

gether by hunting. The climate resembles that of Montreal in the length and continued cold of the winters, and the rapid vegetation in the spring after the snow is off the ground. All the cereals are raised in abundance, the average produce to the acre exceeding that of Canada. Garden vegetables are also grown in abundance. Indian corn, however, is not so successful, being nipped by the early frosts.

While residing last summer at Fort Garry (the Hudson's Bay Company's post in the settlement) I had an opportunity of collecting specimens of plants, some of which are now exhibited to the Society. From want of the necessary material they were rather imperfectly prepared, but may perhaps serve to give a general idea of the botany of the immediate vicinity of the Fort. On referring to the list it will be observed that here, as in other prairie land, the richest family is the Compositæ, many species of which are found. At the Fort we have not only the ordinary Prairie Composites, but a great abundance of such plants as *Artemisia Absinthium*, especially on the dryer and higher parts. Next in frequency come the Cruciferae, which generally follow man: these are abundant in the immediate vicinity of the Fort. There are many species of Rosaceæ and Leguminosæ, truly indigenous; Umbelliferae are not infrequent, and we have frequent representatives of Ranunculaceæ, Xanthoxylaceæ, Violaceæ, Balsaminaceæ, Caprifaliaceæ, Rubiaceæ, &c. The timber trees near the Fort are small groves of aspen and balsam poplar, and on the banks of the rivers oak, ash, elm, maple, aspen, and balsam poplar.

As I had an opportunity of collecting some specimens in the vicinity of the trail coming from Fort Garry to St. Pauls, I propose to give a description as short as possible of the character of the country coming down, so that it may be an assistance to those wishing to examine the specimens.

From the Red River Settlement to Canada there are three routes more or less in use. The oldest and the one now least used is known as the Old Red River Trail. This, leaving the settlement, passes up on the west side of the River Pembina (a small settlement of half breeds immediately on the international boundary line,) and distant sixty-five miles from Fort Garry. Crossing the Red River the trail takes a nearly south-west course, crossing all the eastern tributaries of the Red River, the larger of which are the Pine, Red Lake, Wild Rice, and Otter Tail Rivers, and ends at Otter Tail City, the first settlement on the American side. From here there is a bridged road to Crow Wing, seventy-five miles, and from thence to the city of St. Paul, a stage road of one hundred and fifty miles. Thence the traveller passes by steamboat and railroad to Canada.

The second route is our Canadian route, which, I am sorry to say, is not so practicable as might

be wished. This is a canoe route, passable about five or six months in the year, and always attended with a good deal of difficulty. This route is made by descending the Red River to Lake Winnipeg, ascending the Winnipeg River to Lake of the Woods, and from thence passing through the chain of rivers and lakes and over the numerous portages or carrying places to Fort William on Lake Superior. From Fort William there is communication with Canada by the mail steamer *Ploughboy*, which leaves monthly during the navigation for Collingwood.

The third, known as the new route, is the one now most travelled, and the one through which the Hudson Bay Company bring their furs. It was opened up last year for travel by parties to St. Paul, who took a small steamer over to the head waters of the Red River in pieces on sleighs the winter before last, and put her together there, then cutting a road through from St. Paul to the head of navigation on Red River, they connected the boat with St. Paul by stages. By this route you leave the settlement in the little steamer referred to, ascend the river about three hundred miles to Georgetown, the head of Navigation, and take the stages there for St. Paul. By this route it is possible to travel from the Red River settlement to Canada in twelve days, which is a great improvement on the ordinary time of twenty-five to thirty days by the other routes.

Now it was getting rather late in the season for the Lake Superior Route, and the water on the Red River being too low to admit of the little steamer making the trips, I was compelled either to come down by the old trail or postpone my journey till next spring. However, as my companion, Mr. Buckingham, was determined to come, we began preparing for the trip, first getting two hardy Indian ponies, which are the best horses fit to travel of this kind, a common Red River cart to carry our clothes, blankets, and provisions, a few cooking arrangements, two blankets, two buffalo robes, a gun cart, and provisions, which last consisted of two pounds of pemmican, thirty pounds biscuit, butter, sugar, and tea. These were packed in several parcels, for convenience in crossing rivers, in some places the rivers were too deep to ford and we had to raft the baggage in a kind of a boat, made by stretching the canvass cart over around the body of the cart, and drawing it over with lines.

(To be concluded in our next.)

### Hiring of Farm Servants in England

A correspondent has sent us a report of a meeting of the Penrith Farmers' Club, from which we make the following extract from a paper read by the Rev. J. Simpson, on the condition of master and servant in the farm house.