

count be overlooked in the outfit of a prairie traveller. The word is Indian, and I believe really signifies line, rope or cord of any kind; it is, however, commonly used by voyageurs to designate dressed and smoked moose-skin, which on the plains serves for almost every purpose, for which, under ordinary circumstances, either string, cord, line, rope, nails, cloth or leather would be used. Hobbles, tether-ropes, whip-thongs, boot-laces, and moccasins are made of it; harness, saddles, bridles, carts, tents and clothes are repaired with it; and it may be regarded as the *sine qua non* of the voyageur, and only second in importance to pemmican itself.

The general use of the Red River cart for the inland transport is, I believe, only of comparatively recent date, and even now is confined to the open country bordering the great valleys of the two Saskatchewan, the Qu'Appelle and the Assiniboine Rivers. Beyond these limits, in the mountains where there are no navigable waters, and in the thick woods where there are no cart roads, everything is transported by pack animals. Formerly, before the opening up of the Red River and the Lake Superior routes, and when the whole trade of the country was carried on by the Hudson's Bay Company, imports and exports of all kinds were transported by water in canoes or boats via Hudson's Bay; the distributing and receiving depots being York for the western district, and Albany, Moose and Fort Rupert on James' Bay for the eastern districts.

The boats in general use on all the large inland waters for voyaging and freighting purposes are known as Hudson's Bay batteaux, full and half size. The full sized batteau is a staunch and commodious, though rather clumsy looking craft, of the following dimensions: keel, 30 ft; over all, 42 ft., giving an equal shear to both ends, which are sharp as in a whale-boat; beam, 9-9½ feet, with a depth amidships of about 3 feet. For river navigation they are steered by a long sweep oar passed through a ring bolted to the side of the projecting upper end of the stern post, and are usually propelled by five, six or eight heavy pine oars. When under sail a rudder is shipped, and they are rigged with a large, nearly square lug-sail: they draw about two feet when loaded with from 2½ to 3 tons, besides crew and equipment. Before the wind, they sail well and easily, and when properly handled, going at a speed of from eight to ten miles an hour, seldom take in water, even in very heavy seas, such as are fre-