

was only exacting his just rights, as he was paying a high license to the Government. I suggested that if he had a right to levy toll, he should furnish proper accommodation, and that temporary bridges could be erected for a few dollars. They laughed at me and said that I did not know what I was talking about, as the cost of bridging here was quite different from what it was in the "Ottawa region." I wanted to know if they would not try and do something in the way of borrowing lumber for a temporary bridge, but was informed that they had waded around Emerson all Monday trying to borrow lumber, but could not get any. I left the immigration office, thinking to myself that Sir John Macdonald could apply the pruning-knife with advantage to a few more immigrant agencies. When I got back to Emerson I found that the Greenway party from Exeter had already borrowed twelve planks, about twenty-four feet long and nine inches wide, and had with these constructed bridges at both sides in places where the shore ice had jammed. I waited with them all day, a pretty smart snow-storm blowing from the north-west nearly all the time. The shore leading down to our temporary bridge was rather steep, and the horses had to be taken out of the waggon and led over the bridge singly, after which the baggage was carried over to the solid ice in the centre of the river, and lastly the empty waggon was taken down the steep bank, and although we had pieces of scantling stuck through between the spokes of the wheels to prevent them from revolving, yet, owing to the snow, it was difficult to prevent the waggon from going too fast, and on several occasions one of the wheels would miss the bridge and break through the ice. After the waggon was drawn over the first bridge it was re-loaded and driven down the river to bridge No. 2, connecting the centre ice with the opposite shore, where the process of unhitching and unloading had to be gone through again.

A man named Daley had the imprudence to drive his waggon too near the shore, where the ice was cracked, and while taking his team ashore, one side of the waggon broke through the ice, and before we could get it unloaded the whole waggon except the box went down to the bottom, some fifteen feet. But as we had a rope tied to the end of the waggon pole, we did not let it get entirely away from us. We then brought the planks from our bridge, and placed them around the hole in the ice, and after we got the waggon box clear soon drew up the waggon. But the work was not pleasant, as a cold snow-storm was blowing from the north, and our mitts and gloves were thoroughly wetted. As the planks in our bridge were only borrowed for the forenoon, I went to Messrs. T. Carney & Son, lumber dealers, who owned the lumber, and desired them to allow us to keep the bridge lumber all day, and as it was not likely we could get all over to-day we would like to keep it the next day too. To this proposition Mr. Carney kindly consented, on my becoming personally responsible for the safe return of the lumber; consequently, I am detained a little longer at Emerson than I had intended.

"CEREBERUS" OUTWITTED—AN EIGHT MILES TRAMP—HOW THE COLD FEELS IN MANITOBA—CROAKERS AND PUFFERS—A GENERAL OPINION OF THE PROVINCE.

WINNIPEG, April 5th.

SIR,—During the first three days of April I remained at Emerson, being most of the time on the ice assisting immigrants to cross over. During the first day of the "new bridge" the tollman remained at his plank, and finding his trade gone, he frequently threatened vengeance to the opposition; but seeing we were not to be frightened, he drew his plank ashore, and went to more comfortable quarters at the hotel, leaving us

#### MASTERS OF THE SITUATION.

On Thursday forenoon, as very few people were crossing, I strolled up the west side of Red River, through the towns of West Lyn in Manitoba and Pembina in the State of Dakota, then crossed to the east side of the river to St. Vincent in the State of Minnesota, and went northward along the east bank of the river until I reached Emerson again. The distance travelled was between eight and nine miles. The soil was the richest I ever saw; yet, during my journey, I did not find one hundred acres of land that had ever been cultivated, nor as much fencing as could be found on many lots of only 100 acres in Quebec. Part of the land was covered with bushes, chiefly hazel, willow and poplar, with a fair share of elm and oak. There were also a great many berry bushes, which grow from one and a half to three feet high, and were loaded with a small red berry rather smaller than red currants. There were also a good many bushes which bore larger berries, about the size of cranberries, and although they had been on the bushes all winter, they were still soft and good tasted, but I did not care to eat them not knowing if they were wholesome. In some places there were some attempts at cultivation, but the rank weeds seemed to crowd out whatever grain had been sown. Part of this country has been wooded, but almost all the large trees were cut down some years ago to supply the Red River boats with fuel; and at the present time, were all the trees within four miles of Emerson, of four inches and over in diameter, cut into firewood, they would not produce as much wood as could be got from off fifty acres of good hardwood bush in Ontario or Quebec. There were a few houses standing here and there, but chiefly of very small size. One of these houses I took a special fancy to, owing to the

#### SIMPLICITY AND CHEAPNESS

of its construction. I walked around it and observed that it was built in about the same way that we used to make pigeon-traps in Hull. The building was about fourteen feet by twelve, and was made of oak and poplar poles. There might have been other kinds of timber, but from the way it was covered with clay it was difficult to tell. When the perpendicular walls got about eight feet high, the side logs were placed in about a foot and a half on each side and an end log was placed on it, three feet shorter than those below it, when another