

terwards, on the other side of the mountains. I did not particularize this latter circumstance, because I considered it of minor importance at the time, and it is now sufficient for my purpose to mention it here, as a caution against the error which induced it, for the future.

In driving stock to this country, about one in ten is lost ; not more. Having started, the best way to proceed to save your teams, is to drive a reasonable distance every day, and to stop and go into camp about an hour before sun-down. This gives time for all the necessary arrangements of the encampment, and affords the teams an opportunity to rest and eat before the night sets in. About eight hours drive in the long days—resting an hour at noon—is, I think enough for one day's travel, and you should make it a rule never to drive irregularly if you can help it. Along the whole line of the Platte, on the Bear and Boisé rivers, and in many other places you can encamp at any point you please ; but at some points of the route you will be compelled to drive hard to get water and range for your cattle.

When you reach the country of the buffalo, never stop your waggons to hunt, as you will consume more provisions during the delay than you will save by the amount of your game ; for it is generally consumed at once from the difficulty of curing it, in consequence of the warmth of the weather. Let your horsemen and scouts perform this duty, and supply this want for you ; and if they use proper exertions, they can keep you all in fresh meat throughout the whole of the country of game. Any one wishing the amusement of this sport, should bring along an extra horse, and not use him until he reaches the buffalo region, as the hunting of this animal is rough work, and emigrants must needs be very careful they do not break their horses down. A prudent care should be taken of horses, teams, and provisions from the start, and no extra exertion should be required from the two first, and nothing of the last should be thrown away that can be eaten.

If a prudent course be taken, the trip can be made in ordinary seasons, in four months. It is true it took us longer, but we lost a great deal of time upon the road, and besides, we had the way to break. I have reason to believe, that other and better routes than the one travelled by us can be found. Captain Gant, our pilot, was decidedly of the opinion, that to keep up the south fork of the Platte, and to cross it