

the trip extended over six or eight weeks, it was necessary to be well provided with food. The fare was simple but substantial. Flour, strong black tea and sugar were the staples, and the well-known pemmican. Pemmican is now a thing of the past, but was the sheet anchor of the Red River voyager. Obtained by the buffalo hunters on their buffalo hunts, the flesh of the buffalo was cut up into slices, dried and beaten or flailed into powder; it was then packed in bags of raw hide, into which hot boiling fat and marrow of the buffalo carcass was poured. Thus it became air proof, and without salt or any preservative, the bag closely sewed up, could be thus kept for years. A finer sort of this article, called "berry pemmican," was made by mixing the flesh with the berries of the abundant saskatoon, or service berry (*Amelanchier Canadensis*). This was considered a delicacy. While some, like the late Bishop McLean, did not appreciate pemmican, he having declared before an audience of notables in London, that eating pemmican was to him like chewing a tallow candle, yet this important staple, worth thousands of pounds a year to the prairie travellers, was so important that the Hudson's Bay Company could not have carried on its wide and extensive enterprises without it. Supplies for the inner man having been provided, the axe, saw, drawknife, auger and square, needles to sew harness and moccasins are not forgotten, as well as a supply of material for harness. This was of two kinds. First, the "shagganappe," or prairie cordage, made by cutting the buffalo hide into narrow strips, from one-half to an inch in width; and second, the "babiche," or narrow strips cut from the deer skin and taking the place of twine. In addition sinews from the back of the buffalo were shredded and spun into what might be called prairie thread. All these have disappeared with the buffalo.

THE RED RIVER CART.

The object of greatest interest in the Red River trippers' outfit was the Red River cart. Made of tough, well-seasoned wood without a particle of iron about it, it was a marvel of mechanism. It consisted of two rough shafts, called by the settlers trams, twelve feet long, worked out of oak, and with cross-pieces firmly morticed into them. The two outer ones, being about six feet apart, form the foundation. Holes are