

on the platform in New York, San Francisco, or New Orleans.

The Pas is one of Canada's coming cities, for within a very short time, a new line of glistening steel will connect this point with Hudson's Bay. Eastward from the Pas, the river runs through a flat, marshy country, with shallow lakes on either hand. After passing through Cedar Lake—a beautiful sheet of water—it forms a huge angle and then makes a final plunge into Lake Winnipeg over the seven miles of Grand Rapids.

In the early 'eighties, the Northwest Navigation Company placed a fleet of steamboats on the Saskatchewan, and from 1880 to 1885 the river was navigated each summer from Edmonton to Grand Rapids. The company had twelve miles of roadway built round the rapids, and freight was transferred by means of teams from the lake to the river boats and *vice versa*. The boats, which were drawn up on the bank during the winter, were launched just as soon as the ice went out, and made the first trip with the high water.

These boats were run for the benefit of the great northern trade, and delivered most of the freight billed for Cumberland, the Pas, Prince Albert, Carleton, Battleford, Fort Pitt, and Edmonton. The first trip of the season was the most profitable, and used to net the company something like \$125,000, most of the freight going to the Hudson's Bay posts in the Far North. In 1882 the company's fleet consisted of the *Manitoba*, the *Northcote*, the *Northwest*, and the *Marquis*. The first two generally did the trip from Prince Albert to Edmonton, and the latter pair ran between Prince Albert and Grand Rapids.

The history of these early river boats is interesting. The *Marquis* was one of the old Red River steamers owned by a navigation company, of which, for a time, J. J. Hill was active warehouseman. When the

railway advanced toward Winnipeg River navigation was abandoned, and the *Marquis* was bought by the Northwest Navigation Company, run down the lake to Grand Rapids, taken to pieces, hauled across in sections, and rebuilt above the rapids. After an honourable career, her old hulk now lies rotting on the river bank at Prince Albert, "and none so poor to do her reverence." The *Manitoba*, which went to pieces in the Shell River, formerly ran up the Assiniboine to Fort Ellis, but was transferred to the Saskatchewan in the summer of '82.

The oldest steamboats on the river were the *Lily* and the *Northcote*. The first drew too much water and was wrecked on a survey expedition up the south branch, above Saskatoon. It was the *Lily* which met the *Marquis* of Lorne at Carleton in 1881 and took him first to Prince Albert and then to Battleford, from which place he crossed overland to Calgary.

The *Northcote* distinguished herself during the Rebellion of '85 by serving as a military transport and gun-boat. When it was determined to send supplies to the scene of hostilities by the river, the *Northcote*, then at Medicine Hat, was taken to Saskatchewan Landing, where provisions and troops were taken on board. Captain "Gat" Howard, with a Gatling gun battery, almost monopolised the fore part of the upper deck, and the four companies of soldiers occupied the remainder. Two barges filled with supplies were lashed one on each side of the steamer, and the old stern-wheeler left on April 22nd for Clark's Crossing, where General Middleton anxiously awaited the expected stores.

But the *Northcote's* progress was slow. Owing to the turbulent nature of the South Saskatchewan, new channels are continually being cut, and the water is coloured a deep yellow by the moving sand. The improvised gun-boat therefore had her