

The following will be required for rations to the voyageurs while engaged in this service.

150 half brls. pork, 150 half brls. flour, 40 bags peas or beans, 7 chests tea. The boats now remaining at Thunder Bay will of course be brought to this place by the military transport. I would also require the use of six yoke of oxen for transport on the portages, with a quantity of hay, oats or ox feed proportioned to the time they should be so used.

I have the honor to be,

&c., &c., &c.,

(Signed,)

S. J. DAWSON.

Col. Wolseley,

Commanding Red River Field Force.

I may here remark that instead of 252 men, the expedition was accompanied by 315 voyageurs, besides 185 engaged with reserve stores.

The arrangement, above detailed, having been agreed to, as soon as the last brigade of boats with soldiers had left McNiell's Landing, the reserve stores began to be sent forward from Thunder Bay. A number of boats which had been left at that place were also brought up by waggon, and it now became evident to all, that much time would have been gained and labour saved, in the first instance, by keeping the whole voyageur force on the road making it at once passable to waggons, getting a sufficient number of these from Collingwood and bringing forward boats and stores to Ward's Landing. To shew how easily this might have been done, I may call attention to the fact that at 2 o'clock on the afternoon of 2nd August, seven boats, placed on waggons, were sent off from Thunder Bay, and, at sunset on the following evening, were at Ward's Landing. How different was this from dragging them over rocks and stones in the bottom of a shallow stream. There was not a boat brought by the river that cost less for transport than \$300, making on a hundred which were so conveyed some \$30,000. while on 53 brought by waggon the cost did not exceed \$20 or \$25 each, and then how very different was the condition of the boats, in the one case fresh and sound as they came from the hand of the builder. In the other torn and broken with many row-locks, oars and rudders lost or smashed, and requiring repairs, in some cases very extensive ones, before they could be used.

The military having all left, arrangements were quickly made for sending forward the reserve supplies. In this work a small steam launch which had been prepared at Toronto, did good service. It was first used on Shebandowan Lake, but as the supplies were moved on, it was taken to Lac des Mille Lacs, and it saved the work of at least twenty men. With three full loaded boats in tow, it made fair speed, and was only on one or two occasions wind bound, for a short time. I may dismiss this subject by saying, that by means of the voyageurs left behind, the stores were taken in good time to Fort Frances. The first reaching that place on the 3rd of September, and the last on the 17th, besides some that were left by order of the military at Deux Rivières Portage, to meet the troops as they returned from Red River.

While the military are on the way to Red River and the reserve stores following, a brief description of the line of the route, as regards its general features, may not be out of place.

Between the terminus of the Thunder Bay road, on Shebandowan Lake, and Lake Winnipeg, by the route followed by the expedition, the distance is, in round numbers, 488 miles. In this distance are three sections differing materially in general character.

The first, known as the Lake Region, commences at the end of the Thunder Bay road and ends at Fort Frances. The distance between these points by the route followed by the expedition, which went round by Loon Lake to avoid the rapids of Sturgeon River, is 208 miles, and by the more direct route usually travelled, about 190 miles. This section presents a continuous succession of lakes separated by short portages, except in one instance where there is a stretch of eleven miles of river, sometimes called the