who came with me from Montreal, told me that on Monday night he had to pay fifty cents to get his trunk conveyed from the station to the edge of the river, which was open at the sides, while small temporary foot-bridges connected the solid ice in the centre with the land on both sides. For the privilege of carrying his trunk across these little bridges, Mr. Laphorn was charged ten cents, and had afterwards to convey it to where he was to put up for the rest of the night. I do hope that all who contemplate coming here, especially those who are bringing their families, or live stock, will defer their journey until the warm weather in May or June.

CROSSING THE RED RIVER AT WINNIPEG—THE APPEARANCE, CONSISTENCY AND OTHER ATTRIBUTES OF MANITOBA MUD.

WINNIPEG, April 9.

SIR,—I arrived at the St. Boniface Railway Station, about two miles from Winnipeg, at a little after two a.m. on Friday, 4th instant, and after making arrangements for having my luggage forwarded, I started, along with many others, to walk over to the capital of Manitoba, and crossed the ice on the Red River, which, owing to the late frost, had become strong enough to carry horses. The river at this place is some 800 or 900 feet wide, and the water has been rising of late, bearing up the ice in the centre of the river. Thus, as at Emerson, there was a stream of open water at each shore, from 80 to 100 feet wide, and about four feet deep in the deepest part. A few days before I came here, the corporation of Winnipeg had erected a temporary footpath across these two streams, and had placed a toll-man to collect five cents toll from all passengers. The toll-man, however, had an eye to business, and secured the services of an assistant, whom he placed at one of the corporation bridges and collected another fare himself at the other. Thus, as some of the new-comers remarked, they had to pay to get into the show and then

PAY TO GET OUT

again. Some of these people told me that they had to pay fifty cents to get one trunk conveyed from the railway station to the eastern bank of the river, and after paying ten cents for the privilege of carrying it across the river, had to pay another fifty cents to have it taken to the hotel where they proposed stopping. When I got here Jack Frost had put his veto on such work, and as sleighs were crossing on the ice, trunks and boxes were taken from the station to the city at a cost of fifty cents each.

I spent the greater part of Friday and Saturday searching for a boarding-house, but could get none to suit, as they were all crowded. The hotels also were pretty well crowded, and the charges not very moderate, considering the accommodation given. The food provided was good enough, but the bed-clothes were rather scarce for a cold night, and you could not get a bed exclusively to yourself, but had to sleep along with some stranger whom perhaps you never saw before, and you were by no means certain of the company he might or might not bring with him. In the hotel at which I stopped for a few days there was a large billiard-room with five billiard tables; and on Saturday evening I counted over seventy persons at one time in it, and bar-rooms, that were separated only by folding doors, which on this occasion were wide open. The charge for

BOARD AND LODGING

at the hotels is \$1.50 per day, if you remain for less time than one week; but if you continue more than a week, the charge is but a dollar per day. The boarding-house-keepers charge from five to six dollars per week for board and lodging.

On Saturday afternoon the weather having become mild, I went down to the river to see how the crossing went on, and observed that although the shore ice was sufficiently strong to carry foot passengers, yet it would not sustain horses. A large amount of freight and luggage was being taken over on sleighs, having first been brought to the banks on waggons. Two horses were employed drawing these loaded sleighs from side to side, the horses remaining on the more solid centre ice and by means of long ropes drawing the sleighs across the weaker ice at the sides. Several horses and waggons were also brought over, but before this could be done a road had to be cut through the surface ice near both shores, and the horses driven across, the water coming up to within six or eight inches of their backs. The waggons were also drawn through this watery-way by means of long ropes.

On Monday forenoon this shore ice had nearly all disappeared and about a hundred head of horses and cattle having just arrived from Ontario, the getting of them

ACROSS THE RIVER

caused no little anxiety to their owners, more especially as the submerged ice near the shore was beginning to break up and float away in large cakes, leaving openings which would not permit of horses crossing through the water as they did on Saturday. After some negotiations the Ontario farmers made arrangements with the owner of a scow, about fifteen feet long and seven and a half feet wide, to ferry the horses over at fifty cents per head. This scow was laying in the mud on the western or Winnipeg side of the river, and was dragged to the water's edge by a horse belonging to the owner. It was then set afloat, and a number of men and the horse got into it and pushed out to the centre ice, and one end of the scow was drawn up on the ice sufficient to support it, while the horse and men got off, when the nag was hitched to the craft and drew it up on the solid ice and across it to the open water on the other side, where the boat was again launched, and long ropes being attached to each end two or three men got in and pushed across to where the Ontario horses were