

katchewan. It lasted about half an hour. At almost the highest latitude reached on the trip, something more than 54° north, I saw garden patches reclaimed with difficulty from the desolate swamps, with vegetables apparently as far advanced as in the Red River Valley, and heard wonderful relations of the quick productive growth of the cereals and vegetables in the fertile Saskatchewan and Peace River regions to the west, on the same and higher parallels.

To make an end of generalizations, the only steam navigation at present on Lake Winnipeg is by the Hudson Bay Company's steam tug Colvile, Capt. Hackland, which makes trips about weekly during the season, carrying supplies to, and returning with furs from other company's posts on Lake Winnipeg, the Saskatchewan, Hudson Bay and the rivers that flow to the Arctic Ocean. The Colvile is an exceedingly strongly built little craft of some hundred tons capacity. By the accident of co-incident invitations from Mr. John H. McTavish, chief factor of the company at Fort Garry, quite a large party of tourists for these unfrequented waters met upon the deck of the Colvile, upon the last Wednesday in June. Senator Butler, of South Carolina, and Gen. P. M. B. Young, of Georgia, went after fish and relaxation. Mr. F. Jay Haynes, of Fargo, who has carried his ubiquitous camera from Deadwood to Fort Benton and from Lake Superior to the Yellowstone went in the interest of his art. Mr. Roderick Ross, the Hudson Bay official in charge of Norway House, on the Nelson river, returned to his post. I shall often quote Mr. Ross in writing of the Northwest, perhaps sometimes without inverted commas. He is a splendid specimen of the Hudson Bay official, born at Norway House and trained through all the grades of the service until he succeeded his father, who was factor at the post before him. He has lived at most of the posts north of the Saskatchewan, and gave me more exact information about the country than any other three men I met.

The steamer dropped down the river from Fort Garry at night to Colvile landing, just below Selkirk, and we joined her there in the morning by rail. The road runs a short distance from the river through a section of country not very inviting in appearance, though it has great natural richness. Its general appearance is like that above Winnipeg, except that it is higher and