FROM WINNIPEG TO PRINCE ALBERT

COAL OIL, \$5 A GALLON NAILS, 15c A POUND

MATCHES, \$2.75 A bCX WHEAT, \$2 A BUSHEL

We started out from Winnipeg early in April. 1879, with twelve Red River carts, leaded with hardware and general inchandise. The roads were still icebound, and we got along O.K. as far as Baie St. Paul. On reaching this point a very sudden thaw set in, which prevented us going across the bay, and we, therefore, were forced to go around by the outer road, where we encountered no end of mud and water. At night time we could look back and see the place from which we had started in the early morning. Pulling horses and cart out of mud-hole after mud-hole was our day's work, and it was work rather different from what is experienced in these days. It took us twelve days of hard toiling to reach Portage la Prairie, which, at that time, was only a small village. After passing the Portage we journeyed along past Rat Creek, now called Burnside, where we had a rest and a chat with Mr. Kenneth McKenzie, one of the old pioneers. From there we got into bad country, called the Sand Hills, where we came up against a man by the name of Mc—. All old settlers knew him. He wanted to charge us a fee for crossing over an old bridge he had there, but I bluffed him out of it, by asking him if he was not the gent who last year got a certain tinsmith in Winnipez to make a copper worm for him to make whiskey with. He took me aside and said, "You know me, do you? If you say nothing you can pass your cart free," and he gave us a bottle of his best into the bargain, which we used dosing the horses

a mud hole from end to end. Crossing this plain was the worst part of the journey. We had to carry wood and fresh water, and the mosquitoes almost ate us up. It was mud hole after mud hole, and into it we had to go, shoving on the wheels and lifting the ponies out of the mud, with thousands of flies going for our faces, smeared all over with mud through knocking the flies off. Here we struck a spring of fresh water, a little off the main trail, and at this point we had our first pancakes made out of flour, and duck eggs, which we obtained from the thousands of duck nests in the swamps. Here also we saw buffalo for the first time, and, although we did not shoot any ourselves, we met some traders who had hunted them the day before, and they, being out of tea, traded us a whole quarter of buffalo for one pound of tea. We were hung up on the 24th of May and celebrated the Queen's birthday at Wolverine Creek, with two feet of snow all around us. We were here two days, until it thawed enough to allow our wheels to turn in the snow. Humbolt was our next point. Here we found friends, and could send a telegram to our friends in Winnipeg, giving them news of where we were. Passing Humbolt, we made for the Hill of the Cross, where stood a big black cross in memory of a young lady who had, I think, died there. We all went to the top of this hill and our half-breed guide said his prayers. From this place we started on the fiver the south Saskatchewan River, passing through the hills to a point on the river through the hills to a point on the river



RED RIVER CART.

There are not many of these in existence at the present time. They were made altogether of wood, there being no iron about the cart at all. As will be noticed, even the pins to hold the wheels from coming off were wood.

This piece of bad woods was a terror to all travellers. At times we could not find a piece of dry ground to camp upon, and slept on our carts. Bridges were for piece of dry ground to camp upon, and slept on our carts. Bridges were few and far between in those days: we had to take to the water in every case. On arriving at the Little Saskatchewan River we found it running high from high bank to high bank, a distance of about one mile. Here we had to make a raft and carry all our outfit across. During our first night's camp on the west side, we were joined by the H. B. Co.'s northern packet going into Winnipeg. They had a number of husky dogs with them, which, to our disgust, ate up two sets of shaganappi harness belonging to our outfit. We prized this harness very much, as it was all painted in Indian characters. These dogs are death to anything of that sort. This loss of harness delayed us about a day, making up new sets. From this point, we journeyed along where Minnedosa now stands and wound our way along the steep banks of the river walley. In going around a sharp bend of the hills simething went wrong with a cart in the rear which drought the whole train to a stand-till. We had one horse in the most it has weathed never stand quiet. he was the total ways on the load. At this past the started away by himself and in the late of the cuter edge of the cliff and

It is be always on the lead. At this is started away by himself and in a starte corner his cart went too to the outer edge of the cliff and a sed him, dragging him, cart and the bottom of the ravine. It took if a day to bring the cart, load, and the bottom of the ravine. It took if a day to bring the cart, load, and the pot of the cliff again, and, would have it, not a shade thing. The whol thing had just shift while disregging the nor e with a shade thing while disregging the nor e with a shade thing and a ferry run by a white soon had us all across we found a ferry run by a white soon had us all across with a venal Primes Albert and the first and the

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