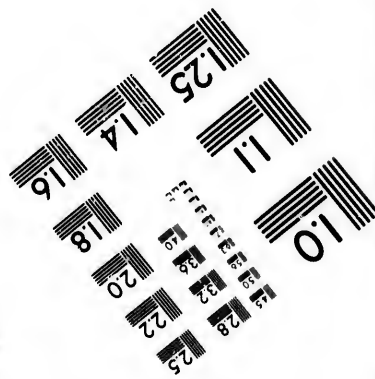
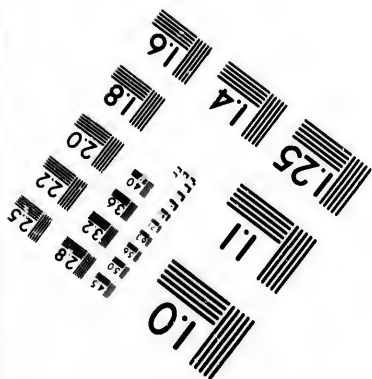
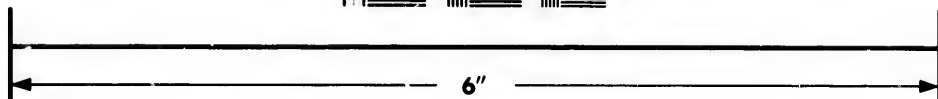
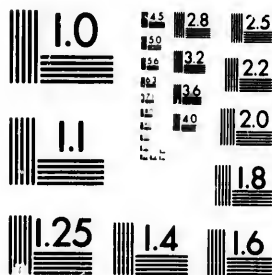


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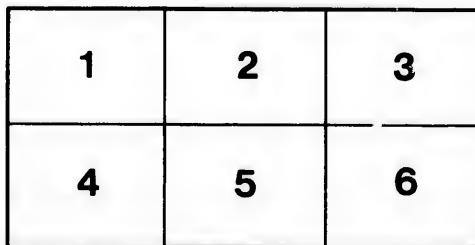
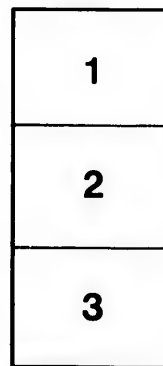
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CHRONICLES BY THE WAY.

A SERIES OF LETTERS ADDRESSED TO THE

MONTREAL "GAZETTE,"

DESCRIPTIVE OF A TRIP THROUGH

MANITOBA AND THE NORTH-WEST.

Montreal :

PRINTED BY THE GAZETTE PRINTING COMPANY.

1879.

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A SERIES OF LETTERS ADDRESSED TO THE MONTREAL "GAZETTE,"

DESCRIPTIVE OF A TRIP THROUGH

MANITOBA AND THE NORTH-WEST.

LETTER I.

MONTREAL TO WINNIPEG—COMPANIONSHIP IN TRAVEL—THE GREAT WEST AND ITS INFLUENCE—A DISAPPOINTMENT—A CANADIAN COLLECTOR STOPPING TRAVEL—MINNEAPOLIS AND ITS INDUSTRIES.

MINNEAPOLIS, 16th August, 1879.

The trip from Montreal to Winnipeg is happily no longer a novelty. It has been taken by so many as to have become tolerably familiar, either by actual experience, or from descriptions given of it in the press by those who have "done" the journey, that I shall not trouble you with any details, except as will hereafter appear, by way of warning to those who may contemplate doing it during this season. Three days and a half is the usual time, and, no mishap occurring, the distance can be covered in that time. So that, compared with the experiences of the hardy nor'-westers who fur-traded in the prairie wilderness, or even with the settlers who have recently sought to make other trade than that in the furs of animals, our lots have been cast in pleasant places. The traveller has but to take the Grand Trunk Railway at night; the next night brings him to Detroit, and the following morning, after a comfortable breakfast in the Pullman dining car, into Chicago. He can leave there at ten o'clock, and reach St Paul the following morning at six, and he ought immediately

to start for St. Vincent, and he could do so but at this point begins the inscrutable mysteries of travel, which I will refer to hereafter. As it is, he remains over until five in the evening—a fact important to be remembered, because if so disposed he can spend the day in Chicago instead of St. Paul, making close connection at this point. He reaches St. Vincent the following evening and takes the boat to Winnipeg or the train to St. Boniface, making either point some time the next morning—that is, I am told he does, but as I have not reached that point yet, it is perhaps as well that he should not be too certain, in so far as he will depend upon the information contained in this letter—until I report further from Winnipeg. Count that up, and it will puzzle you to know how the journey is made in three days and a half. But then it must be remembered that, judging by the time consumed, it is further from Montreal to Winnipeg than from Winnipeg to Montreal. The St. Paul and Pacific comes, in the latter case, happily at the commencement instead of the end of the journey; and after leaving it, close connections can be made to your city, and the twelve hours detention to which I have referred, can be avoided.

It is astonishing how much the pleasure of a journey depends upon your luck in falling in with companionable people travelling in the same direction. This is especially the case in ocean travelling, but a railway journey is subject largely to the same influence. The difference is that in the former case you are doomed to the same companionship for the eight days,

while in the latter it is an ever varying change, a picture of human life, at each station some disappearing, in so far as you are concerned, for all time, while others embark on the journey to disappear again in their turn. The passengers in the aggregate on a railway train are not a matter of much account to the individual passenger; while on board a ship a human hog in petticoats or breeches can make a whole ship's passengers miserable, until in very desperation they turn upon the animal and crush it. But railway travelling owes much of its comfort to the factor of companionship. I was fortunate in this respect. My first was a Chicago Canadian, and that is saying a good deal for him, for Canada has no reason to blush for the record which her sons are making in the great centre of commerce and vice. He was an old ship's companion, who had shared with me the discomforts of that wretched fourteen days' voyage in the City of London, which followed immediately upon that in which the ill-fated "City of Boston" so mysteriously disappeared. After recalling the incidents of the voyage for a while, we lapsed into a conversation on the country and its prospects. My friend is an intense western man. With that enthusiasm, which is at once the cause and consequence of western development, he argues every question from the standpoint of the great west. "There is a levelling process going on," said he, as he looked out upon the magnificent fields, giving evidence of the abundant harvest they had or were yielding, and the comfortable homesteads and out-buildings which showed forth the thrift of the husbandman. "There is a levelling process going on, not only here but all over the continent, and even in Europe. Their farmers can't maintain the high price of their lands which is the measure of their wealth, in presence of events in the Great West. They hold their lands at from seventy-five to a hundred and fifty or two hundred dollars an acre. But that can't last. Who will pay that, when with the price of a good sized garden patch he can have his pick of a farm in the Western territories or Manitoba." "The increasing facilities of transportation," he continued, "are removing the objections of distance, and the cost is infinitely more than made up by the greater productiveness, and the superior quality of the production in the Western Country, and depend upon it, it is a case of there we go

up, up, up, and here, and in Europe, we go down, down, down." That is the Western idea in a nutshell, and any one can judge for himself how much there is in it. Of course it will be remembered that coming from Chicago, my friend takes wheat as the basis of all argument in relation to the value of land. If he could get rid of this idea—to a Chicagoan an impossibility—he might, perhaps, modify somewhat his opinion as to the inevitable decadence of the eastern farmer.

At Toronto, I fell in with a couple of gentlemen whose destination was Manitoba; one was a well-known Nova Scotian,—a man who adds to a strong vigorous ability in public matters, a fund of anecdote, and a familiarity with the poets, whom he quotes at will without the slightest affectation or pedantry, and the other a young Canadian who has recently passed creditable examinations in European schools of mines. I was glad to meet them; and have had still greater reason for satisfaction, as the incidents of the journey have developed. This morning, on nearing St. Paul, I asked the sleeping car porter at what time the train by the St. Paul & Pacific left for St. Vincent. "Seven twenty," he replied, sentimentally. How far is the station from that at which we stop "Two squares," and the porter having thus relieved himself of what turned out not to be very valuable information went on with his work, putting up the berths. Presently the inevitable baggage porter came along. "Want any baggage checked for hotels or any part of the city?" "At what hour does the train on the St. Paul and Pacific start for St. Vincent?" I inquired. "To-morrow night at five o'clock; any baggage to check?" "But I mean the first train." "That's the first train; only one train a day, every evening at five o'clock, except Saturday. No train leaves on Saturday." Here was a pleasant surprise for us! We were due in Winnipeg on Sunday morning, according to the general statement, three days and a half from Montreal to Manitoba, and here was a thirty-six hours' detention! We made the best of it, however; got breakfast at the Merchants' Hotel, did the city in the morning, and came on to this more important point—as the Minneapolisians call it—by the noon train.

Minneapolis is a very flourishing city, with all the evidences of commercial activity and of increasing individual wealth. It is the centre of the saw mill and flour mill interest

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for the Northwest, there being at this point
on the Mississippi a magnificent water power.
With the single exception of one mill at
New Orleans, the largest flouring mills in
America are here. I visited one to-day, a
fine stone building, with its seven hundred
and fifty horse power, its thirty run of stones,
and a capacity of turning out fifteen hundred
barrels of flour daily. Another still larger
is being built, which is to have forty run of
stones, and there are some eight or ten of
them altogether. It is only twenty-three
years since the first building was erected in
this city, and to-day it has a population of
fifty thousand, about ten thousand more
than the older city of St. Paul. It is a monu-
ment of western development, and made me
feel that if my friend, to whom I referred in
the earlier part of my letter, was wrong in
his views on the leveling process, he was
more than right in his enthusiastic admira-
tion for the Great West.

LETTER II.

CANADIAN BANK BILLS—THE INGRATITUDE
OF CORPORATIONS—OVER THE PRAIRIES
—THE WHEAT CROP—NEW RAILWAY
ENTERPRISE—HOW MONTREAL WILL BE
AFFECTED.

{ ON THE TRAIN, CROSSING THE PRAIRIES.
18th August, 1879.

The news of Canadian bank disasters has
reached the Far West. It was a novel ex-
perience to learn that there were places in
civilized countries, where the bills of the
Bank of Montreal itself were regarded as
unsafe. At the hotel at Minneapolis,
the obliging clerk would not take
Canadian bills of any kind; and when
I ventured to suggest that bills of
the largest private banking corporation
in the world should be good, he looked at
me with a knowing stare, as if he should say,
"excuse me, we don't know much in this
western country, but we do know a trick
worth two of that." If the hotel-man was
incredulous, the St. Paul and Pacific Railway
officials I thought, would know better. So I
boldly presented myself at the ticket office,
and offered Bank of Montreal bills.
"Can't you give me American money?"
said the gentlemanly official. "Why

surely these bills should be as
good as American money at this office at
any rate," I replied. "Sorry, sir, but I
have to obey instructions. If I take these
bills I must charge you a discount," and I
went away reflecting upon the ingratitude
of human nature. Here was an enterprise
which owed much to the Bank of Montreal,
I thought; which has been carried to com-
pletion by money furnished by the Bank of
Montreal. I could not help reflecting that so
great a service deserved better treatment than
the depreciation of the paper of the bene-
factor.

At five thirty-eight we left Minneapolis
and stopped for supper at a little place called
Minnekonka, situated on the lake of that
name. It is a charming place for a summer
resort, and the lake, studded with sail and
row boats, indicated that this was the popu-
lar view. The St. Paul and Pacific Railway
runs excursion trains out from St. Paul dur-
ing the day, so that people can get a whiff
of fresh air at least once a week during the
summer months. The fact rather dis-
sipated the respect which we were
beginning to feel for the Sabbatarianism
of the railway authorities in declining
to run their train all day Sunday, and thus
subjecting passengers who happened to reach
St. Paul on Saturday morning to thirty-six
hours' detention. Fairly on the road, we
soon forgot the disappointments in the en-
joyment of the journey. The road is a well
appointed one; the sleeping cars, owned by
the Company, though smaller than the Pull-
man, are most comfortable, and the porter,
upon whom so much depends, as any one
can realize by recalling a journey with a
sulky surly one, quick and obliging. We
woke up in time for breakfast at Glyndon, the
junction of the St. Paul and Pacific and
the Northern Pacific, and were at this point
joined by passengers, among them Mr.
O'Hanly, of Ottawa, who goes up to take
charge of the survey of some townships in the
Northwest, who had come by the lakes and
were enthusiastic in their appreciation of the
pleasures of the journey.

The prairie has been so often described
that I will not attempt a description of it.
An immense expanse, bounded only by the
horizon, with nothing to break the view but
an occasional settler's house, or stacks of
prairie hay or wheat; the long grass waving
under the wind, giving a melancholy cadence
like that of a sea on the pebbly shore;
such is the prairie as I see it from the win-

dow of the car. Here and there are belts of wood, chiefly elm, and these must be treasures of their owners. At the different stations, little hamlets, the premonition of future towns and cities, have been planted. I am opposite one of them as I write, and am reminded of how rapidly some of the arts of civilization penetrate the wilderness. There are half a dozen stores, nearly every building in fact being a store, and one restaurant as it appears; but what attracted attention was the fact that in the centre of the room—or building, for there was but one room—was a billiard table, at which a couple of young men were having a game. If they never take to worse amusement, as a recreation, than a game of billiards, they may be considered as tolerably safe. We see large expanses with the wheat cut, and in sheaf, and at one point the steam thrasher is at work. The wheat crop in the State it is said is not panning out as well as it promised to do. The *St. Paul Pioneer* of Saturday refers to the fact, and states that there is considerable disappointment among the farmers at the result. Such information as I could get from those in a position to give it was in the same sense, the general testimony being that the average of the state will not be much over ten bushels to the acre.

Even that average gives an enormous aggregate, and the question of transportation becomes the burning question of the Northwest as producers, and of the East as carriers and shippers. I hear of another scheme which is said to be backed by strong influence in which Montreal and Quebec have a very decided interest. It is said that a party leaves St. Paul this week to go over the ground. It is a proposal to build a railway from St. Paul to Sault Ste. Marie, crossing at that point, and then proceeding to connect with the Canadian Pacific Railway north of Lake Nipissing. If any of my readers will take the time to look at the map, they will find that the line from St. Paul to Montreal is almost a direct one. The estimate is that a train leaving St. Paul by the proposed route will reach tide water at Montreal in between three and four hundred miles less distance than by the present routes *via* Chicago and south of the lakes. That difference is certain to settle the question of transport by the northern line, and to ensure its construction. And as St. Paul is now the distributing point for the north-west country, it is not difficult to estimate the numerous advantages certain to result from such a rail-

way. A comparatively short line from Duluth would connect with it, and thus make it the eastern outlet for the Northern Pacific, as well as of the trade of the Canadian Northwest coming over the line from Winnipeg to Pembina.

I hope no patriotic Canadian will become excited over the fact that a large part of this line, when built, will be in United States territory, that it will be built with United States money, and controlled by United States enterprise and energy. I remember that the idea embodied in this scheme is substantially the same as that which Sir Hugh Allan propounded in his Peterboro speech. It is true that in his case he did not make St. Paul an objective point. His proposal was to carry the line north of Lake Huron, to cross at the Sault, and thence to connect with the Northern Pacific at Duluth. But it had the same result in view, that of making the Northwest, both American and Canadian, tributary to Canadian shipping interests. He was denounced as a traitor for the suggestion. *The Globe* and its satellites pointed out how the element in Manitoba would be impeded by Yankee immigration hummers attacking the road and inducing them to settle in the United States. A road exclusively on Canadian territory was declared to be the only thing worthy of Canadian support. That has been in office during five of those years, and what have they done? They left a link of a hundred and eighty miles of line from Thunder Bay to Selkirk inlet, the Pembina branch uncomplete, simply in the interests of the Donald A. Smith and Kitson clique of anti-Canadian manipulators. We ought to have had by this time a Canadian summer route to carry immigrants into our Northwest territories, and we would have had it but that the interests of the clique required postponement, and the Government could not resist the appeal. But the question of getting the grain of the Northwest out is an entirely different question from that of getting immigration in, and it is in the interest of the former that I hope to see the scheme I have referred to carried out. Upon the success of such enterprises in the West, and upon the success of the Harbour Commissioners and the Government combined in lessening the expenses of the port of Montreal in the East, must depend the future of your city as a great shipping point for the produce of America.

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LETTER III.

RAILWAY RIVALRY AND RAILWAY TIME TABLES—
 AMERICAN IMMIGRATION AGENTS AND THEIR
 UNPATRIOTIC ALLIES—ST. BONIFACE TO WIN-
 NIPEG—THE CAPITAL AND ITS APPEARANCE.

WINNIPEG, August, 19, 1879.

There are two ways of getting into this
 and thereby hangs the tale which ex-
 plains the time-table arrangements of the St.
 Paul and Pacific Railway. We can come in
 by the Pembina branch of the
 Canada Pacific Railway; or we can come by
 the famous Kitson-Hill steamers,
 controlled if not owned by
 the St. Paul and Pacific Railway. The Pem-
 bina branch is leased by the Government to
 Upper & Co, who are now running it. Its
 as to construction, has not been
 happy one, and it is not yet ballasted; so
 that it takes four hours and a half to do the
 There is strong opposition
 between these two routes; and the St. Paul
 and Pacific, holding the whip-handle, are able
 to make that by water in all respects the
 more pleasant. Why passengers from the
 east are detained twelve hours in St. Paul is
 understood by the light of this rivalry.
 If the train started, as reasonably it should
 from the arrival of that from
 Chicago in the morning, passengers would
 arrive at St. Vincent at six o'clock in the
 evening instead of six o'clock in the even-
 ing, and with day light, and the prospect of
 reaching Winnipeg about noon, the boats,
 which, in that case, would only reach at
 night, would stand a poorer chance of com-
 peting. They would still have the advan-
 tage of a sail up the river by day-light,
 which, with those to whom a few hours was
 not a matter of much consequence, would be
 a strong temptation; but the business cur-
 rent would pass over the railway, and that
 is precisely what is not wanted by the St.
 Paul and Pacific. This, after all, is human
 nature, and my reflections must be taken as
 explanatory rather than condemnatory. But
 it did seem, when we arrived at St. Vincent,
 as if the policy was carried a step too far.
 The junction is a few hundred yards from
 the steamboat landing, and it would not ap-
 pear to be an excess of courtesy to have
 stopped so that passengers going on by rail
 might disembark for supper, before chang-
 ing cars. But as supper, and I believe a
 very comfortable one, is served on the

the steamer, there is an additional reason
 for embarrassing travellers by rail, and the
 train runs down to the steamboat landing,
 remaining there long enough to discharge
 baggage, and then leisurely moves back to the
 junction. The conductor on the Pembina
 branch is fortunately an obliging young
 man, and he detained the train long enough
 to permit us to have a hurried meal. In
 spite of these efforts to force travel by the
 steamers, the majority of the passengers took
 the train.

We had an opportunity of realizing how
 desperate are the efforts of the United States
 land and immigration agents, to prevent im-
 migrants from settling in Manitoba. Among
 the passengers were a young man and his
 wife and child, with a brother, just arrived
 from Ireland, evidently respectable well-to-
 do Irish Protestants; and another family
 from the neighborhood of Kingston. They
 said they had been greatly discouraged by
 the stories told them by people on the train
 as they came on, of the miserable condition
 of Manitoba and the Northwest, and the
 greater advantages of settling in Minnesota
 or Dakota. To strangers going into a strange
 country, it is not wonderful that these stories
 have their depressing influence. We had a
 chance of learning soon how persistent are
 these inducements and misrepresentations.
 A tall intelligent-looking man, farmer-like
 in his appearance, without the slightest air
 of officialdom about him, struck up a conver-
 sation with the party, and with a glibness
 that was simply marvellous, and that surely
 sprang from some other motive than a fixed
 salary, he descanted on the greater advan-
 tages of the States over the Canadian North-
 west for settlers. It was bad enough that
 these bummers should be on the track of
 immigrants to Canada on American rail-
 ways. But here was one following up the prey
 through Canadian territory, to the very door
 of their future home. What is being done
 to counteract this kind of thing I don't
 know. That something should be done all
 will admit, and it is fortunate for Canada
 that the department whose duty it is to look
 after this branch of the public service, is
 presided over by so clear-headed and practi-
 cal a man as the present Minister of Agricul-
 ture.

It is a pity that the spirit of party is so
 strong as to give as the most valuable allies
 of these American agents a portion of the
 Canadian press. The Winnipeg Free Press
 is a well conducted, enterprising paper,
 whose proprietors have given the best posi-

ble proof of their interest in this country by casting in their lot with the people. But they are opposed to the Dominion Government, and are bent upon rendering it as unpopular as possible, and daily there are statements of the increased cost of living as the results of the National Policy. If the statements are true to some extent, the emphasizing of them would, as a matter of policy, be unwise. Manitoba has much less interest in the question of whether Conservatives or Liberals rule than it has in the greater question of the settlement of its lands and the consequent development of its resources. For weal or for woe the national policy is the policy of Canada for five years at least; and I believe it will before the end of that time have so vindicated its wisdom by its results as to ensure its continuance for a much longer time. The immediate result in some cases may be a rise in prices; but the experience of the Americans, our own experience in all those departments in which manufactures have been successful, is that the ultimate result is a lessening not an increase of prices. Surely under these circumstances it is not wise to be furnishing daily the ammunition which is most effective in the hands of American agents to deter settlement in Canada. In the case of Manitoba the facts are against the *Free Press* in precisely those departments that are most essential to the new settlers. For instance it ventured the statement that the price of lumber had been increased in consequence of the N.P., and the *Times* thus furnished the proof to the contrary:—

"Monday afternoon a representative of the *Times* waited on Mr. Macaulay, of Macaulay & Jarvis. It is well known these gentlemen do a very large business in lumber. They have extensive limits in the Roseau district and also in Keewauwin. In answer to enquiries, Mr. Macaulay stated that his firm is selling lumber much lower than last year. He compared a Minnesota price-list of May, 1879, with one for the same month of 1878, and found the prices there higher for this year than last. Being requested, he furnished a list of his prices for lumber at the present time. They are given below, and for the purpose of comparison, they are tabulated with one of his firm's price-lists for 1878, so as to show the difference. The rates quoted are per M. :—

	1878.	1879.
1st Common Boards, 12, 14, 16, 18 and 20 feet.....	\$28	25
Culls, Common Boards, 12, 14, 16, 18.....	..	20
Scantling, Joists and Timber, 20 feet and under.....	28	25
Stock boards, all widths.....	30	28
" dressed one side,...	33	30
" dressed two sides...	35	32

1st flooring, dressed.....	45	40
2nd " ".....	40	35
3rd " ".....	35	30
1st ceiling, 1 inch, dressed 1 side ..	45	40
2nd " " " " " " ..	40	35
3rd " " " " " " ..	35	30
1st siding.....	45	40
2nd " ".....	40	35
3rd " ".....	35	30
1st ceiling, 1 inch, dressed sides..	50	45
2nd " " " " " " ..	45	40
3rd " " " " " " ..	40	35
Split sidings or clap-boards	30	30
1st clear, 1, 1 1/2, 1 1/2, and 2-inch.....	60	55
2nd " " " " " " ..	50	50
3rd " " " " " " ..	40	40
XX shingles.....	6	5
X " " " " " " ..	5	4
No. 1 " " " " " " ..	5	4
Path.....	5	4
Pickets—Flat or square.....	28	25
" —Dressed.....	33	30
Battens.....	33	30

It will be seen by a perusal of these figures that in no single case has the price increased that only for clap-boards, and 2nd and 3rd clear, are the rates as high as last year, and that in every other case they are considerably cheaper."

What I have just written is by way of parenthesis. We reached St. Boniface, the terminus of the Pembina branch, at half-past eleven, and crossing over to Winnipeg, which is done by a large ferry steamer upon which the vans and omnibuses are driven, we reached the Canada Pacific Hotel, where we put up, at a little after midnight. What I wanted here is a bridge, so that cars could come directly into the city, or until that is built, a track down to the ferry, so as to get over nearly a mile of not very good road at the best of times, and almost impossible of baggage in wet weather*. There is a by-law now before the municipal electors of Winnipeg, authorizing the Council to vote \$200,000 by way of grant to the Canadian Government towards the construction of a railway bridge across the river, which is to be voted upon on Monday next. There is a little doubt that it will carry; and with any kind of reasonable connection with the outside railway world towards the accomplishment of which the first great desideratum is the speedy completion of the line from Thunder Bay to Selkirk, the construction of the bridge will be a great advantage to the city. Winnipeg is as busy and thriving a place of its size as can be found anywhere. The streets are wide and well laid out, the main street being two chains in width, amply sufficient to allow of the party he plains, the president of the authority

*The track has since been continued to the river side, and the station is a mile nearer the city.

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side trees being placed on either side, which would greatly beautify it. The stores are large and well appointed, and the public buildings of white brick, for which there is abundant clay in the vicinity, are handsome and substantial looking. City lots are sold at a very high price—as high as in the best flourishing towns of similar size in Ontario. That Winnipeg has a great future for it no one can doubt, and the enterprising men who cast their lot in at the first fully merit all the advantages that are certainly in store for them. I start to-morrow morning by steamer up the Assiniboine to Portage la Prairie, and thence for a ten days' drive across the plains towards the Rocky mountains; and as postal facilities permit will continue to give the readers of the *Gazette* my "Chronicles by the Way."

LETTER IV.

THE INDIAN QUESTION—TRICKS UPON TRAVELLERS—UP THE ASSINIBOINE—THE HALF-BREED LANDS AND THEIR PROPRIETORSHIP—PORTAGE LA PRAIRIE—THE WHEAT FIELDS.

ON THE ASSINIBOINE,
 21st August, 1879. }

Journeys across the plains to the far west afford infinite amusement at times to those familiar with them at the expense of those who are making them for the first time. I heard some rather good stories which illustrate this. One of the parties that have recently gone west was in command of a young gentleman, who became very soon the butt of some practical joking. The danger of possible Indian troubles is not regarded at Winnipeg as very imminent, although all parties realize that in the event of the buffalo continuing to become more scarce, hunger may drive the Indians to excess and cause trouble. The question is one which, as I have said, though not regarded as of imminent concern, is, nevertheless, of sufficient interest, and in its possible consequences of sufficient moment to be the subject of general and constant conversation. The party referred to was starting for the plains, and a gentleman, an old resident of the North-West, and, therefore, an authority on the Indian question, meet-

ing the leader, referred to the danger of travel at this time, and to the Indian habit of scalping, remarking in a half joking way upon the fine opportunity his long hair would give for such an operation. The next day meeting Mr. --- again, he observed that he had sacrificed his locks, had, in fact, submitted to the closest kind of velvet crop. "Hallo," said he, "what have you been doing with your head?" "Well you know," replied Mr. ---, "I thought after what you told me about that scalping business, that as a precautionary measure I had better have my hair cut." The tormentor looked alarmed as he said, "Why, you've made things worse. If the Indians see such a head as that they'll be sure to tomahawk it."

I left Winnipeg last night, and am making the trip up the Assiniboine in the steamer *Marquette*. These steamers, built expressly for the navigation of these rivers, are all of the same pattern. Some, of course, are better fitted up than others, those on the Red River, between St. Vincent and Winnipeg, the Manitoba and the Minnesota, are the best in the matter of appointments; but the "*Marquette*" is a comfortable boat, drawing about two feet of water, and with the inevitable stern ;addle wheel. She runs between Winnipeg and Portage La Prairie, a distance by land of sixty-five miles, and by water of about one hundred and thirty. The river is very winding—in some cases so much so that we sail due west and then due east within a few minutes interval. The banks are fringed with wood, and the action of the water has made them, as a general thing, perpendicular, showing a depth of fine alluvial soil which fully accounts for the wonderful productiveness of the country. There are stopping points along the route, and at these the steamer runs against the shore, one of the men jumps off, fastens the line to a tree, a plank is thrown out, and the passengers or freight are landed or taken aboard, as the case may be. It is a primitive method, which relieves the country from the expense of wharves and wharfingers, and it answers every purpose. Even at Winnipeg, there is no wharf where we took the steamer, although gangways of a more formidable kind than are used along the route span the distance between the steamer and the shore. The water is of a brown muddy colour, as dirty a looking stream as can well be imagined—the result of the washings of the soil on either side; and it is rapidly falling, so that the trips for this season must soon cease. But the water has been un-

ritten is by way of
 St. Boniface, the
 branch, at half-pas-
 senger to Winnipeg—
 ferry steamer upon
 omnibuses are driven
 Pacific Hotel, where
 midnight. What is
 so that cars could
 not, or until that
 ferry, so as to get
 a very good road
 almost impossible of
 There is a by-law
 electors of Winni-
 council to vote \$200,
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 er, which is to be
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 Winnipeg is as busy
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usually high this year, so much so that the steamer has for the first time in its history gone as far as Fort Ellice, a distance from the Portage La Prairie of about a hundred and forty miles by land, but fully double that by water.

The land for the greater part of the way up towards the Portage, along the river banks, is in the hands of half breeds, and presents anything but a promising appearance as to the settlements. The ranches in which they live are very wretched looking places, and the groups of women and children that stand on the shore watching the steamer pass, wear an appearance of anything but thrift. They will not be long in possession of these magnificent lands. I have it upon very high authority that they will not sell. They seem anxious to retain possession of their farms. But although they decline to sell, they are quite willing to borrow money, at rates of interest which show that they have but crude notions of the value of money, and with a willingness to have it compounded which argues badly for their early instruction in the rules of arithmetic. "Of course," said my informant, with a knowing look, as if the discovery was an original one with him, which it is not, "the lands will soon be mine, and it is the same as if they sold it." Not quite. Having regard to the progress of the locality, it will be an undoubted advantage when a change of proprietorship takes place; but it is equally true that the advantage will be greatly lessened by the fact that the proprietorship is changed from that of thrifless people to that of grasping land speculators. It would be a great blessing if the half-breeds could be induced to sell at once to the British and Canadian farmers who are seeking homes in this Province.

Portage La Prairie is so called because it was in former years the portage for the Indians coming from Lake Manitoba to the Assiniboine on their way to the Hudson's Bay post at Fort Garry. The distance between the two waters is about fourteen miles. The country about it is pronounced to be the garden of the Province of Manitoba. It is chiefly settled by Ontario farmers, and when that is stated, it requires no other words to prove that it is favourably settled. We expect to reach the village this evening, and in my next letter I will give my impressions of it.

PORTAGE LA PRAIRIE, August 2

The boat arrived at three o'clock, and are fixed here for the night. The latter part of the journey up was tedious, for the water is low, and the boat was constantly getting aground. Fortunately getting aground in the river here is not a serious matter. You have heard of the story of the Mississippi boats which were constructed to draw so little water, that when the water was heavy in the morning they crossed points of land so as to avoid the current. That is not quite the condition of things here, the Assiniboine, but the water is very low, when a steamer drawing but two feet gets constantly on the shoals. Getting on and off simply involves reversing the engine, driving the vessel stern foremost against one bank and then by a forward movement across the offending shoal. The first snag which strikes the eye on nearing the shore is Mr. Custer's residence, a large comfortable dwelling house. He is a successful farmer, who has been here for many years, the brother of General Custer, who was killed in the Indian war. The sheds of Mr. Spratt at the landing are commodious. The village of the Portage is about a mile from the landing. It is a growing place, with about twenty stores of one description and another. The farms of the vicinity are very fine; and some new cut wheat, still in the sheaf, evidenced the abundance of the harvest has been practically one long wheat field, I am across the Portage to Lake Manitoba. We left the pest of the farmer are the black birds—a swarm—for no other word describes the rise from the field of cut wheat, so thick without any exaggeration they looked like the swarm of shad flies one sees in June. The stream beside the road as we drove the wild ducks are abundant, and so that the rattle of the waggons did not disturb them. This place is a very paradise for sportsmen at this season of the year. We leave at four in the morning for our buck-board journey of six hundred miles. It has been showery all to-day. We are hopeful for fine weather during the coming ten days which will probably be consumed in our journey over the plains to our destination.

A PRAIRIE, August 2

LETTER V.

at three o'clock, and
 night. The latter
 tedious, for the re
 and the boat was
 and. Fortunately get
 here is not a set
 eard of the story
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 ater, that when the

START FOR THE PRAIRIES—LAND SPECULA-
 TORS—A SKEPTICAL MANITOBA—FERRYING
 THE WHITE-MUD RIVER—FOUR MILES
 THROUGH A SLOUGH—‘A PRETTY BAD PIECE
 OF ROAD.

PALESTINE, Ma., 22nd August, 1879.

morning they croe started for our journey across the
 to avoid the cuns this morning. As we left the portage,
 condition of things presented a fine appearance. Mr. Gigot,
 the water is very shallow of the Hudson's Bay Company,
 drawing but two ed with us for the first part of the jour-
 ne shoals. Getting and our party consisted of Mr. Gigot
 the engine, drivMr. B., in single-horse buggy, Mr. Mc-
 most against one ba (who is in command) an myself on a
 rd movement circboard drawn by a pair of horses; an ex-
 shoal. The first bus waggon, drawn by a pair of mules, in
 ve on nearing the ish our baggage, tents, provisions, &c, are
 esidence, a large red, a spare horse being attached by a rope
 se. He is a successd his neck to the mules, three more
 here for many ye horses, tied together in the same way.
 eneral Custer sa a third man on horse back in charge of
 Indian war. spare animals. It is necessary to take
 t the landing are he horses along, as they cannot be obtained
 e village of the Porthe way, and at each stopping new ones
 t the landing. It hitched to the waggons, the others being
 out twenty stored by running along loose. Our outfit
 nother. The farms, leaving out of account Mr. Gigot, who,
 ne; and some new have said, was only going a short distance,
 sheaf, gave evid-isted of the buck-board, driven double.
 arvest has been. Express waggon, three men and five extra
 heat field, I am tes. If we had driven up St. James street
 Lake Manitoba. We left the portage, I have no doubt we
 he black birds. I said have created a greater sensation than
 er word describes recent stupid run upon the City and Dis-
 it wheat, so thick at Savings Bank. Mackay, who is our
 tion they looked de, philosopher and friend as far as Fort
 one sees in June. ice, is a young man of about twenty years
 road as we drove age, who has already seen much of the
 bundant, and so tarth west country, his forefathers being en-
 waggons did not ged in the H. B Co's service, and he hav-
 is a very paradise: spent some seven or eight years in the
 son of the year. r West, towards the Rocky Mountains.
 morning for our le is, although still young, thoroughly
 ix hundred miles. Alliar with what in some cases, as will ap-
 -day. We are hope further on, are the almost trackless
 the coming ten da roughfare of this immense country. He
 be consumed in active and intelligent, and adds to his
 t to Car. on, our per qualifications that of being a good camp
 ck. The usual mode of travel to Fort
 lice is south of that taken by us, crossing
 Rapid City, and if our object had been to
 old bad roads, we would have been wise to
 ve taken the better known and better
 stan path. There is a constant passage of

cats, with goods or passengers traversing it,
 while, judging by the experience of to-day,
 none go or come by the northern road. Last
 night I visited a freighter's camp at the por-
 tage. There were about twenty Red River
 carts in it, eight of which, drawn by oxen and
 in charge of two men, were to start early this
 morning for Carlton. These freighters do the
 work of transportation, which I hope will
 soon be done by the railway, through this
 country.

We passed over a fine piece of prairie
 country on our way across the portage to-
 wards Lake Manitoba. For the first seven
 or eight miles of the line which we took,
 a little west of the shortest line between the
 As-iniboine and Lake Manitoba, are magni-
 ficent fields of wheat, some of it partly cut,
 and giving indication of an abundant yield.
 Mackay, who was driving me, and who is
 familiar with all parts of the Province, says
 the average yield this year is expected to be,
 and so far as can be judged from what is cut
 and threshed, will be from twenty-eight to
 thirty bushels to the acre. In Minnesota, so
 far as I could learn, the average is not now
 expected to be more than about one-third of
 that. Passing from these fields the land is
 uncultivated, an evidence of what is certain
 to prove an injury to Manitoba, the fact that
 much of the best lands have got into the
 hands of speculators. It is said that one rather
 prominent gentleman in Montreal, who has
 recently become almost equally well known
 in the West, has secured some twenty sec-
 tions, which are remaining uncultivated and
 unsold, waiting for the time when the indus-
 try and thrift of the settlers will render them
 valuable. If ever a plea could be made for
 partial confiscation, it would be in the case
 of those who have been purchasing land scrip
 for a song, and locating lands, holding them
 unimproved for speculative purposes. When
 the original holder of the scrip or the pur-
 chaser of it, has become a bona fide settler,
 his rights should be scrupulously respected,
 wherever his land is situated. His presence
 as a settler is of infinitely more importance
 to the country than any possible price that
 the Government could obtain for the lands.
 But it would be a great blessing if the claims
 of the speculators were only recognized to
 the extent of the money they had paid for
 their scrip, with a liberal interest of, say, ten
 per cent.

We intended to camp for breakfast at Rat
 Creek, but when we reached that point we
 resolved to go on to Mr. Shannon's, a well-
 known farmer, who is devoting himself

largely to cattle farming. As we approached his place, which is situated on White Mud River, we had evidence of how successful he was in raising good cattle from the number of very fine animals, in splendid condition, which we saw grazing. We drove up near his house, and while the men were lighting the camp fires to get breakfast ready, we had a chat with the proprietor, who was taking in hay—he standing on the top of an enormous stack of about fifty yards long, and a neighbor pitching the hay to him from the hay-cart which had just come from the field. There is no better way of getting at the opinion of the people, no better way of understanding the interests of the country, as viewed from the standpoint of those who live in it, than from conversations with the settlers; and I cannot better convey to my readers the local view of Northwest interests than by reporting such conversations. As I have said, Mr. Shannon was standing on an enormous hay stack, receiving and placing the hay as it was pitched to him, and the conversation was at intervals of the operation. Having, to use a familiar phrase, bid him the time of day, we enquired.

"How long have you been in this country, Mr. Shannon?"

"About nine years. I came in before the Government," that apparently being the event from which all other events are dated.

"Did you come from Ontario?"

"No, I came from British Columbia."

"Do you like this country as well as British Columbia?"

"Oh no; this is not such a pretty country as British Columbia. It's a good agricultural country, but a man can do better in British Columbia."

"Why did you not stop there, then?"

"I was going back, but the Indians robbed me of all I had, and I was obliged to settle here."

"Why don't you like this country; you can raise larger crops?"

"Oh, yes; but what's the use of crops when I can't sell them. Ask Mr. Gigot there, and he'll tell you. If you take a load of wheat to the Portage, they will hardly give you store pay for it. They might give you some dry goods, but not a bit of groceries."

"Well, but you'll have the railway soon, and that'll give a market."

"That's live horse and you'll get grass. They've been talking about the railway for

the last seven years, and we're no nearer than we were then."

"Well, but things have changed; you'll have the railway at the Portage."

"Look here," said Shannon, leaning forward in an attitude of defiance upon a bay fork, "I'll bet you a horse we won't have it next year, nor the next."

"Well, they are going to begin it this season."

"An what good'll that do us? The Pembina branch was commenced six months ago, and it is not quite finished yet. You see the trouble with the farmers is that they are being humbugged with promises. If you would tell them honestly they are not going to get the railway, it would be a great deal better; they wouldn't be disappointed then. But the members of Parliament and politicians tell the kinds of stories about the railway, until they are getting heart sick with the disappointment."

"Well I'm not a member of Parliament, and I tell you the railway will be built to the Portage next year."

"Oh, sure if you are not a politician, you can't know anything about it."

"Well here's my friend who is a politician and a member of Parliament, and he'll tell you the same thing."

"Sure I would not believe him at all. We enjoyed a hearty laugh at this. It did seem hard that a man who was a politician was no authority, because he did not have knowledge, and a man who was a politician was not to be believed because he was one. We went on with our morning meal, for the latter part of this conversation the salient points of which alone I had recalled whilst that interesting conversation was going on, and Mr. Shannon, attracted by the approach of another load of hay, resumed his commanding position at the top of the rick. Presently he returned—

"Look here now, what will you give for the place—three hundred and twenty acres?"

The question led to a conversation on the value of the place, for which he was willing to take the cost of improvements—all more willing, I am inclined to think, because we were not at all likely purchasers, when he put at three thousand dollars. He explained of the new land regulations on the ground that eighty acres was of no use to a farmer in that country, and especially on

s, and we're no need that they would retard settlement, the terms were less favourable than given in Dakota, where, he said, many settling who otherwise would have come to the vicinity of which St. Francois Xavier street has contributed a farmer in the person of Mr. Rhind. I did not happen to meet him, and have therefore no knowledge of how he is getting on in his new vocation. The river is crossed by a ferry, one of the most primitive description, consisting of two narrow scows, with planks placed cross-ways upon them. A rope stretched across the river, attached by pulleys to each end of the ferry boat and worked by a small boy, completed the arrangement. It was on the other side when we reached the bank, and while waiting for it to come over we had a chat with a couple of farmers. One was a son of the late T. H. Evans, of Montreal, who appeared to recognize that we were from that city. He came up in connection with the Pacific Railway survey, and the work being done, instead of going back to wait for something to turn up, as too many have done, he made up his mind to strike out for independence by taking up land and settling upon it. He likes the country, and is hopeful of its progress. The other was an elderly man, who has also taken up land. He enquired about the new "land-lock," as he says they call it, and appeared impressed with the idea that it was going to stop immigration. But he believed that a hundred and sixty a res was enough for any man, and in this he probably struck the key note of the reason which has prompted the policy of the Government. While our chat was going on, the ferry barge was in readiness. The horses being unhitched, the waggon and buck-board were taken across separately, there being only room enough for one at a time. The horses were driven into the stream, and made to ford across, the water being so deep that in the centre it came over their backs. The scow was a shaky looking affair, and we learned afterwards how fortunate we had been, as it sank with the mail carrier a little after we had crossed. I should, however, beg its pardon for my reflections upon it, on the principle that we must not abuse the bridge that carried us over.

A drive of eight or ten miles brought us to a pretty spot, on the bank of the same river, where we stopped for dinner and rest for the horses, and in a couple of hours started for this place. We had to cross the river again this time on a better scow, at a point where the settlers are making a bridge. The men at work remarked to us, in answer to our enquiry as to the condition of the roads, that for the first four miles they were "pretty bad." "Pretty bad," as we learned from ex-

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Shannon, leaning over the side of defiance upon a horse we would next." "You're going in for cattle raising" were red of him. "How many head of cattle have you?" "About eighty, and some sixteen or twenty more. I am only just beginning, and not done much yet."

"What do us? Show how many did you sell last year?" "Not a great many."

"Quite finished yet. About two thousand dollars worth?" "Yes, about that."

"Humbugged with them, and you're only beginning." "That's all."

"I tell them honestly, that certainly did not seem a very bad thing. Mr. Shannon is something of a trickster, and likes to play tricks on travellers. He is an energetic, quick-witted, intelligent man, with an experience in British Columbia and California before he settled in Idaho, which has given him a spirit of reliance. He talks like a dissatisfied farmer, but he is not. His idea of doing well is to have done in the gold diggings, the farmer who can sell two thousand dollars worth of cattle a year, just at the commencement of his stock raising, can pay a hundred dollars a year for the education of his children at the schools in St. Francois, and can call three hundred and fifty acres of magnificent land his own, is in a bad way. It is a pity on all accounts that there is so much solid reason, arguing in the past, for his scepticism on the subject of the railway. I find the same anxiety about the progress of the work, and the same doubt as to when it will go on, everywhere; this is a branch of the subject that must be treated of by itself."

"Hiding Mr. Shannon good-day, and parting company with Mr. Gigot, who came no farther, we started for Westbourne and Palestine. Fairly on the road, the spare horses were allowed to run loose, two of the men, another had charge of the waggon, and B and myself took possession of the buck-board, and in this order we are on our way for Fort Ellice, where we change men and horses for the further journey to Carlton Place, about three hundred and fifty miles further on. The White Mud River is so called from the fact that the land is somewhat water, farmers say even better, than the black loam of the Red River region. We passed it at Westbourne, an embryo city,

to the vicinity of which St. Francois Xavier street has contributed a farmer in the person of Mr. Rhind. I did not happen to meet him, and have therefore no knowledge of how he is getting on in his new vocation. The river is crossed by a ferry, one of the most primitive description, consisting of two narrow scows, with planks placed cross-ways upon them. A rope stretched across the river, attached by pulleys to each end of the ferry boat and worked by a small boy, completed the arrangement. It was on the other side when we reached the bank, and while waiting for it to come over we had a chat with a couple of farmers. One was a son of the late T. H. Evans, of Montreal, who appeared to recognize that we were from that city. He came up in connection with the Pacific Railway survey, and the work being done, instead of going back to wait for something to turn up, as too many have done, he made up his mind to strike out for independence by taking up land and settling upon it. He likes the country, and is hopeful of its progress. The other was an elderly man, who has also taken up land. He enquired about the new "land-lock," as he says they call it, and appeared impressed with the idea that it was going to stop immigration. But he believed that a hundred and sixty a res was enough for any man, and in this he probably struck the key note of the reason which has prompted the policy of the Government. While our chat was going on, the ferry barge was in readiness. The horses being unhitched, the waggon and buck-board were taken across separately, there being only room enough for one at a time. The horses were driven into the stream, and made to ford across, the water being so deep that in the centre it came over their backs. The scow was a shaky looking affair, and we learned afterwards how fortunate we had been, as it sank with the mail carrier a little after we had crossed. I should, however, beg its pardon for my reflections upon it, on the principle that we must not abuse the bridge that carried us over.

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perience, is a polite form of a much more forcible statement. We had scarcely left the ferry when the trail seemed to disappear. As far as we could see was long grass, with, to the unpractised eye, not even a sign to show how the road went. Our guides, however, are skilful men; Mackay, on horseback, having surveyed the ground, led the way and we advanced. We soon found ourselves driving through water, the grass through which we passed being higher than the horses, high enough, without exaggeration, to, at times, conceal absolutely from view the spare horses which were running loose. The bottom was black mud, and a smell prevailed, as the result of our disturbing it with the wheels of the buck-board, which was not at all like either Florida water or Eau de Cologne. We were in fact, in what was known as a slough. The waggon, with the baggage, went first, we keeping up close behind, when suddenly the mules in front apparently made a deeper plunge than usual. "Whoa, get up there," shouted the driver, and the poor mules plunged as if for dear life. Presently the smaller one seemed almost to disappear, and in the effort to extricate itself, broke the whippetree. Here was a situation! but the men were equal to it. Mackay encouraged us to "gee" a little to one side, and to make the crossing of this, the worst spot. We did so, and after a desperate pull got through safely. Then the active young fellow dismounted his horse, and, up to his waist in water, fished out an extra whippetree from the waggon, and proceeded to fix it. We went on for some distance in the hope of getting out of the almost intolerable stench, but the risk of missing the track inclined us to halt. It seemed a terribly long time, and night was approaching. We could hear the men talking, and presently the voice of Mackay pressing the animals on. The heads of the mules alone were visible from our standpoint, and their bobbing up and down showed that they were making efforts to get on.

Finally the "go on," and "get up," "get up," came more loudly and rapidly, and the animals had pulled the waggon out. That was simply an exceptionally bad spot of the four-mile slough, over the whole of which we had to drive through water and long grass, giving us a realization of what our friends at the ferry described as a "pretty bad piece of road." It is the more remarkable that so inexpressive a term should have been used, as the roads generally were really good. These sloughs, however, are simply swamps. They are not musk-egg, of which

we have all heard so much; and which, less readily claimed, as they can be, just as the St. Lawrence Flats were reclaimed, in spite of wise suggestions to the effect that the thing was insupportable, they will be valuable lands. The intention in getting through the slough was to get up our tent for the night. We have only forty miles from the Portage, fifteen miles less than we hoped to go when we set out this morning. A cup of —Hudson's Bay Company's black tea, an article, and a biscuit, has answered for such and we retire for our first night of tent on the prairies. Good-night.

LETTER VI.

TENTING IT ON THE PRAIRIE—SETTLERS' EXPERIENCE—WHAT CAN BE DONE IN THE NORTHWEST—CONDITIONS OF SETTLEMENT—CROSSING THE LITTLE SASKATCHEWAN—MOUNTED POLICE—THUNDER STORM ON THE PLAINS.

FORT ELLICE, N. W. T., 25 Aug., 1877.

I closed my last letter just as we were getting up here for our first night of camp life on the prairie. We were up at four o'clock, that being the orthodox camping hour for rising, and had a good night's sleep. To be sure the horses, belonging to the neighborhood, were ed on grazing uncomfortably close to the tent, at times pawing it as if asking for a solution. But this is evidently the custom in any country, and we did not mind it. It is only that there might have been an inconvenience if the horse's leg had come between the tent and the ground. It didn't, and there is no use in speculating upon disagreeable probabilities. A cup of tea, to prepare us for the start, was taken, resolving that if compelled to rise in the prairie hours, we should at least breakfast up of the an aristocratic city hour; and we started on the day's journey, contemplating getting in a few miles beyond the Little Saskatchewan. Nothing it was a pleasant morning drive, as we were guarded with the mosquito nets, from the presence of which we had suffered, in addition to our other troubles, in the slough the day before. The country continues good, the soil somewhat lighter, but certainly not so fertile to that of the richest lands in Manitoba. Six miles brought us to the boundary of the Province, and we entered upon that

so much; and whatless region known as the Northwest
 be, just as the Stritory, and were under the jurisdiction of
 l, in spite of wisernor Laird and the Mounted Police. A
 hat the thing was ee hours' drive gave us a good appetite
 valuable lands. T breakfast, and we punished a lot of bacon
 through the sleight eggs. After breakfast we proceeded outed
 at this point and, and presently came upon a new settle-
 night. We have nt, and as the owner was at the roadside
 rom the Portage, stopped for a chat with him. His ex-
 than we hoped to tence was both interesting and encourag-
 s morning. A cup, and I give it. He came up this spring,
 upany's black tea, al had already broken a lot of ground,
 has answered for such will be ready for wheat next spring;
 first night of tent erected a house and outhouse; had
 od-night. iced in a garden, in which were potatoes
 d other vegetables, more than sufficient
 'the use of his family for the year, and
 is busy preparing more land for grain, hav-
 g got in a couple of large stacks of hay for
 e use of his cattle in winter. He is a
 wonshire man, who came out to this coun-
 try about six years ago, and has been work-
 ing about the neighborhood of Stratford as a
 m laborer until this spring, when he re-
 lved to take a homestead of a hundred and
 rty acres and strike out for himself, and he
 already succeeded as I have described. His
 tual outlay in cash, exclusive of course of
 s oxen, his cow and his implements—that
 for bringing himself, his wife and one
 would up here, and his expenses in settling
 the land, has, according to his statement,
 exceeded one hundred dollars. He is in
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PER VI.

PRAIRIE—SETTLERS
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N. W. T., 25 Aug,

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not cross that night. A slight shower of
 rain, the last end of what had evidently been
 a severe thunder storm to the south-east,
 gave us but little inconvenience, although
 it, perhaps, retarded us somewhat. We
 camped for the night on the banks of the
 river, at a place called Tanner's. There
 were some other camps there, and we learned
 from a man, formerly from Brantford, now
 settled here, that it was a favorite place for
 camping for the settlers that have come on
 this year. He says as many as a hundred a
 day have crossed at this point, and in his
 boarding house, for he has converted his log
 house into a boarding house, as many as
 twenty-five have stopped over night. This
 is an illustration of the extent to which im-
 migration, now about over for the season,
 has been going on this year. Our informant
 is not very anxious about the railway im-
 mediately, and in this respect he is an ex-
 ception to every one I have met. His argu-
 ment is that the settlers who are in now will
 have an abundant local market for their
 produce, through the immigration that is
 coming in, and he has undoubted confidence,
 notwithstanding the new regulations, that
 this will be very large. He says Mr. Tan-
 ner, a farmer in the neighborhood, got this
 year as much as two dollars a bushel for the
 wheat he had raised, paid him by new set-
 tlers coming in. All the settlers now in de-
 pend largely upon the wants of the new
 comers to supply them with a local market.
 It will only, however, be for one year, for the
 conditions of settlement are exceptionally
 favorable. A man coming in in the spring,
 breaks up the prairie by putting a plough
 through it. It remains thus for about three
 months, subject to the action of the atmos-
 phere, and is then turned over again, and is
 thus ready for crop in the spring. Mean-
 while he finds abundant food for his cattle,
 and in the prairie hay, which is ready at his
 hand, plenty of fodder for them through
 the winter, for the mere cutting and hauling
 of it. For food he has the inexhaustible
 supplies of fish and game, which with "a
 small dog and a scattering gun" he can take
 at command. If better conditions for set-
 tlers can be found anywhere, I am ignorant
 of the fact.

We ignored the evident hint of our friend,
 that his boarding-house was at our service
 for the consideration of a small sum of cur-
 rent coin of the realm, and camped out. In
 the morning we prepared to cross the river.
 There are two ways of doing this, one by a
 raft made of slight logs strapped together,

which is dignified by the name of ferry, and the other by fording the river, which is about a hundred feet wide, and three feet deep at this point. The first involved unloading, and taking the waggons, baggage, and horses over in detachments, and a consequent labor and delay, so we chose the latter. The buckboard was given in charge of Mackay, and Mr. B. and myself mounted on top of the load on the waggon, and held on firmly by the straps, which bound down the tarpaulin covering, and thus we got across. The water was deeper than we thought. It came into the box of the waggon, but fortunately did little damage. Our appearance crossing must have been most artistic, and there seemed but one thing necessary to make us absolutely happy, the presence of a photographer, to render historical the incident.

Reaching the top of the hills on the other side of the river, we came upon the plains west of the Little Saskatchewan, and the sight was a magnificent one. An immense expanse of beautiful rolling land, with here and there a tuft of trees to relieve the eye, and small lakelets, like artificial ponds, studded at intervals, made a picture which cannot be described, but which can never be forgotten. The nearest approach to description that I can think of is to liken it to a highly cultivated country at harvest time, with some fields of grain still standing, and others cut, the different shades of color of the prairie hay giving that impression. The settlements are tolerably numerous, the land all the way up to Shoal Lake being pretty well taken up. Coming across we took for a moment the wrong trail, which made us diverge, causing us to come upon Captain Herkimer of the Mounted Police, who was driving with Mrs. Herkimer; and a couple of mounted policemen in uniform with a servant in another waggon. According to custom, Capt. Herkimer disembarked to enquire if we had any spirits, and if so whether we had a permit from the Lieutenant-Governor. Without the latter, the spirits, if any, are forfeited. A mutual recognition having taken place, we were invited to stop for the night, or at any rate for dinner, at the Mounted Police quarters at Shoal Lake, an invitation which, as subsequently turned out, we had reason to regard as Providential. We camped for dinner at the junction of the southern road through Rapid City and that which we had taken, and after dinner started on our journey. The morning had been a beautiful one,

and we had been congratulating ourselves that the weather, which had been clear and unpromising, was settled at last. Those for human expectations! In a little while the clouds began to gather, the lightning to play, and the thunder to roll; large drops of rain, the size of your thumb nail, came down, and then it seemed once more to brighten up. It was a mere temporary brightening. The clouds gathered around us, and for an hour we had a rain storm, accompanied by thunder and lightning for such as I have never seen. It was everything else in the Northwest, on a grand scale. We reached the hospitable quarters of Capt. Herkimer just as it was over, a comfortable shelter with a chance of getting on a change of clothing, was a luxury indeed; for camping out, however charming, is not the most inviting thing on a night as last night was. I had to return to the Portage, as mail communication is by no means frequent in this region. I will continue my chronicle when they will reach you I am unable to say.

LETTER VII.

THE INDIAN TROUBLE—NORTHWEST NOMENCLATURE—THE ASSINIBOINE—FORT ELLICE—THE START WESTWARD—TRAVELLING THE PLAINS—HOBBLING HORSES.

ON THE PLAINS, N. W. T., 26 Aug., 1870.

My last letter, dated from Fort Ellice, yesterday, left me comfortably housed, after severe thunder storm, in the hospitable quarters of Capt. Herkimer, of the Northwest Mounted Police, on the shores of Shoal Lake. There are at this point seventeen men of the force, the barracks having been built to accommodate twenty-four. Here we learn for the first time the particulars of the so-called Indian trouble at Fort Ellice, which had in its travels already at Winnipeg, and the proportions of an Indian *emeute*, as I would dare say by the time it got to Ottawa, have become a general Indian uprising. The facts of the case, as I learned them, were that the Indians, having congregated there under the treaty, had taken Government property, and killed their cows. They are entitled to be fed while waiting

congratulating course treaty," as it is familiarly called, and it which had been cleared that they looked upon these cattle as settled at last, those for their use, and the taking of ons! In a little way in advance, therefore, as a not very rather, the lightninous offence. The Indians who took them to roll; large drope arrested and arraigned before Capt (thumb nail, came declimer, who is a Justice of the Peace, and once more to brightted to bail, that being considered the e temporary bright prudent course to pursue under the thered around us asumstances. The Indians have all taken had a rain storm, in treaty at the Fort, and have nearly all hunder and lightn for their reserves; so that no serious er seen. It was sequences followed the incident. It Northwest, on a mild be stated that the price of the cattle the hospitable quan deducted from the treaty money, and the st as it was over, bilans were given to understand that while ith a chance of gettons are to be served out to them on these ing, was a luxury astions, they must not venture to forcibly ut, however charme anything.

giving thing on eThe Indians in this neighborhood are ight was. I hefly Santeux and Swampy Indians. The the men who teepees or huts remaining, gave us a tage, as well commece of seeing them. Some of them were eans frequent in ther elaborately ornamented, with faces tinue my chrouicited with red ochre, and chains of beads reach you I am unagitt metal hanging from their ears. Most

ER VII.

NORTHWEST NOMENC
BOINE—FORT ELLICE
WARD—TRAVELLING
ING HORSES.

V. T., 26 Aug., 18

from Fort Ellice, yuner of mourning is also remarkable. They ably housed, after berate the face and arms and breasts with n the hospitable quarp instruments, generally flint stones, so er, of the Northwest the blood pours from them. During shores of Shoal Lake present "treaty" one old squaw literally seventeen men of it the flesh of her arms from shoulder to log been built to rist, in token of her grief for the death of r. Here we learn grandchild. The Indian question gives particulars of the se to a great deal of discussion, and will at Fort Ellice, whichdoubtedly require very careful handling; y at Winnipeg react I will, when I get further on and have Indian emeute, andquired more information, deal with it it got to Ottawa wecially.

Indian uprising. TThe drive from Shoal Lake to Fort Ellice learned them, we a delightful one, through a magnificent ng congregated huntty which is already beginning to be eaty, had taken fottled. About twenty miles from the Lake rty, and killed there come upon the Bird Tail Creek. The fed while waiting enery is simply charming. The creek runs

through a valley, the slopes on either side presenting the appearance of cultivated fields. Already some settlers have built their houses and are breaking up ground for next year's operations. They are to be envied on the site they have selected; indeed, the whole valley is destined to be, within a very short period, covered with cultivated fields and pleasant homesteads. The nomenclature of the North-west is peculiar in its origin. Bird Tail creek, for instance, obtained its name in this way:—Many years ago the grandfather of our guide, McKay, travelling through the country with his son, then a little boy, shot a bird of rare plumage, having a beautiful tail, which the boy was carefully preserving. In crossing this creek, really a small river, they were upset, and their baggage carried off in the stream. On reaching the shore, the first thing the boy asked for was his bird's tail, and from this incident the stream came to be known as the Bird Tail Creek. Nearly all the other names are of similarly simple origin.

A drive of about eighteen miles from Bird Tail brought us to the banks of the Assiniboine, opposite Fort Ellice, and a grander view than that which burst upon us, I have never seen. The banks on either side are steep and precipitous, on the one side two hundred and ten feet, and on the other two hundred and fifteen feet high, with a winding road leading down to the valley, which is three-quarters of a mile wide and through which the river winds like a snake, the curvature so sharp, that it almost traverses the valley at right angles, backwards and forwards, in the form given to muslin by a crimping iron, if so familiar an illustration may be used to describe so sublime a picture. We halted on the top of the hill to take in the view, which sketched on either side as far as the eye could reach. The sun, shining brightly on the water, gave it the appearance of a silver thread platted through the valley below. I have never longed for the descriptive power as I did in gazing upon this magnificent picture; but no word-painting could do it justice. We crossed the river by a bridge, two hundred feet long, erected by the Hudson's Bay Company, and then ascended to the Fort, which is situated on the hill on the south side of the river. As we approached, the flag of the Company—the Union Jack, with the letters H. B. C. on the sheet—was run up. We reached the Fort at about four o'clock in the afternoon, and put up for the night. Fort Ellice is admirably situated in the centre of

a very fine agricultural country, and is destined to be an important commercial centre. It wants a flouring mill, a want which will probably soon be supplied, and then it will, owing to the rapidity with which settlement is being made, become very soon the centre of an important trade. It will probably be the objective point of the second section of the railway, now that the Government have resolved to adopt the sensible plan of building the line through that portion of the country that is suitable for settlement; and the proper thing to do would be to advertise at once for tenders, so that the line could be carried thus far within the next three years. If this is done, I venture the prediction that the road when opened, worked carefully and economically, will be not only self-sustaining, but will be a source of revenue and profit to the Dominion.

This morning we started for our journey onward. If our escort was imposing leaving the Portage, it was still more so on leaving Fort Ellice. We had eleven horses, including two mules. If you will pardon the bull, and they are all fine animals, in apparently excellent condition. One of the mules was branded U. S., and thus bespoke his origin. He was one of those taken by the Indians from General Custer on the occasion of the successful Indian attack upon the United States troops, in which the American General was killed. We were in charge of a half-breed, Johnny Brass, an employee of the Company, who is a famous guide, being equally good as driver or cook. He had as assistants another young half-breed, and an Indian boy of the Sauteux tribe, a fine strapping fellow of about eighteen years of age, with a good-natured, handsome face. He was got up for the occasion. His black felt hat had on it streamers of blue and red narrow ribbon, which floated imposingly in the breeze. A black frock-coat with hood and large brass buttons, a clean checked cotton shirt, which he wore outside of his pataloons, leggings elaborately worked in beads, and a pouch, similarly worked, in which he carried his pipe and tobacco. He rode on horseback, his special duty being to look after the spare animals, and he had a long rope, probably twenty feet long, with a leather whip lash at the end of it, trailing on the ground beside him, which he used with wonderful skill to keep the horses in line. The loose horses, under charge of the Indian boy, first, Johnny Brass and his companion with the provision waggon, next, and we bringing up the rear, was the order in which we set out; and the

start, I assure you, was a most imposing point when we descended into the Valley of the Ash. We were bound to Battleford, moved up on the west side, and then descended the Qu'Appelle, near the confluence of the two rivers, and after a drive of eight miles, halted for breakfast. The horses, which were unharnessed, and sent off to feed upon prairie grass, that being the only food which we get. Canadian horses brought into this country, cannot for the first year get on this way—they invariably break down unless they are fed with oats as well. The half-breed horses, as these are, thrive upon it. To cut some wood, get a fire, our bacon and eggs, eat our breakfast, repack the provision waggon, of about an hour and a quarter, and the horses have to be caught, or at least which are to do the hauling for the next This is a most exciting operation. In the morning the horses had strayed off a mile, and were stretched along, perhaps a similar distance, making thus a long line of three men, each with a lasso and carryat, thus ho-bridle, started for their work, one going either end of the line, and the third getting behind it. It was a case of surrounding the animals, and, strange as it may appear, succeeded, bringing the horses together in a group. Then came the exciting moment, and our pr The men would approach the horse wanted, in a crouching attitude, holding the bridle behind them, and just as they approached to have him, the animal would bound then came a chase to head him back; as approached the man, the lasso was thrown and if it proved a good throw the animal caught. Sometimes the men succeeded in putting their hand upon the horse, and then they did, the animal was secure, the bridle put on, and then he was left and chase made for another. The remarkable thing is, the moment the horse is bridled he is under a jection, never attempts to go off, but stands unmoved, looking at the operation of catching his fellows. It is, in fact, like a child's game of tag, in which the horses seem to heartily enjoy the sport, and in which the moment one of them is touched, he gives up all further resistance, and submits meekly to the duty before him. The horses were first caught this morning, and it took nearly three hours of an hour to catch the five required, and the waggons and the Indian boy.

Our next point of interest was the Big Arm Creek, about thirty miles from Battleford. On the road we met the first Indian submission of an aid to travellers over the plains, the index post, erected by the Mounted Police.

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was a most imposing point where the trails diverge, and upon the Valley of the Ash were boards with the letters 'To Peily' on the west side, and 'To Battleford.' The scenery about the near the confluence of the Arm Creek is similar to that about Bird Tail Creek. The country from Fort is a light sandy loam, inferior to that which we had been passing, but yet giving indications of being good agricultural soil; certainly very good in any other country than this, where the comparison with the alluvial soil of Manitoba, and the country of Fort Ellice, makes even fair averages these are, thrive land look inferior. On the west side of the creek, we came again on the rich rolling, eat our breakfast, is a decided improvement upon that in a waggon, is the high which we had just passed. Another a quarter, and the city-three miles brought us to a pleasant caught, or at least a fine ground, where we put up for the hauling for the next day. In order to prevent the horses from straying off about as far during the night, for such a operation as tying them is unheard of, they are hitched along, perhaps, an operation which is performed by a lasso and carryat, thus hobbled, is a very curious one. Their work, one going look like rocking horses in full motion, and the third getting close inspection, like men running a race of surrounding. The tent pitched, supper eaten as it may appear, to bed, finishes our first day of travel the horses together at of Fort Ellice. It has been a delightful the exciting moment, and our progress most enjoyable, and we reach the horse in in with the hope of a long day's journey attitude, holding morrow. Good-night.

LETTER VIII.

TO TOUCHWOOD—INCIDENTS BY THE WAY—
THE INDIAN PAYMENTS—THEY ARE ANXIOUS
TO SEE THE FARM-INSTRUCTORS—CHARACTER
OF THE COUNTRY.

TOUCHWOOD HILLS, 28th August, 1879.

In fact, like a child, at five o'clock yesterday morning we the horses seem to camp and started for this point, the t, and in which it is in special interest on our journey. The touched, he gives us previous morning, a fact which d submits meekly; previous morning, a fact which the horses were first accounted for in two ways: k nearly three days were further from the starting the five required, and had less disposition to go back; d the day's travel had evidently impressed rest was the Big game with the idea that they had responsibility miles from Ellice before them which they might as met the first Indian submit to. We had still, however, the s over the plains, the game of horse tag, the same submission the Mounted Police very moment they were touched, the

same meek standing still, amid surrounding galloping and excitement, when the bridles were put upon them. Fourteen miles brought us to the borders of what is known as the long plain, and we halted for breakfast, earlier than usual, because we were entering upon a stretch where wood could not be obtained, even the small quantity required for camp cooking purposes. We passed the mail for Winnipeg, an event in this country, seeing that it passes each way but once in three weeks. The driver told us he had been eleven days coming from Battleford and seven from Carlton. "Do you hear any news about the Indians?" we asked, that being at the moment the question of greatest interest. His reply was that everything was quiet, so far as he had heard. The Indians at Carlton, he had heard had refused to take the cheques and the money for their payment had not arrived. We had already learned, however, to receive with some caution the stories about the Indians, and we went on, hoping that this one, like some others which we had heard, was exaggerated, if not utterly untrue. "The plain" presents a rolling appearance, resembling very much the surface of the ocean when the long swell which succeeds a storm is upon it. The land is a light sandy loam, with occasional drifts of gravel, but, on the whole, is fair land for farming purposes. The eye is unrelieved by anything in the shape of wood, beyond here and there tufts of brush poplar. The mosquitoes were unusually troublesome. We had been told that they were gone, and comparatively speaking, from what we hear of their unusual numbers this year in the month of July, for instance, this statement was perhaps true. But their presence in large numbers was painfully evident to us. They are monsters in size, and their force of penetration reminded one of the story of the weary traveller at Prince Arthur's Landing, who sought protection from mosquitoes by getting under a large sugar boiler. The enemy, however, penetrated the iron, and he then amused himself by clinching them on the inside, when, to his horror, they carried off the boiler and left him unprotected. That story is, I fear, apocryphal, but it is told as a forcible illustration of the power of these pests in some parts of the country.

We passed about eighteen miles through the plain before halting for dinner, over a country which had become monotonous by its sameness. On our way we overtook some set-

tiers going into the country, and another evidence of a phase of civilization we saw in a playing card, the six of clubs, lying upon the road side. One swallow does not make a spring, nor does one card make a pack; but its presence at least indicated that travellers or freighters had whiled away the time with a game of euchre or of seven-up. We camped forty miles from this point, and after a good night's rest we started early this morning, a drizzling rain prevailing—a Scotch mist which proverbially will wet any Irishman to the skin. We passed a camp of freighters, twenty-seven carts, going in with loads, among which were a number of agricultural implements. The country steadily improved as we approached the hills. The small lakes, which are characteristic of the country, prevail largely, and game, chiefly wild geese and ducks, are very plentiful. As we approached the hills, we met with a slight accident, which, but for the admirable provision to meet contingencies which had been made, might have proved inconvenient. Going through a sleugh, which proved to be deeper than we anticipated, the horses, in their efforts to draw the buckboard through, broke the cross-bar, and left us sitting in anything but a pleasant predicament. A spare bar happened to be among our luggage in the wagon, and as Johnny Brass is as skillful at repairing a break as he is at cooking a breakfast of bacon and eggs, we were soon ready for the road again, the detention not exceeding about half an hour.

We reached the post of the Hudson's Bay Company, at this point at two o'clock, and found that the work of paying the Indians their "treaty" had just concluded. There are a number of teepees or lodges still left, and we learned something of the difficulties which exist, and of the grievances of which the Indians complain. There were rumours of trouble in the payments at Qu'Appelle, and the Indians here had waited some time, some of them were still waiting, to ascertain what their friends there were doing. Among the things which they demanded was that they should be paid twelve dollars instead of five, which is the amount named in the treaty; and they based their claim upon the fact that they were paid the larger sum the first year. It appears, from the explanations I heard, that the first year a present of twelve dollars each was given to them, simply as a present on the signing of the treaty, and not as an earnest of future similar payments, which it was distinctly understood would not

be made except as provided by the terms of the treaty. The Indians, however, always have new requests to make, or complaints of conditions unfulfilled, and then end by taking their mts to graze and provisions and going to the farm instructors, and complain that they were not sent earlier, so that they might have been in a position to earn a livelihood for themselves and their families by tilling the soil, now that their old resort, the buffalo, is appearing. The opinion of the Hudson's Bay officer at this point, who has had a long experience and understands the Indians well, is that they will take to farming, although it is not likely that they will become successful tillers of the soil, but English farmers as the type, they learn to raise enough for the wants of their families, with something spare for the market. It is at least an encouraging sign to find them anxiously waiting the arrival of the Instructors, and more than willing to profit by any teaching that may impart to them.

The Touchwood hills are destined to be the site of a good settlement. As yet English or Canadian settlers have located but in the vicinity of the Church of England Mission, under the care of the Rev. Reeder, some eighteen families of half-breeds and Indians have settled, and are successfully farming, raising good crops of wheat, barley, potatoes, &c. The Mission is about fifteen miles from the Company's post, and the land about it is said to be very fertile, producing most excellent wheat. Some settlements, by half-breeds from Manitoba, have already been commenced in the immediate vicinity of the post, but much has yet been done. Among the indications, however, that settlement is certain soon to take place, is the fact that a store is about to be started about six miles from the post, by a trader, in competition with the Company's establishment. It will not be a very important affair, but such as it is, it is the precursor, and but a step towards the settlement of the Touchwood hills. Our last stage, in reaching this point, was over a steadily improving country, with abundance of water, and of small game; and game of every description, such as prairie chicken, plover, and snipe, was abundant. Up to this time our observations have led to the conclusion that where morning game abounds the land is good.

One of our mules and a couple of horses having given indication of break-

GREAT SALT
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—ARRIVAL

provided by the tom, we obtained four fresh horses at
 Indians, however, alchwood. There are a great many kept
 taking their treatyhis point, and as an evidence of the ease
 requests to make, or which they are kept, I may state that
 ons unfulfilled to are not housed in winter, being turned
 ns taking their mte to graze upon the grass, where the
 and going by hardly covers it. One man can take
 anxiously looking forage of a hundred or a hundred and fifty
 and complain that ses in the winter; and they come into the
 or, so that they might in the spring in very good condition.
 a livelihood for this, however, have to be housed during
 allies by filling the winter, and fed upon the wild hay, abun-
 resort, the buffalo, isoe of which can be obtained each fall for
 plion of the Hudcutting and stacking. We start this
 pint, who has had aing on our way to Carlton, a distance of
 derstands the Indut one hundred and sixty miles, propos-
 ll take to farming, to make a short stage through the hills
 likely that they willore camping.

LETTER IX.

GREAT SALT PLAIN—A WET DRIVE AND TENT-
 ING—SETTLER FOR EDMONTON—THE TELE-
 GRAPH STATION—HEROIC WOMEN—CRIMSON
 LAKE—CROSSING THE SOUTH SASKATCHEWAN
 —DUCK LAKE—AN ECCENTRIC INDIAN CHIEF
 —ARRIVAL AT FORT CARLTON.

FORT CARLTON,
 1st September, 1879. }

We made sixteen miles after leaving
 the Missionuchwood Hills post before camping, pass-
 ing on our way the camp of the first of the
 Company's pg on our way the camp of the first of the
 t is said to be veryring instructors, Mr. Scott, that we have
 excellent wheat. Some across. He is to be stationed at the
 reeds from Manitouchwood Hill reserve, and will commence
 unenced in the ims work immediately. We also passed
 post, but much has train of thirty-one carts with agri-
 the indications, hultural implements and supplies for
 is certain soon to ae Indians. The country is rolling,
 a store is about belerably well wooded, and giving indica-
 from the post, bons of being a good track for farming,
 with the Companouchwood hills, indicated on the map as
 not be a very laountains, are really not hills to the travel-
 it is the precursor, and but for the fact that they are so-
 age, in reaching alled, we should hardly have perceived the
 ily improving countference, except that they are better wood-
 er, and of small pd than the prairie or plains.
 ry description, du On Friday morning we started on our
 and snipe, was mrip, and, after a few miles' drive, entered
 time our observat on the great salt plain, as it is called. The
 lusion that wheremorning was a dull heavy one, with showers
 is good. f rain prevailing, and the flies, before we
 and a couple of aft the woods, were very troublesome. The
 dication of breakreat salt plain, like that which I have al-

ready described, is rolling, and is destitute
 of trees of any kind, even the small
 tufts of poplar being conspicuous by their
 absence. The soil is sandy, with the indica-
 tion of gravel here and there, and occa-
 sional lakes, the waters of which are quite
 brackish. We drove twenty-eight miles
 through it, and then came upon a lake in
 which the water was fresh, and halted for
 dinner. Beside the lake was a high knoll
 of ground, upon which some passers-by had
 erected a cairn of stones, giving it the ap-
 pearance of a monumental mound. Wild
 ducks were marvellously plentiful, and, if I
 may use the expression, were very tame. We
 had reached almost to the borders of the
 plain, and already the indications of better
 country were apparent. We were fortunate
 in our hour for dinner, for almost imme-
 diately after it commenced to rain hard,
 and we had a disagreeable drive to our camp-
 ing grounds, about seventy six miles from
 the Hills. Just as we were reaching it, we
 overtook a settler going in. He drove a
 light tent covered waggon, single horse, with
 single cart behind with the luggage, and one
 spare animal. As he camped near us we
 paid him a visit. He was an active, intelli-
 gent-looking man, on his way to Edmonton.
 He settled there five years ago, and had re-
 turned this year to get him a wife from
 Ottawa, his former place of residence; and
 the young couple were spending their honey-
 moon in the journey to the far West. He
 was greatly in love with his location. Al-
 ready, he said, there were a number of settlers
 there, all doing well, and all anticipating
 meeting a rich reward from the local market,
 which new settlers going in will furnish. Our
 chat with him was not a long one, for it was
 getting late, it was a wet, dreary evening,
 and the preparations, in the way of getting
 firewood and water for supper, had to be
 made. We left him, wishing him all the
 prosperity that his enterprise and energy de-
 serve. This was our most disagreeable night
 out, but we got on very comfortably.

On Saturday morning the rain still con-
 tinued, and there was every appearance of a
 wet day, which, happily, the result did not
 justify. A drive of five miles brought us to
 the Humbolt station of the Canada Pacific
 Telegraph. Like everything else connected
 with public works in this region, it seems
 strangely located. It is a log hut, about a
 mile from the main line, and half-a-mile off
 the regular trail, and is connected with the
 main line by a branch wire. It was before
 seven o'clock, and the people in charge had

just got up. A young woman presented herself at the door, and to our enquiry as to whether the line was working, replied that it was working to Battleford, but that the eastern section was down. Her sister, who acts as operator, told us it was expected to be in working order that day or the next, and we left messages in the hope that her anticipations might prove true. "Is the line often down?" we enquired. "Very often," she replied. Her husband, who has charge of looking after it, had only this year been home for a fortnight. It is built through the miserable marshy muskeg, through which it was proposed, under the promptings of the malign influence which has ruled in Northwest matters during recent years, to carry the railway, and the poles go down at every storm. Our message was to the effect that there was no cause for alarm about the Indians. The woman read it over, and then looking up with a smile, said—"No cause for alarm; that's what they all say going up, but they think differently coming down." In answer to an enquiry whether she thought there were any grounds for alarm, she replied that she did not; but her sister was evidently less confident. "There'll be no cause for alarm," she said, "until the rising takes place, and then we may look for ourselves." Her anxiety is not unnatural. It was a lonesome place, for these two young women and a child to be all alone, miles away from any residence or any help in case of need. Heroic women these, bound to their lonely situation by sisterly and wifely duty. We crossed the telegraph line about three miles from the station, and for some distance the trail runs along side of it. It is as miserable a line as could well be imagined, and it is certainly not much to be wondered at that it is an exceptional circumstance when it is in working order. That it was built at all is an evidence of utter folly. The change of route of the railway will render it useless, and it will remain as evidence of the wastefulness and want of foresight of the Public Works Department under the regime of that practical Minister, Mr. Alexander Mackenzie.

Twelve miles from Humbolt we halted for breakfast, and from that point passed through a beautiful rolling country, the land most excellent. There is not much timber for the first ten miles; then we come upon frequent clumps of poplar, the country having a park like appearance, rich lawns fringed with woods. Suddenly, reaching the brow of a hill, a beau-

tiful lake appeared, surrounded by hills, and studded with islands. The roundings required only the houses to them the appearance of a richly cultivated county. It was a beautiful sight, and required not much faith to see in the future, in the surroundings of this lake, a site of prosperous settlements of well-farmers. The lake is familiarly known as Quill Lake, but on the map of Northwest, it is indicated as Crivell lake, Quill Lakes, Great and Little, situated north of Touchwood Hills. Twenty miles afternoon drive of Saturday, having respect to the appearance of the country through which we were passing perhaps the most charming of our thus far. We had seen abundant indications of the presence of badgers along the line, but had not seen an animal until Our Indian boy's keen eye spied one, and the instincts of the sportsman were set upon him in a moment. He dismounted his horse, and with his long whip-roped it. The badger was a good size, and often upon the boy, who fairly roared, in high falsetto voice, with the excitement. There was no use in killing the animal, ever, and after ten minutes' fun, it was allowed to go on its way, with nothing serious, as the result of the contest, than a few slaps from the whip. We camped the night seven miles from the branch of the Saskatchewan, expecting to reach this point early on Sunday.

We struck tent early yesterday morning was a beautiful one, and we had chance of seeing what is not often seen, viz., the full moon disappearing in the east and the sun rising in the east almost simultaneously. The moon had rather the advantage, and thus went down behind the hills of the Saskatchewan, still retaining much of its brightness, and in a halo of light. It was a fine sight, and was worth a journey to witness. We reached the bank of the river at about seven o'clock. There is a ferry across it—the scow, the boat had yet seen, being pulled across with and not by a rope as is usual in ferries this country. We called at the house of the ferry, and learned to our regret that men had all gone to church, about two miles distant, and that on Sundays no ferrying was done until after twelve o'clock. It was not a pleasant prospect. We could not respect the religious character of the people which prompted them thus to tra-

surrounded by islands. The prospect of remaining on the banks of this beautiful sight, and for five or six hours, waiting for the findings of this lake. The settlement of well-known on the map of Great and Little Touchwood Hills. A drive of about an hour from the appearance of which we were alarmed of our abundance of badgers along an animal until an eye spied one, and sportsman were not. He dismounted whip-rope attached good size, and who fairly roared, with the excitement of killing the animal, minutes' fun, it was over, with nothing of the contest, than a whip. We camped miles from the Saskatchewan, expecting on Sunday. Early yesterday, a full one, and we had not often seen the denizens of civilization appearing in the east almost simultaneously had rather the advantage behind the hills, all retaining much a halo of light. It was worth a journey reached the boat at seven o'clock. The scow, the best led across with us usual in ferris and at the house to our regret that church, about two on Sundays no ferris twelve o'clock. spect. We could not character of them thus to travel to early mass, and to observe, for at the forenoon, the sanctity of the Sabbath. But I am afraid I must confess that prospect of remaining on the banks of this beautiful sight, and for five or six hours, waiting for the findings of this lake. The settlement of well-known on the map of Great and Little Touchwood Hills. A drive of about an hour from the appearance of which we were alarmed of our abundance of badgers along an animal until an eye spied one, and sportsman were not. He dismounted whip-rope attached good size, and who fairly roared, with the excitement of killing the animal, minutes' fun, it was over, with nothing of the contest, than a whip. We camped miles from the Saskatchewan, expecting on Sunday. Early yesterday, a full one, and we had not often seen the denizens of civilization appearing in the east almost simultaneously had rather the advantage behind the hills, all retaining much a halo of light. It was worth a journey reached the boat at seven o'clock. The scow, the best led across with us usual in ferris and at the house to our regret that church, about two on Sundays no ferris twelve o'clock. spect. We could not character of them thus to travel

But when it is remembered that flour is sold at ten dollars a bag, equal to twenty dollars a barrel, there is still a considerable toil left for the miller and trader.

Safely across the river, we breakfasted before hitching up the horses, and then at about ten o'clock, started for Fort Carlton. The point of chief interest on the road is Duck Lake, about half way between the river and the fort. The Lake is not a very large one, and possesses no special features. But the approach to it is indicated by magnificent fields of wheat. I have been describing in the course of my chronicles, certain lands as of light sandy loam, inferior to the rich alluvial deposits of Manitoba; but here is precisely the same description of land, subjected to the test of cultivation, and the wheat we saw standing and in the sheaf was a sufficient proof of its excellence for agricultural purposes. There is a good deal of land broken up in the vicinity of the lake, which will be in crop next year, so that the Duck Lake district promises soon to be a populous and wealthy settlement. Messrs. Stobbart & Eden, of Manitoba, who are doing a good deal of business in the North-West, being the chief competitors of the Hudson's Bay Company, have a large establishment at the lake, a number of buildings within an inclosure. They have erected a tall flag-staff, from which the Union Jack was flying. A number of teepees or lodges of Indians were in the neighbourhood, some of whom I understood had not yet taken their treaty. As we pass the establishment of Messrs. Stobbart & Eden, we pass through a large tall posted gate, with two panels of fence on each side of it. This was erected by Chief Beardie, an eccentric Indian Chief who has been putting forth rather extraordinary pretensions. He claimed a reservation two miles round the lake, which would include all the settlements, his intention being that the settlers should pay him an annual rental. His gate and panels of fencing are intended to enclose some ten thousand acres of land, or to at least assert his pretended proprietorship of it. He has refused to take the treaty, although recently most of his tribe have done so, and conscious of waning influence, he has himself shown indications of a disposition to take it now. He has had great influence with his tribe, which is due to the fact that he is a medicine man as well as a chief, and his followers are afraid of him.

Ten miles from Duck Lake brought us to Fort Carlton, on the Great Saskatchewan, and the leading post, in this western part of

the territory, of the Hudson's Bay Company. It is situated on the low plateau skirting the river, and is reached by a precipitous hill, the longest, except that descending to the Assiniboine at Fort Ellice, and the steepest without exception, that I have seen. A description of Carlton and a reference to matters of interest here, I must reserve for another letter.

LETTER X.

FORT CARLTON AND ITS FORTIFICATIONS—INDIAN WARS—NAVIGATION ON THE SASKATCHEWAN—INDIAN DIFFICULTIES—A PROPOSED CONFERENCE—NEWS FROM THE FRONTIER—GOVERNMENT FARMING—TIMBER AND COAL—THE RETURN HOMEWARD.

FORT CARLTON, 1st September, 1879.

My last letter, written this morning, brought us to this leading post of the Hudson's Bay Company. The post is under the charge of Mr. Lawrence Clarke, who has been for many years in the service, and is among the most able and active of the Company's servants. His jurisdiction extends to Fort Pitt in the west, and to La Corne eastward, and involves on his part a constant supervision of the Company's interests over an immense extent of territory. He was absent when we arrived, having been called away in connection with detentions and difficulties on the part of the Company's steamer Northcote in bringing up the farming instructors and their supplies. He returned, however, in the afternoon of yesterday, and we have been enjoying his hospitality in his comfortable residence near the fort. The stores and store-houses of the Company are enclosed within a stockade between sixteen and twenty feet high and two hundred and fifty feet square. At each corner are look-out towers, and within are posts about three feet from the stockade, with stretchers connecting them with it, upon which planks can be placed for the men defending the fort, from which they can see over it. All the forts that we have seen are thus stockaded, but none so high or so complete as this one. The object of these fortifications was not to defend the Company's employees from attack, but, in this case, it was built as a place of refuge for the Cree Indians, when attacked by the Blackfeet, be-

tween which tribes wars were very frequent. An attack was made upon the Crees by the Blackfeet as late as 1868, which was the result of a battle between the tribes. On that occasion the latter carried away all the horses of the former.

The Saskatchewan at this point is about six hundred feet wide. Near the centre of the river was what appeared to be an island of sand, with a scow lying at the off-barrel end, used in ferrying to the Company's store-house, on the opposite side of the river. It turned out, however, upon closer examination, that what appeared to be an island was in reality, a peninsula jutting out from the side of the river further up, and round which water is high, it is covered over. Fort Carlton is connected with Winnipeg, for purposes of transportation, by the steamer Northcote which runs to Grand Rapids, separating Lake from Lake Winnipeg, and thence to Winnipeg by the steamer Colville; and from Fort Edmonton by the steamer Lily, owned by the Company. The latter, unfortunately, at her last trip down, struck a rock and was sunk. She is built of steel, and is not considered, on that account, as fitted for the navigation of these waters, where many obstructions exist, obstructed by the Indians which it would be money well-spent to have removed. At the time of the accident, Lieut.-Governor Laird and Mr. Dewdney, the newly appointed Indian Superintendent, were on board. They were obliged to make their way down in a small boat. The navigation to this point may be considered as over for the season. The Northcote was not able to come up higher than the South branch, below the mouth of the Albert, at her last trip, so low has the water fallen. As an illustration of how rapidly and suddenly it sometimes falls, I may mention that at Fort Edmonton, just before the departure of the Lily on her last trip, the water fell two feet and a half in one night. Last evening Mr. Fred. White, of the Department of the Interior, and Mr. Wadsworth, who is in charge of the farmers, arrived here having come overland by the same trail we had taken. Mr. Dewdney was expecting but did not arrive until this afternoon. Mr. Orde, who came up to relieve Mr. Dickenson, the local Indian Superintendent, and Battleford, arrived with him. Mr. White had paid the Indians at some of the points eastward, and Mr. Dewdney had met them in the west. They were both of opinion that while there is undoubtedly

wars were very frequent upon the Crees in 1868, which was the best, there is no present danger of any where had their grievances; every one stated more than they were receiving; but cases had taken their treaty, and gone fully to their reserves. Here the chiefs waited to see the superintendent, having said that he was coming, and while waiting, of course, they and their counsellors had fed. This evening two of the chiefs called upon Mr. Dewdney. Their names were "Istawasis," or The Little Child, and "Tahakoup," or The Star Blanket, the former being taller and more muscular looking. Dewdney was disposed to have his conference with them at once, but that is not the method. It was evening, and they were disposed to discuss into the night. An appointment was therefore made for to-morrow, at half past seven, that early morning, at Mr. Dewdney's request, order that he might be able to leave about middle of the day for Prince Albert. I remain over in order to hear the grievances the Indians stated in their own words, and send you the result.

At the time a couple of half breeds have just come in from the other side of the lines, and they are, as is always the case, startling stories. They were among those who were taken prisoner by General Miles, being found, contrary to law, hunting buffalo on the American side. In conversation with them, for they are French half breeds, and conversation without the aid of an interpreter was therefore possible, I learned that they had been detained some days by the American troops, and were then sent away with an admonition not to come back again, or worse befall them. They were permitted to bring with them the pemican they had, so that they treated the whole affair rather a good joke. They reported that Bloux had made a line all along the border, in order to prevent the buffalo from coming north. They had seen some few on this side, but did not credit the stories which prevalent of large herds having crossed the line and being on their way to the north. Mr. White had also a story of a fight between Sitting Bull and his braves and the American soldiers. The former, according to their report, were having the best of it, when the Americans were reinforced by bands of Che-

yennes and other Indians, and Sitting Bull's braves were driven back with some loss. It is, of course, impossible to say whether these stories are true or not. I give them as a sample of the tales which are constantly being brought into the fort by Indians and half breeds, and these, in this out-of-the-way place, really constitute to a large extent the news gatherers, and supply the place of the daily newspaper. If they are not always reliable, their sources of information are, at any rate, about as good as those of some of the correspondents whose lucubrations reach the reading public through the medium of the Associated Press despatches, and I have no doubt they are quite as conscientious in detailing their information.

Mr. Dewdney has already traversed a large part of the interior section of the territory, and visited the reserves. He has laid out the site of two farms which are to be worked for the Government, in order to obtain supplies for the Indians and the mounted police. The one is at Fort Calgary, on the Bow river, and the other at Fort McLeod, on the Belly river, both rivers being tributaries of the South Saskatchewan. They are just at the base of the Rocky Mountains, and are, in the meantime at any rate, far removed from settlements. It is expected that upwards of two hundred acres will be broken up this fall, ready for seed in the spring, and as mills are to be erected, the question of supplies in the far west will be solved to a large extent. The policy, where these farms are being established, is a good one, but it is a policy which has to be followed with some caution. It would not be wise for the Government to enter into competition with the settlers in the matter of raising supplies. The wants of the Indians and of the mounted police make for the settler going in a home market, for him a desideratum of great importance. The one question which overtops all others, is the settlement of the country, and every encouragement possible should be afforded to the settlers at the start. If the price has been a little high, the increase in the number of the settlers will soon regulate that on the principle of supply and demand. Already there have been some complaints that the Mounted Police are engaged in farming instead of in police duty. At Battleford, where there were some thirty stationed, it is said that not six were really ready for duty, the rest being employed as servants or farmers, or mechanics, doing work, in fact, which should be left to settlers and which would make for the

settlers a source of employment. There is no doubt that the police system requires to be thoroughly overhauled and the organization placed upon a better footing. And in doing this it will be wise not to attempt to use the men for the production of their own supplies. So with the farm instructors. There was a report that it was proposed to locate them on farms just outside of the reserves to which they are attached, using the produce of the farms they cultivate for Government purposes. Such a policy would be most unfortunate. To the extent that the Indians succeed as farmers, they will relieve the Government from the duty of supporting them, and thus by degrees the Indian question will settle itself. But the farmers should be simply instructors, nothing more; and that is a duty which is quite incompatible with the idea of their cultivating large farms themselves and for Government use. In writing thus, I am but reflecting the prevalent feeling in the country, a feeling which, as it seems to me, is based upon sound reason.

North of Carlton, I learn, there is an immense tract of splendid timber, which is certain to prove of great value to the country. It is chiefly spruce, but the trees are large and well fitted for building purposes. West of it, near Edmonton, coal has recently been discovered, and is believed to exist in large quantities. This year some of it was taken out, and was used on the steamer, proving to be of excellent quality. That which was taken out is bituminous, but it is said there are large deposits of anthracite coal to be found also. The country on the north of the river, and all the way up to the region of the Peace River, is well adapted for settlement, the land improving in quality as you go further north, until the Peace River country, which every one speaks of as a very paradise for settlement, is reached. To-morrow we turn our faces homeward. We are to go down the Saskatchewan in a York boat, the steamer having left. It is lying on the shore, the men busy caulking it to prevent leakage—a necessary precaution, as it has not been used for some time. It is a fine boat, twenty-six feet long, with nine feet beam. Our crew, consisting of eight Cree Indians, who have walked some eighteen miles in, have just arrived. The boat is to leave to-morrow morning, taking us up at Prince Albert, to which point we will drive after the Indian pow-wow is over.

LETTER XI.

THE INDIAN POW-WOW—GRIEVANCES OF THE
MEN—HOW THE TREATIES ARE CARRIED
WILD MONTANA CATTLE FOR MILCH
THE INDIAN QUESTION—GOVERNMENT
TRACTS.

PRINCE ALBERT, 2nd Sept., 1884.

Mr. Dewdney was ready this morning for his conference at the appointed hour. The chiefs did not appear until an hour later, and then insisted upon waiting the arrival of another, who had been sent. Presently he appeared, a stout, vigorous-looking man, upon whom I had made no impression. His name was "Cetewayo," pronounced Cetewayo, signifying man of wind. The conference took place in one of the offices of the Hudson's Bay Company. The three chiefs, with their Councillors, were outside of a bar, the chief two others, being seated on a form, and five other Councillors being squatted on the floor, evidently a favourite attitude of silence of a few minutes prevailed, and "Atahakoup" — The Star Blanket — went forward. He shook hands first with Mr. Dewdney, then with the rest of us, and commenced his statement. There had been some little difficulty about an interpretation of the Indians being specially suspicious of this point, and they had brought one of their own tribe, who was reputed to speak English, to act in the capacity. But he broke down at the very outset; and Taylor, of the H. B. C.'s service, throughout the conference, the Indian speaking by as a sort of cheek. The statement was in the language of the interpreter, as follows:—

We waited for you, and we see you when the sun we wonder if our word met you. We often been talking of the promises we made when we saw that they were not in their spirit, we made representation to the Minister, but they were they were thrown into the water. We are very glad to meet you now, you come with full authority to act, and will not touch on anything but the which have not been fulfilled. We are much pleased with the aid given us, we hear of starvation on the plains, there no buffalo. We are only beginning able to support ourselves, and it will

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PART XI.

NEW—GRIEVANCES OF THE
TREATIES ARE CARRIED
CATTLE FOR MILCH
QUESTION—GOVERNMENT,

ALBERT, 2nd Sept., 1864

to do so fully. We want what aid Government can give us. We have endeavored fulfil our part of the treaty. We know plan of Government to make us self-supporting is a right one; but we have not knowledge to carry it out. A few of us are stuck manfully to the tilling of the soil, but many have not done so. The seed sown to us has been put in the ground, and producing well, but the crops are still rotting, and until they are harvested we are at a loss. This is the view of all the chiefs; we want a little help in shape of provisions until harvesting is done. The cattle we got from Government all died; they were brought in from Montana, and we protested that they would not do. We saw the keepers of them on horseback. We did not want at the time to annoy the Governor, and we took these men. They were like the wild fowl, we shot them here, and then they disappeared; when tied in stables, choked themselves; some could not be fed, and to catch them was a fight, so wild were they. They do not take to the food, although the grass is good, and even barley and wheat fed to them in the sheaf had no effect upon them. In making the treaty, we expected to raise cattle from the six given to us, and we expect and hope Government will replace them. We have two oxen left, and these have been working all summer breaking up the land. It is impossible that we can get on with these two oxen, and we want some aid we can get it from Government; and if it can be done, not only myself, but all who want to live by the cultivation of the soil, will be pleased. We think what we ask is not unreasonable, and we hope it will be granted. Another thing we wish to mention is about the reserves. I pointed out where I wanted it, and it was said a surveyor would be sent to survey it. I told the Commissioners at the treaty that I had selected the spot I wanted. When the surveyor was sent out I could not get it laid out as I wanted it, and that has been troubling me since. I protested at the time, and the surveyor told me he was following out his instructions. I suggested that it would be better to postpone the survey until I had seen the Governor, and he postponed the survey. I saw the Governor, and he told me that as I wanted the lines laid out, they would be done. We wanted the three reserves to have a mile between them. There is a long distance between the reserves, and mine is in a part that is swampy and useless. We want it brought further south, so as to bring the reserves

nearer together, and prevent any large white settlements between them.

MISTAWASAS—the little child—attired in the red coat with gold lace trimming, and wearing the silver medal presented to the chiefs, then came forward and said: I will tell you, as we understood the treaty made with Governor Morris. We understood from him that he was coming into the country to help us to live, and we were told how we were to get a living, and we put ourselves at work at once to settle down. For every three families we were to get a plough and harrow; and one yoke of oxen was to go with each three families. We have been told since that it is not in the treaty. In insisting on the yoke of oxen for the three families, we were not told we were not to get them, and we thought we would have them. As to the cattle, we never expected them to be brought from the Montana quarter, when we were told we were to get milching cows. What was the use of these cattle being brought so far, when tame cattle could have been had as near as the Prince Albert settlement, or Red River. We expected that we would have had good cattle, but those brought were so poor that it was a mockery of the promises to give us cattle with little else than skin and bone. We had great difficulty in getting the cattle on to our reserves, and we had no provisions given us to support us while driving them home. We put them into stables and did what we could with them. We were told by Governor Laird that they were tame, but I saw the Governor cutting away round from them. It would have been better to have given us some buffalos. Government is too slow in helping the Indians if they are going to help us at all. The fall before last we saw Governor Laird, and wished him to give us more ample assistance in the way of farm implements and seeds. He said his powers were limited, but he would write to the Government, and let us know. To all these representations we received no answer. The country is getting so poor that it is for us either death by starvation, and such aid as will enable us to live. The buffalo was our only dependence before the transfer of the country, and this and other wild animals are disappearing, and we must farm to enable us to live. Now, we want to know how we are to live this following winter, what help we can depend upon from Government in the shape of food. We have not come here, except from necessity; but we want to know what quantity of food

we can depend upon for the winter. True, the Government have pacified the country, we have no longer wars with the Blackfeet, but the buffalo has been driven away. There is no longer war between the tribes; that has been stopped; but we are dependent now upon the Government for food. We are fond of money, but we are compelled to spend our annuity in getting food. This last winter we got a good deal of food from Government, and we are thankful for it. So far as we can see, the policy of the Government has been directed to its own advantage, and the Indians have not been considered so much. What we have mentioned, we would like the commissioner to consider, and we want a definite answer. When we are asked a question we answer yes or no, and we would like the Government to do the same. I am an old man now, and am at peace with every one; weak, and my dependence for support is centred on the Government. On the transfer of the country we were told that the Queen would do us all the good in the world, and that the Indians would see her bounty. With this message came presents of tobacco, and I took it at once; and I pray now that the bounty then promised may be extended to us.

KETAWAYO, was the next speaker. He said:—I understood the treaty in the same way that the others who have spoken understood it. When we asked for the yoke or oxen for each three families, although we were not told we should get them, we understood we would. If we had been told that we were not to get them, we would not have complained. It was the expectation of them that made us feel that we could live by breaking up ground. Every chief, we understood, was to get four oxen and six cows for himself; and we did not understand that they were to be used for the whole tribe. I think the aid from Government was very slow in coming. With a band of a hundred families it would be perfectly ridiculous that we could get on with four oxen. Every farmer, however poor, at Prince Albert has his yoke of oxen, and we have tried, and find that we cannot do with so few. We are new at this kind of work, but even white men cannot get on with so few oxen, and I agree with what has been said about the cattle. I was away when my tribe took them, or I would not have accepted them. We are not used to cattle, and when we were promised milk cows we expected they would be tame animals, that could be handled. We know why these Mon-

tana cattle were given us; because they are cheaper, and the Government, thinking of a simple people, thought we would not have asked to have them repaid. If we had got cattle of the country, and they had died, we would think it was our fault, and we would not have asked to have them repaid. We had plenty of hay, but the cattle were so poor that it did them no good. We promised pigs and sheep and chickens; the first being promised in the treaty. We got a copy of the treaty at the time it was made, but did not get one until the winter last. I know the pigs are mentioned in the treaty, but we are not yet in a position to support them, and we don't want them. The chickens and sheep we understood we would get. We got some flour and an ox, and we do not want to kill the ox, we want to keep him for work, in putting in the spring. It is a good ox, trained to work, and I advised the band not to kill him as he would be of more use to keep. I had been one of these wild Montana cattlemen would have killed him. I hear of buffalo on the plains, and I am going off to see if I get some food to pass the winter with. I would like to have some help in the shape of provisions in the meantime, and we would like to know what we can depend upon. The Hudson's Bay Company have given us, has kept them alive until now. Mr. Clarke always gives us something when we come to the prance of the Government are sent to us as simple face to instructors. They are all from below, and I am to have one, I would rather have one from the country, who understands the language, and with whom I could speak face to face, without an interpreter. There are enough of instructors sent up, and if more are needed, I hope half-breeds will be sent, as it will help them, too. There are a lot of half-breeds who want to take the assistance: but they were told that they could not come in, as they had white in their veins. Some of the families the half-breeds were in the treaty, and the men would like to come in. He hoped a favorable view would be taken of their requests. It is better that we should tell each other what we think. Hitherto everything we have asked been promised to be represented to the Government, but we have never got any answer, and we want now an answer. The Indians were promised in the treaty a horse and

given us; because they I have never got a horse, and I want
 Government, thinking
 thought we would. ANAKOUP again came forward, and said :
 have all died. If we want to mention a few things more that I
 country, and they had before. I object to white men being
 was our fault, and we as instructors, as I would prefer to
 to have them rep had men in the country who understood
 hay, but the cattle language. The men are here, and they
 them no good. We not be sent back. I am glad instructors
 sheep and chickens; it is a good plan, and will teach
 in the treaty. We want things we want to know; and if we
 at the time it was them following the instructions of the
 until the winter termment, we will do all we can to follow
 igs are mentioned in teaching. We are pleased with the
 not yet in a positiot of ammunition given to us, but we
 don't want them k it strange that we do not get gun caps.
 sheep we understood mentioned this to Major Walker, and he
 some flour and an he had no instructions on the subject.
 Walker, and an ox to have some flint-locks among us yet, and
 kill the ox, we want some flints. There are fishing lakes
 in putting in the ere I live, and we get some twine for nets,
 s a good ox, traine not enough for our purpose, and we
 the band not to killid like to get an extra supply. The
 more use to keep. s brought this year have been small ones,
 the wild Montana catt for our use. We want larger ones.
 m. I hear of buffal, councillor, named Petewaka, then came
 going off to see if ward; but it was getting late; we had to
 s the winter with, h Prince Arthur, a distance of forty-
 some help in the shaft miles by daylight this evening, and we
 antime, and we wis forced to leave. The statements of the
 pend upon. The s I have given, as taken down from the
 ent and the Hudarpreter, and I have no doubt those that
 given us, has kept were substantially the same. The disapp
 r. Clarke always gden of them all is the same. The disap
 we come to the rance of the buffalo has brought these
 vernment are some ple face to face with starvation, and they
 all from below, and food. They profess a willingness to
 could rather have rk, and as to some of them the profession
 understands the in honest one. The two chiefs, first men-
 I could speak faced, are already becoming, for Indians, ex
 preter. There are ive farmers. Their complaint of want
 sent up, and if n good faith in carrying out the treaties on
 f-breeds will be sel part of the Government, is a most serious
 n, too. There are. In some cases it is not justified, in
 want to take the tre here it rests upon too solid a foundation of
 and who would bath. The complaint that they expected a
 were told that ke of oxen for every three families, and
 they had white bleve not got them, involves no breach of
 of the families ty obligations on the part of the Govern
 in the tre ent. They have got all that was promised
 d like to com by the terms of the treaties. But it is
 orable view wo be feared that the Indian character was
 quests. It is t sufficiently taken into account in dealing
 each other what th them. That they asked for the oxen is
 ng we have asked doubted; that an emphatic understanding
 resentated to the Ghat they must not expect them, was not
 ver got any ans rived at, I fear is also too true; and with
 answer. The che Indian any request which he makes, and
 ty a horse and whic is not positively refused, he assumes

to be granted.* The request in this case cer
 tainly does not appear to have been an un
 reasonable one. If it was intended in good
 faith to give these oxen as working animals
 to break up land, with the view to the In
 dians becoming tillers of the soil, then cer
 tainly a yoke to every three families is not
 an exorbitant demand. That, however, was
 not in the treaty. What was in it, six milch
 cows to each band, seems to have been car
 ried out in the most disgraceful way. To
 fulfil it by sending in wild Montana cattle,
 was surely a mockery, and there was a tone
 of bitter irony in the chief's remark that
 they knew why these cattle had been sent to
 them, because they were cheap. It is an un
 fortunate impression to get among the In
 dians that the treaties are made simply as a
 means of getting peaceable possession of the
 country, and to be kept with the least regard
 to their welfare. It would be interesting to
 know who supplied these cattle, and whether
 the same American speculators, who have
 been making a rich harvest out of supplying
 the wants of the Government in the North
 west, had a hand in the matter.

And these Montana cattle are not the only
 case in which the poor Indians have been
 the sufferers by Government contractors.
 They were promised carts, good ones, iron
 bound, and a horse and wagon for each chief.
 I saw in the yards of the Hudson's Bay Com
 pany some of the carts and wagrons
 supplied, and which have been refused by
 those for whom they were intended. The
 carts are the poorest description of Red
 River carts, which have been used by
 freighters up to this point, and are really un
 fit for further use; while the waggons are
 literally falling to pieces. The Indians re
 fused to take them, and they were right.
 Whether the Government have paid for
 them is another question, but I am inclined

* Since this was written, I have received in
 formation which causes me to change my
 opinion. The treaty was made by the Honble.
 Mr. Morris, assisted by the Honble. Mr. Christie,
 a factor of the Hudson's Bay Company of
 twenty years' experience, and the Honble.
 James McKay, probably the most influential
 man in the Northwest in all matters relating
 to the Indians. A *verbatim* report of the ne
 gotiations was kept, and from this it appears
 that there was no room for misunderstanding
 on the part of the Indians. The extra cattle
 they asked for were positively refused, on the
 ground, among others, that several treaties
 had already been concluded with other tribes,
 and this would involve reopening them. It is
 to be regretted that Mr. Morris' recommenda
 tion, that the report of the negotiations should
 be published, was not acted upon by Mr. Mills.

to think it may be answered in the affirmative. So with the axes which have been obtained for them. They are here, miserably small ones, and have also been refused. It is in these matters that the Government have evidently been wrong, and have given the Indians the opportunity of accusing them of bad faith. Whatever may be said of the general policy in relation to the Indian question, and it is undoubtedly fraught with difficulties, there should be no question about the importance of a fulfilment of the obligations imposed by the treaties upon the Government, in such a manner as to remove all doubt in the minds of the Indians of their good faith. I believe Mr. Dewdney fully appreciates the importance of this view, but it is necessary that he should be armed with a large discretion. Much difficulty has arisen from the limited powers given to Governor Laird. From all I can hear he has performed the duties of his office faithfully and well, and he is certainly very popular. But his hands have been tied. Letters to the Department, while it had the misfortune to be under the charge of Mr. David Mills, remained unnoticed, until at last disheartened by this treatment he tendered his resignation. He was induced by Mr. Mackenzie to permit it to remain in abeyance for a time; but his treatment at the hands of a Minister of his own party, who succeeded him in the administration of the Department of the Interior, was anything but creditable. I hope Mr. Dewdney will have no grounds for similar complaint. If he is fit for the position, and I believe he is thoroughly fit for it, he should have at least discretion enough to enable him to meet cases of decided emergency.

I have referred to the manner in which contracts have been fulfilled, in relation to supplies for the Indians. I saw the evidence at Carlton that there is not much improvement in this respect. On the top of the hill leading down to the fort were six Red River carts, laden with agricultural implements. These, I learned, were for the Government, and were destined for Edmonton. They have been three months on the road from Winnipeg, are in charge of a single man, who complains that he is almost starved, his provisions having given out, and his animals—miserable ones at the start—are so utterly broken down that he can go no further. The implements, intended for use this fall, are due in Edmonton now, and yet here they are, after three months' trailing, only a little

more than half their journey. It is said for a contractor for transport has sub-let himself to persons evidently unequal to the responsibility. But whatever the cause, the fact is one which should challenge the closest enquiry, and give view to the prevention of the recurrence of such disasters in the future. It is hoped that the whole system of transport, soon be changed, a change which, as I should pose showing before this series of letters, brought to a close, may be brought about like a comparatively little expense, if the Government has the foresight to abandon the old and feathers which have left so lamentable a record of waste of time and money in connection with the development of the Northwest.

LETTER XII.

CARLTON TO PRINCE ALBERT—SETTLER'S AND SETTLER'S PROSPECTS—EPISCOPAL MISSION—THE TOWN OF GOSHEN—MILLS—HOW MONEY HAS BEEN EXPENDED—THE NORTHWEST—THE FARMER INSTRUCTED—THE INDIANS.

PRINCE ALBERT, 3rd Sept., 1871

We left Carlton at noon yesterday for a drive to this place, arriving about 10 o'clock, making, allowing for an hour's halt for dinner, the distance of forty-eight miles in six hours, the best time made by us since we start from Portage La Prairie. The coupes through which we drove was a really magnificent one, and for the last twenty miles we passed through a continuous settlement, seeing at least from seventy-five to a hundred fields of splendid wheat, which the settlers are busy harvesting. For about ten miles we drove through a regular forest of large spruce, the first timber we had seen since coming into the Northwest. It is quite like a Canadian forest, and in many contrast with other parts of the country. We stopped for dinner near the house of a settler, Mr. George Findlay, and as his experience is a type of that of settlers in the part of the Northwest generally, I cannot better than give it. Mr. Findlay is an intelligent man, thirty-one years of age, is a Scotchman, from the neighbourhood of Edinburgh, served his time as a butcher, and came to Canada about eleven years ago,

is that the number now will reach twelve hundred. It is, in fact, along the road one continuous settlement, and, for the first time, we drove for miles almost the whole way between fences. The great majority of the farmers are men who have come in without capital, and who are on the highway to fortune. The settlement is near the river, some of it extending to the river, so that there is an abundance of water. As we approach the village, we come upon the church of Bishop McLean, a large frame building, barn-like in its architecture, except for the small windows, and whitewashed. Near it is the church school, and a few yards further on, the episcopal residence, an unpretentious cottage. The Bishop himself was away from home. I saw him in Winnipeg, and he was expected up daily. He has been very successful in England in collecting for his proposed College, having raised about ten thousand pounds sterling, a sum of money which ought to be sufficient to accomplish a great deal. The Hudson's Bay post is about a mile eastward from the church, the barracks of a squad of mounted police being about half way between the two points: a large house, surrounded by a stockade fence. Orders have been given to lay out a town-plot on the Hudson's Bay Company's reserve, Mr. John Reid being entrusted with the survey. Already enquiries are being made for town lots, and there is little doubt that the town of Goshen, as I believe it is to be called, in honor of the Governor of the Company, will very soon be a large and prosperous one. It is beautifully situated, easy of access with the outside world by the river Saskatchewan, in the heart of an exceptionally fine agricultural district, and already the seat of whatever trade is done in the neighborhood. The Hudson's Bay Company are about erecting a flour mill, which will be in operation next season. About a mile from the Post is Captain Moore's saw and grist mill, which is doing a good business, and supplying an important want of the settlers. The logs which are sawn at the mill are got from the north side of the river, where there is an abundance of good timber. Capt. Moore, the proprietor, is a young gentleman who first came into the Northwest on a hunting excursion, and became seized with the idea that there was an opening for such a business as that which he is now carrying on. I was glad to hear that his enterprise and pluck are

being rewarded with success. In coming with this mill I heard an incident of the illustrates the manner in which North-west, expenditures were made by the late Administration. When Battleford was selected as the seat of Government, and why it was selected will always remain a profound mystery, and it was determined to erect Government buildings, Capt. Moore was to supply the lumber, laid down at Battleford for sixty dollars a thousand. He received the answer even to his offer; but instead of Government gave the supplying of the lumber to Mr. Sutherland, furnishing him with a mill which was taken to Edmonton, where the timber was obtained. The job, I have no doubt, was eminently profitable to the gentleman who was so fortunate as to obtain it, but the same cannot be said for the Government. The lumber which had been offered to be laid down at sixty dollars, cost two hundred dollars. Mr. Sutherland, if the statement I heard are accurate, and I have no reason to doubt them, has been a special favorite of the late Government, having received from them a grant, by order-in-council, of a hundred square miles of timber limits in the neighbourhood of Edmonton. The most serious objection here is that the order-in-council has been most properly cancelled by the present Ministry.

A number of the former instructors here preparing to go to their different posts serves from this point. They have a hard time of it coming up. The arrangements for their transport do not appear to have been so well made, though in a country where the means of transport are limited, it is difficult to avoid a portion blame for the blunders which have been committed. They were nineteen on the steamer Northcote coming from the Rapids, the steamer having been overloaded with their supplies, and the water being so low. It was intended at starting that they should go on to Carlton with the steamer, but was found to be impossible, it being considered unsafe to come further up the South Branch. The steamer was sent up that river instead of coming to Prince Albert, and the goods had to be carted a distance of eighteen miles. They are being classified this morning, under the superintendence of Mr. Palmer Clarke, Indian agent at this point, and will be forwarded by the Hudson's Bay Company to their points of destination. As a rule, farmers sent up are intelligent, active, and with the experience to fit them for the performance of the duties upon which they

with success. In coming. Mr. Lawrence Clarke, the man-
 all I heard an incident of the Hudson's Bay Company for this
 manner in which Norlet, is here, and will remain until the
 were made by the late Act and their supplies are safely started
 in Battleford was selected on their journeys.

ment, and why it was the Indians in this neighborhood, that is
 says remain a profound belonging to the reserve, are chiefly
 was determined to es, but there are a number of Sioux as
 buildings, Capt. Moore d, the latter making excellent farm la-
 mber, laid down at Battess. As we drove along, in all the wheat
 a thousand. He receid, the gathering and binding of the
 o his offer; but instead was being done by Sioux Indians and
 ve the supplying of thaws. They get a dollar a day, in trade,
 erland, furnishing him their labour, almost everything being, as
 s taken to Edmonton, w paid for in barter. The Sioux are a
 obtained. The job, I hach finer race than any others that we
 ily profitable to have seen. Just as we are prepar-

so fortunate as to obto to leave, two Sioux have come
 not be said for the Go from Sitting Bull's camp. They are tall,
 er which had been offal, letic looking fellows, and come nearer to
 lxy dollars, cost two hne poetic conception of the "Noble Red
 utherland, if the statean of the Plains" than any whom we have
 rate, and I have no reason. They carried with them the calumet,
 been a special favour pipe of peace, the bowl being beautifully
 ment, having received t from red pipe stone, and the stem, about
 order-in-council, of a teen inches long, being of flat wood about
 es of timber limits, o inches wide, ornamented by two rows of
 f Edmonton. The r, ass-headed tacks. They were evidently in
 order-in-council has e most friendly mood, coming up and
 cancelled by the p, aking hands, uttering their guttural "oogh"

the farmer instructo, e which is the equivalent for "the top of
 p go to their differ, rough this preliminary they squatted upon
 point. They have e ground and commenced to smoke, pas-
 ing up. The arrange, the pipe to and fro from one to the
 do not appear to have, her, and looking as serious as if they were
 in a country where mourning for all their wives' relations.
 mited, it is difficult to, they brought no confirmation of the story
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 They were nineteen he American troops and Sitting Bull; but
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 t having been over, greater quiet of the neighborhood of Prince
 and the water being, lbert, to the watchfulness and danger of
 starting that they e, rontier life.

with the steamer, but Our boat has just arrived from Carlton, and
 possible, it being cou, our traps and rations are being put on board.
 The further up than We start in a few minutes for our run down
 The steamer the Saskatchewan in an open boat. Four
 instead of coming, days, we expect, will take us to Cumberland
 and the goods had, House, on Lake Cumberland, from which
 ance of eighteen h, point my next letter will be dated.

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LETTER XIII.

THE RAILWAY QUESTION—THE LINE FROM
 THUNDER BAY—THE PRESENT RAILWAY
 CONNECTIONS—EFFECT OF MONOPOLIES—
 A SCANDALOUS RECORD OF RATES—EVIL
 EFFECTS UPON THE QUESTION OF SETTLE-
 MENT—CONDITION OF THE PEMBINA
 BRANCH.

ON THE SASKATCHEWAN,
 4th September, 1879.

There are two burning questions connect-
 ed with the early and proper development of
 Manitoba and the Northwest, which in their
 importance take precedence of everything
 else, namely, the regulations relating to the
 disposal of the land, and the opening up of
 the country by a judicious and well-devised
 system of railways. As I have completed my
 journey, going over the country through which
 the railway must pass, I stop for a moment in
 my description of my trip, to deal with the
 railway question as it has presented itself to
 me in presence of the country to be develop-
 ed. The first point to be considered is the
 line from Thunder Bay to the Red River,
 which is to be the means of ingress to and
 egress from the fertile belt; and
 the second the providing the means of cheap
 and speedy transport in the great wheat and
 cattle raising portion of the territory. The
 purchase of the country from the Hudson
 Bay Company was practically made in 1870,
 and it is certainly anything but creditable to
 Canada that nearly ten years should have
 elapsed without the means of communication
 through our own territory having been pro-
 vided.

Winnipeg has now a population of
 from eight to nine thousand people,
 and settlement extends almost uninterr-
 ruptedly for two hundred and fifty miles
 west of that city; and yet we are dependent
 upon American railways for access to the
 country, on which the rates for the carriage
 of freight are so exorbitant as to form a
 serious barrier to the growth and prosperity

of the country. It is important to point out the serious evil which this is by a statement of facts and figures.

The present railway system of Canada connects at Collingwood and Sarnia with lines of steamers on Lakes Huron and Superior which run to Thunder Bay, and thence to Duluth in the State of Minnesota. From Duluth the Northern Pacific railway runs to Bismarck on the Missouri River, and is crossed at Glyndon, about two hundred and fifty miles from Duluth, by the St. Paul and Pacific railway, which completes the connection with British territory at Emerson, whence the railway is continued, at present in a very incomplete state, to St. Boniface, opposite Winnipeg, which place the American railway is also connected by a line of steamers on Red River, which, having been purchased by the railway company on very cheap terms, they naturally send nearly all their traffic by means of this St. Paul and Pacific Railway, which was completed to Emerson last fall, an all-rail connection is formed from Sarnia, through Chicago and St. Paul to Winnipeg.

The distance from Duluth to Winnipeg is about four hundred and eighty miles, which is about twenty to thirty miles longer than the distance will be from Thunder Bay to Winnipeg when the latter line is completed. The St. Paul & Pacific and the Northern Pacific Railways have entered into agreements by which the former fix the rates from Duluth to Emerson, which are the same as from St. Paul to Emerson. It is understood that the Northern Pacific would be prepared to materially modify their existing rates, but they cannot do so. To shew how disastrous this monopoly on the part of the St. Paul & Pacific Railway is, figures will speak more eloquently than words. Goods from England imported direct into Winnipeg are carried at through rates, and during the present season the rate has been \$2.70 per one hundred pounds. The division of this rate has been as follows:—From London or Liverpool through New York or Chicago to St. Paul, \$1.20 per one hundred pounds, the distance being three thousand miles of water from Liverpool to New York, and about thirteen hundred miles of railway from New York to St. Paul, making a total of four thousand three hundred miles; and from St. Paul to Winnipeg, a distance of about four hundred and eighty miles of railway, the charge is \$1.50 per hundred pounds. In other words, the charge for four thousand three hundred

miles of water and land carriage, in fact, from the cost of transfer in New York, is \$1.20 much, thirty cents less than the charge of land carriage by the St. Paul and Pacific of the latter Company, it may be stated that the proportion of the \$1.20 charged by Chicago and St. Paul, a distance of about one hundred and ten miles, is thirty cents by hundred pounds or only one-fifth a date the charge made by the St. Paul & Pacific for its proportion of the through rate, the distance being only about seventy miles to show put the matter in all its glaring oppressive is then the fact that the through rate is useful up as follows:—

Liverpool via New York to Chicago, 3,000 miles.....	its own
Chicago to St. Paul, 420 miles.....	c. The
St. Paul to Winnipeg, 410 miles.....	rock on t
Total.....	as to V

But it is not only from England that monstrous rates are charged. The rates on goods from places in Canada are made up on a similar basis. Thus from Montreal they are to Winnipeg the all rail rates via Chicago the rate or St. Paul are \$2.10 per hundred pounds and via Sarnia and Duluth, \$1.90. By twelve hundred and fifty miles, the rate from Duluth to Winnipeg, a distance of four hundred and eighty miles, \$1.50, or two and a half times as much, for but little more than one-third the distance; or to take it in another way, the charge made by the St. Paul & Pacific, is proportionately about eight times as much as the charge made by the lines of railway between Montreal and Thunder Bay to Winnipeg.

By way of Sarnia and Duluth the same oppressive charges are made. From Montreal to Winnipeg via Duluth, the rate is \$1.90 per hundred pounds, of which the proportion from Montreal via Sarnia to Duluth, is forty cents per hundred, the distance being from Montreal to Sarnia five hundred miles of railway, and from Sarnia to Duluth about one thousand miles by water, making a total of one thousand five hundred miles, whilst the charge from Duluth to Winnipeg, a distance of four hundred and eighty miles, is, under the division of the St. Paul & Pacific monopoly, again \$1.50, making the total charge \$1.90, which is the cheapest rate from Montreal to Winnipeg, which ordinary goods can be taken under present circumstances from Montreal to Winnipeg. From Quebec the rates at the present

and land carriage, inclusive, from Toronto somewhat less, but not less than the charge of such rates as these, from the English and United and eighty inland markets, from which the North-western exorbitant are the rates oppressive. They are an incubus upon it, may be stated that weight upon the trade of a new and Paul, a distance of about thirty miles, is thirty cents by settlers, and in fact of necessity by the St. Paul & Pac who would desire to become residents of the through rate country.

about seventy miles to show how such rates of carriage must affect the country, it is useful to contrast the rates charged by the Northern Pacific when acting in its own judgment, and not controlled by its monopolising ally, the St. Paul & Pacific. The distance from Duluth to Bismarck on the Missouri River is about the same as to Winnipeg, and the rate of freight from England that ordinary goods brought by water from Canada are made up very little more than one-fourth of the rail rates via Chicago the rate from Bismarck to Fort Benton is 10 per hundred pounds on the Missouri River, a distance of Duluth, \$1.90. By twelve hundred miles, is ninety cents per hundred pounds, making the through rate to St. Paul, a distance of fifty miles, the rate to Duluth to Benton, about seventeen cents, and from St. Paul, a distance of four hundred miles, is thirty cents less than five hundred miles, to Winnipeg.

for but little more. These figures speak for themselves. They distance; or to be samples of a grinding monopoly which charge made by the most disastrous to the country, and point out the terrible significance to the vital importance of completing the line from Thunder Bay to Winnipeg at the earliest possible moment. Why that line, on which such vast and growing interests are dependent, has not been allowed to drag in its construction, is lamentably, is almost impossible to understand. Worked as that line must be, by the government, so as to develop the resources of the country, of which it will be the outlet, what will be the result? The distance from Duluth to Thunder Bay to Winnipeg will be between one hundred and fifty and four hundred miles, making a total of sixty miles. Applying the rates charged by the Grand Trunk, on its traffic to Duluth, between Montreal and Sarnia, the rate should not exceed, if it reaches thirty cents per hundred pounds. The through rate then from Montreal to Winnipeg, via Sarnia and Thunder Bay, will be from sixty-five to seventy cents per hundred pounds as against the present rate of \$1.90, or a saving of sixty

per cent on the present rates. At such reduced rates the country will thrive. The saving of outlay to merchants will at once stimulate trade, and settlers can either bring with them or buy at Winnipeg the supplies they require at fair and reasonable prices, which at present they cannot do. As regards lumber, a most important supply, the Thunder Bay line will prove of immense importance. At present the price of common lumber in Winnipeg is from twenty to twenty-two dollars per thousand feet, and the cost of transporting it from there, except along the Red and Assiniboine rivers, is prohibitory. As soon as the Thunder Bay line is running to Rat Portage, where inexhaustible supplies of timber exist, and where saw mills are now in course of erection, the price of lumber ought very materially to be reduced. The Government ought at once to attend to this very important matter and have arrangements made for the prompt and cheap transportation of lumber, the moment the railway is in a condition to transport it from Rat Portage.

At present the question of the transport of the productions of Manitoba to the eastward has not become very pressing, but that matter is imminent and will rapidly become most urgent. So far, the rush of new settlers has absorbed the great bulk of the products of the country both for purposes of food and seed. Up to last year flour was imported into Winnipeg from the States; now all articles of food are provided in the country, and no one can have travelled for nearly six hundred miles through the fertile belt, as I have done during the last two weeks, and seen field after field of splendid wheat, averaging twenty-five bushels to the acre, and rapidly falling under the latest pattern of Ontario manufacturers' best reaping machines, without being satisfied that the day is actually at hand when an outlet must be found for the products of that vast and most productive region.

Indeed, already the question is very urgently demanding an answer. Wheat buyers are to-day in Winnipeg making arrangements for the purchase of the surplus products of the country. Stores for the handling of grain already exist in Winnipeg. I saw one a fortnight ago, at Portage La Prairie on the Assiniboine; one is in progress of construction at the boundary, near Emerson, to hold seventy thousand bushels; another is building at West Lynn, and, in fact, all that is wanted to start a considerable export trade in cereals is cheap and easy means of transport.

Now, the charge for carrying wheat from the boundary to Duluth is hoped to be as low as twenty cents a bushel, but it is quite likely to be more. It was higher than that last year. The boats on the Red River, owned by the St. Paul and Pacific monopoly, charge exorbitant rates, and the railway built by the Government, and which has been wrongly leased to a party of speculators, instead of being worked for the development of the country, proposes to charge for less than seventy miles, one-half the charge (or ten cents a bushel) made from the boundary to Duluth. This is following the monopolising tactics of the St. Paul & Pacific with a vengeance. With the line in operation from the Red River to Thunder Bay—with proper elevators there—and lines of propellers passing through the then enlarged Welland Canal, it is safe to anticipate, if the railway is properly worked by the Government for the purpose of developing the country, that the cost of transporting grain from the Red River to Montreal will not exceed twenty cents a bushel, and might by proper arrangements be done for fifteen cents a bushel, a figure which I have no doubt whatever myself will speedily be reached.

What a change will then be brought about! Goods from Quebec, Montreal and Toronto landed in Winnipeg for seventy cents hundred pounds instead of \$190; and wheat, the great export of the country, taken from the Red River to Montreal for fifteen cents a bushel instead of fifty cents or more, as at present. It will mean a revolution in trade. It will affect both the merchants and manufacturers of old Canada, and the people of the new country, benefiting both in an equal degree. The importance, therefore, of completing the railway from Emerson to Thunder Bay is incalculable. Every day's delay is disastrous. A very large part of the cost of this line has been already expended. The interest upon that outlay is being paid yearly. No benefit is at present being indirectly derived. Let the contractors have no peace till their work is completed. If they are not diligently prosecuting their contracts, let the work be taken out of their hands and energetically pushed to completion. Wherever trestle work or other expedient can be used to temporarily bridge over heavy pieces of work, use that process. In short, let the earliest possible completion of the line be one of the most earnest and practical parts of the

policy of the Government. It is the policy of common sense.

The line from St. Boniface to Emerson, in a very poor state and is being wrecked. Its ballasting should be completed if serious future mischief is averted. Proper rolling stock, now quite adequate, should be supplied, as well as other appliances needed for the proper working of a railway; and it should be placed in the hands of a competent staff, not allowed to be controlled by speculators or those who would like to make it an adjunct of American monopolisers, whose object instead of using it for the development of the country, would be to divert the railway from Canadian to American channels.

LETTER XIV.

RAILWAY EXTENSION IN THE NORTHWEST—QUESTION OF ROUTE—HOW THE ROCKY MOUNTAINS SHOULD BE BUILT AND WORKED—THE AMERICAN SYSTEM OF WESTERN RAILWAYS—POLICY OF THE CANADIAN POLICY—A SYSTEM OF WASTE OF TIME AND MONEY.

ON THE SASKATCHEWAN, 5th September, 1879.

Having in my last letter dealt with the question of the railway between Red River and Lake Superior, I propose now to deal with the proper course to be pursued in providing a railway system west of Red River, the means most conducive to the speedy settlement and development of the country. It is not necessary to dwell upon the character of the country to be developed; that has already been established in previous letters. In the first place, it is a matter of the greatest importance that the idea of placing the railway north of Lake Manitoba has been happily exploded. Through that country, as far at least as Fort Pelly, the land is almost incapable of useful cultivation. It is reported to be mainly a vast morass through which it is nearly impossible to keep up the telegraph line, the wires being almost permanently down, and the transmission of messages therefore most regularly irregular. On the other hand, south of Lake Manitoba, the country is full of settlers, with a very large extent of ground already under cultivation, and with more land, to a large

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CHAPTER XIV.

IN THE NORTHWEST—THE ROUTE—HOW THE ROUTE WAS WORKED—THE AMERICAN WESTERN RAILWAYS—INDIAN POLICY—A SYSTEM AND MONEY.
SASKATCHEWAN, 18th September, 1879.

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r and the Assiniboine, as well as south of
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s are rapidly pouring in, so that, in fact,
s practically no exaggeration to say that
driving from Winnipeg to the junction of
Qu'Appelle River with the Assiniboine, a
lance of two hundred and fifty miles west-
rd, you are never completely out of sight
land under actual cultivation or settle-
nt. That, of course, is the country to put
railway through to accommodate a large
isting population, and to develop and set-
a country capable of supporting
pply, an enormous extent of emigration.
eu beyond the Qu'Appelle there are con-
siderable settlements on the South Branch of
e Saskatchewan, at least two hundred fam-
es already farming successfully in the Prince
bert settlement, and even beyond that set-
s round Edmonton, near the base of the
Rocky Mountains.

The question of the general direction of
e railway being settled, the vital one now
as to the best and speediest plan for its
nstruction. Fortunately, one hundred
dles, ward of Winnipeg, are already
nder contract to a practical experi-
nced contractor, who, if properly en-
ouraged, ought to have the line
t to run trains upon by the time the harvest
f 1880 is gathered in. For the whole dis-
nce of one hundred miles, the country is
avel, involving no engineering difficulties,
nd presenting facilities for the most
apid railway construction. It will
ass through the most fertile and
est settled part of Manitoba, and
will provide railway accommodation to the
western limits of the Province. After leav-
ing Manitoba the country becomes more
rolling, and is interspersed with numerous
lakes and ponds. The earthworks will in
consequence be somewhat heavier, but offer-
ing no difficulties in construction. From
the end of the present contract the line may
be extended due west to the Little Saskat-
chewan river, which can be crossed with the
greatest ease and at comparatively small
cost. The valley is wide, but the river not
over one hundred feet wide. The river floods
its banks, but probably two spans of one hun-
dred feet for the bridge proper will be ample.
There are easy depressions leading in and out
of the valley which will greatly facilitate and
cheapen the cost of bridging it. And the
difficulties of construction which have been

conjured up at this point are purely imagin-
ary. It is an important fact that in
crossing the valley none of the
piers of the bridge will require to be founded
in water. They can all be put in on dry land
and in good foundations. It would be wise
to approach the bridge on both sides by short
pieces of trestle work, which can be cheaply
filled in afterwards by train, when ample ex-
perience has been obtained of the water ways
necessary to carry off the freshet floods.

After leaving the Little Saskatchewan the
country is again rolling with numerous small
lakes, but very easy for the construction of a
railway. The course of line westward after
leaving the Little Saskatchewan may take
one or two directions. A very judicious line
would be to continue westward to strike the
Assiniboine, the valley of which, about three-
fourths of a mile wide, can be reached by an
easy descent, neither difficult or cost-
ly to construct. It would accom-
modate a large and rapidly set-
tling country both to the north and south
of it, and would be extremely important in
connection with Indian questions on the
Qu'Appelle, and points west and south of the
fort there. The river Assiniboine is less
than two hundred feet wide, and it does not
flood its banks. The valley is one of the
most picturesque in the northern part of this
continent. By crossing the river, by a bridge
of one span, for which neither pier would be
founded in water, below Bird Tail Creek, the
line could be carried to Fort Ellice, which is
distant about two hundred and fifty miles
from Winnipeg, and which point at present
is the limit of settlement, except at Prince
Albert and Edmonton.

On this line, from Winnipeg to Fort
Ellice, there are only two rivers to cross—
the Little Saskatchewan and the Assiniboine
and both by small and inexpensive struc-
tures. In fact, the entire distance of two
hundred and fifty miles offers remarkable
facilities for the cheap and speedy construc-
tion of a railway, which can, by judicious
arrangements, be in full operation within
three years from this date, at a cost of about
three millions of dollars. That expenditure,
producing such a line of railway, would cost
Canada in annual interest, less than
one hundred and fifty thousand dollars
a year, and would almost directly yield a
revenue of at least that amount by filling up
the country with a thriving and industrious
population.

From Fort Ellice, a line of easy construc-
tion, crossing the Qu'Appelle river by a

cheaply built bridge of one span, can be carried north of the Touchwood Hills, through a fine agricultural rolling country, capable of great development. It would meet with no river or creek of any size till it struck the south branch of the Saskatchewan, which should be crossed westward and south of the junction of that river with the main branch of the Saskatchewan, which should again be crossed somewhere in the vicinity of Prince Albert, where a large and rapidly growing settlement is already formed. The country on the north side of the Saskatchewan River, from its exit into Lake Winnipeg till the neighborhood of Prince Albert is reached, is not generally available for agricultural purposes. By crossing near Prince Albert, and then running northwest, it would strike, about seventy miles north of Carlton, a belt of heavily timbered country, containing enormous quantities of pine, spruce, tamarac, and other varieties of timber, which would prove of immense importance to the country traversed by the railway in its course from the East. Such a line would also be in the direction of the Peace River country, which is believed to be one of the very finest agricultural districts in the Northwest.

An alternative line has been suggested, after crossing the Little Saskatchewan, to run north of Fort Ellice, crossing the Assiniboine higher up, but having first to cross the considerable valleys of the Bird Tail and Snake Brook creeks, and then running into the line already described to cross the two branches of the Saskatchewan. Such a line has arguments in its favor, but it is believed that the line to Fort Ellice presents, on the whole, the balance of advantages. The principle should be to lay out a main line to pass through the districts which have already become the pioneer settlements of the country, and which are the nuclei of constantly widening and extending areas of population and development. Fresh districts, to be accommodated by the rivers which are crossed by the railway, and which are capable in some instances of extensive navigation, will also be developed, and hereafter no doubt the railway system will require extension by cheaply constructed branch lines, judiciously located, to meet the necessities of the population and to swell the traffic upon the main arterial line of railway. The crossings of the two branches of the Saskatchewan are neither of them formidable works. The banks on the South branch are the highest, but can easily be

overcome by natural depressions in heights; whilst the main river in the of Prince Albert has low banks affording facilities for the construction of a

Having now given an outline of the general course of a line to give the aid to the speedy development of the country, the question of the best mode of ing the line is of the most vital importance. And here advantage ought to be taken of the practical experience which has been afforded us by the operations of the American in the marvellous development of their territories. They have peopled their ritories by rapidly building cheap colortion railways, sufficient at the start for work they had to do, and which have gradually strengthened and improved necessity for it became demonstrated.

Upwards of twenty years ago I over many parts of Wisconsin and Illinois in which railways were then in course of construction. At that time the highest on the Mississippi river, reached by way was Prairie du Chien. The then running were very built and had but little traffic upon them have been over them several times since, have marvelled at their rapid extension, their physical improvement as demanded the increased work they have to do. In than twenty years they have crossed by several lines the State of Wisconsin, have reached up the Mississippi river to Minneapolis, stretched out their arms to the northern western limits of the State of Minnesota have crossed the territory of Dakota to Missouri river, and are now being rapidly tended a further two hundred miles to the low Stone river, as a portion of the Northern Pacific Railway. They have had the same of work to do in building these lines that before us in the development of our territory in the North West. They have gone about their work on common sense principles; they have incurred no great outlays in comparatively abortive engineering preliminary explorations; they have put their cheap railways through their fertile belts of country, and the rapid march of settlement on the pathways thus laid out has repaid the country a hundred fold already.

*On the Chicago and Northwestern Railway, which has been running for ten years several heavy pieces of trestle work, which now being gradually filled in with earth, under the Thunder Bay system the railway would have remained useless until the permanent works had been completed.

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natural depressions in the main river in the west, and what are the results? A contrary principle of action has been adopted by Canada, and what are the results? years ago elaborate engineering surveys were made in connection with the rail- construction of a line system west of Lake Superior, and their ingaugerated in connection with the rail- given an outline of a line to give the great has already reached between three and development of the ar millions of dollars, with practically very of the best mode of little to show for it. Large parties were set the most vital import work in the district between Thunder Bay tage ought to be taken Red River, and for the expense incurred experience which has been very crag and every hollow ought to have operations of the American thoroughly examined and elabor- development of their rely reported on. Contracts based on they have peopled those expensive information thus de- building cheap colod were let, and it was officially cient at the start for eared that so carefully had the plans been do, and which have eared, and the details of work so accu- ened and improved astely ascertained, that the cost could be ame demonstrated. ostively determined, and that the line ty years ago I travould be finished for an outlay vastly less Wisconsin and Illhan any railway, in a rather difficult country, were then in course of and over yet been constructed for. At the time the highest and of the six years not a mile of the rail- river, reached by a way is available for traffic purposes, and so du Chien. The absurd have proved the engineering calcula- tions, arrived at after such extravagant cost, were very che that it is now stated the cost will be double tle traffic upon them, at least what was at first supposed and offi- several times since, cially announced, and that three years' more their rapid extension, time must elapse before the line can be in crement as demanded operation!

they have to do. In operation! Again, nearly six years ago, the line of 70 y have crossed by sev miles from Winnipeg to Emerson, through Wisconsin, have reac country which is practically a dead er to Minneapolis, in level the whole way, was commenced. ns to the north-west. It is not yet completed, and is practi- State of Minnesota. cally so far useless. What its cost will tory of Dakota tot prove to be no one yet knows. All these now being rapidly works were let on what is known as the hundred miles to the Y schedule of prices system, and their cost ortion of the North will never be entirely known until they are fully completed and paid for.

ing these lines that evelopment of our o It is quite safe, however, to say, with the h West. They ha official information already furnished, that work on comm the line of railway from Thunder Bay to ve incurred no gra Emerson will not be in full operation for uly abortive engine three years yet, and that the cost of that tions; they have p line, with the outlay for engineering ex- through their ferti plorations up to the same time, judged by past experience, will reach a total of not far p rapid march of se short of \$30,000,000. And it is equally safe p thus laid out ha say that if the American system of build- dred fold already. ing these railways had been adopted—if the object had been to secure an entrance into

Northwestern Rail- the country, and a colonization railway ning for ten years through it, at the cheapest possible restle work, which first cost and in the shortest possible space of those ten years, at time — that an expenditure of the same system the railway amount would have completed for practical

use, by the end of next year at the latest, a useful line of railway from Thunder Bay to the Red River, and its continuation to a point not far distant from the base of the Rocky Mountains. Mountains of rock and valleys of morass would not have been sought out as the most available method of expend- ing the largest possible amounts of public money; but a useful line of railway would have been in operation for upwards of a thousand miles west of Lake Superior, filling in as it went along a splendid agricultural country, west of the Red River, with a thriving happy population.

The time has come when a system so costly and so dilatory in its execution must be abandoned. Canada cannot afford so luxurious a method of peopling its fertile territory. Practical common sense must take the place of so-called elaborate scientific theory. The American plan of fixing on certain objective points and letting the work between them at so much per mile must be adopted. In the spring of this year two hundred miles of railway without rolling stock was let between the Missouri and Yellow Stone Rivers for \$7,500 a mile, and will be finished in less than eighteen months from the time the contract was let. The information obtained by the engineers so far, whatever it may be, must be put into a practical shape for public use. Reasonable, and proper specifications and contracts must be prepared and published. And then tenders should be asked for at a rate per mile to include everything necessary to enable trains to run. Experienced contractors with such information before them, by going over the country, can make safe estimates of the cost at which they will undertake to do the work. Then a practical engineer, who has been accustomed to such work, appointed to see to the proper execution of the work, can lay out and define the line as the work progresses, meeting difficulties that may arise, and producing a good useful line of railway, fit for the work it will have to do, and capable of being strengthened and improved, as the necessity therefor becomes apparent.

On such a system the needed colonization railways can be cheaply and speedily constructed. On the old Thunder Bay system they cannot. It rests with the Government of the country, who have the great duty of laying the foundations of an Empire in their hands, to shape out a wise policy in these matters, to shake off the costly trammels of the past, and to strike out a railway policy

which will speedily people these vast and magnificent districts. And when this line of railway is in operation, it must be worked cheaply as a Government line—rates fixed so as the most speedily to develop the resources of the country—and above all to avoid letting the railway get into the hands of speculators, or of people who will attempt to carry out a second edition of the St. Paul & Pacific Railway monopoly.

LETTER XV.

ON THE SASKATCHEWAN IN A YORK BOAT—STUCK IN THE RAPIDS—FORT LACORNE—AN INDIAN TRADE—DRIFTING AT NIGHT—TRAILING UP THE BIGSTONE.

FORT CUMBERLAND,
September 8, 1879.

We left Prince Albert on the 3rd, the date of my last letter, about one o'clock, and had our first experience in a York boat on the Saskatchewan. It was a fine day, with a favoring wind, and after some little difficulty in getting over a sand bar at starting, we hoisted sail, and went along swimmingly for about an hour, when the wind fell, and the men were forced to rely upon the oars. Another hour, and we were pulled in shore, the mast taken down and lashed to the outside of the boat. "What is that for, Johnny?" we enquired of Johnny Brass, whom we have taken along with us, a piece of foresight upon which we have since had hourly reason to congratulate ourselves. "They are coming near the rapids, sir, and they can't manage the boat so well with the mast up," was the reply. The rapids proved to be the first of a series which at this point in the river extend for about ten miles at intervals, ending with the Cole's Falls. As we entered them, the scene was very exciting. The crew shouted to one another, the word "Sokkan," pronounced being the prominent ejaculation, and as the boat emerged from the rapid, they yelled with apparent delight, and then went on talking and laughing and joking, always in the high falsetto key which is the characteristic of their race. At about six o'clock, very early as it seemed to us, they pulled in shore for camp; but it was explained that just below, the river was narrow and

the rapids swifter, and it was not considered safe to go on as the darkness was approaching. We had reason afterwards to regret our stars at the caution of the crew.

A hearty supper, and a good night's rest, the first without tent coverings, prepared for the journey onward, and after a tea and a biscuit, we made our second start. We passed through a small rapid, then came to Cole's Falls, which, as Selwyn describes them, are "over large beds of limestone, gneiss and granite." The men set themselves to their oars, the shouting commenced. "Sokkan," "Sokkan," shouted the steersman; "Sokkan," "Sokkan," repeated in fiercer tones our stroke oar. The men bent to their work with all their might; when, suddenly, we found ourselves in the roughest part of the rapid, fast upon the rocks. For a moment there was perfect stillness, each looking at the other and seeing there the imminent realization of danger. Then the boom of tongues began. From the position of the boat it was evident that the bow was over the rocks, as it was much lower in the water, but the grip which had been taken was firm one, as all efforts to release it seemed unavailing. Presently some of the men began to tear up some of the sheeting in the boat, with the intention, as it appeared, of seeing whether she was making water, an operation not reassuring; but the inspection was satisfactory in this, that it showed that whatever danger was in store for us, the boat had not yet been injured by the blow. Their men seemed utterly helpless for some moments, and moments on a rock in the violent rapid, at least a hundred yards from the nearest shore, count for minutes at other time. Finally, our steersman roused himself to effort, the noise ceased, and the men obeyed his directions; he was evidently trying to turn the boat, and his success promised another danger, that of going broadside and striking, when the chance would be in favor of an upset. By dint of great effort he succeeded in lifting the boat from her position; the men were at their oars in an instant. "Sokkan," "sokkan," they all appeared to shout together; we were broadside to the current, but they succeeded in heading her down nearer the shore, and in a minute or two we were safely through, having been just twenty minutes in our unfortunate and dangerous plight.

Shortly after leaving the rapids it began to rain, and our tarpaulins were brought into requisition to prevent our getting very prettily drenched, and afterwards I

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at noon we reached La Corne, a post of
 Hudson's Bay Company, attached to
 Carlton. The banks of the river
 point are high and precipitous. This
 on their general character from Prince
 with exceptions here and there afford-
 y crossing for the railway if it should
 ight in this direction. As a rule, the
 on each side present the appearance of
 ments, jutting out, with large gulleys
 on them, in some cases so sharp as to
 ble the teeth of a saw. This condition
 ion caused by the combined action of
 and wind upon the sandy formation,
 ealling character of the ground being
 intermingled, at intervals, with a light-
 ay. The buildings at Fort La Corne
 the hill, and we had to clamber up the
 ry clay—rendered slippery by the rain
 morning—to reach them. Mr. Good-
 who has been some twenty years in
 mpany's service, is in charge of the post,
 om him we got a good deal of informa-
 about the district adjoining. La Corne
 ently miles from Prince Albert. There
 small settlement of half breeds in the im-
 mediate vicinity of the post, who are success-
 farming, and an English settlement is
 ng on the Carrot river, or as it is called
 s maps, the Root river, which is doing
 ckably well. The country between La
 and Pasquia hills, watered by the
 River, is said to be a very fine one, ad-
 ily fitted for farming purposes, and is
 ily attracting considerable attention on
 part of intending settlers. There is a
 ch of England mission here. A small
 ing on the opposite side of the river
 sed formerly as a mission church, but
 being removed about three miles further
 to the Indian reserve. The mission is
 in the charge of the Rev. Mr. Mackay, of
 Albert, who visits it about three times
 . But a native catechist is in constant
 ge of it, and keeps up the religious ser-
 ving dined with Mr. Goodfellow, we
 again on our journey. Presently we
 on the shore, the first we
 seen, and as we approached, espied an
 an, an Indian—but evidently not of
 blood—squatted beside it. Our men
 him and he replied. A
 took place, which resulted
 pulling ashore, and which,
 afterwards learned, was a negotiation
 trade of pemican for fish. The spot
 a very pretty one, a sloping, gravelly
 with a fringe of young poplars as

background. At the entrance to what, I
 suppose, was the old man's teepee, though it
 was not visible, two or three steps had been
 made, and a couple of short poles, with a
 cross bar above them, formed the gateway.
 Presently a squaw emerged from the woods
 and stood in the gate, ready to complete the
 trade. It consisted of a frying pan full of
 pemican, and one and a half full of flour for
 two large sturgeons. From what I have seen
 of these fish, I am bound to say that the In-
 dians on shore had the best of the bargain.
 However, if our men had the worst of it in
 this bargain, they had decidedly the best of
 it the following day, when, seeing the skele-
 ton of a teepee, they deliberately pulled
 ashore and appropriated some of the best of
 the poles. The afternoon turned out a very
 wet one. The rain came down in torrents,
 and we stopped for the night, with the con-
 viction that it was destined to be a miser-
 able one. We managed, however, by means
 of tent and sail and tarpaulins, to cover the
 boat over, and had, after all, a good night's
 sleep.

The next morning was a beautiful one,
 and we got on early start. Nothing of in-
 terest occurred all day. The river widened
 at times, being at points about as wide as the
 St. Lawrence, and the shores were generally
 from four to eight feet above the water, the
 land being a light clay, and evidently wash-
 ing away each year. Our object was to get
 through Tobin's rapids if possible that even-
 ing, as the indications caused us to believe
 we were nearing them. That this was im-
 possible, however, was soon apparent; and
 the man at the helm, unwilling to risk get-
 ting into them at night—an unwillingness
 in which, after our experience of Cole's
 Falls, we entirely shared, we camped at a
 little after six, in the almost immediate
 vicinity, as we supposed, of the rapids, deter-
 mined to make an early start, and by that
 means get into Cumberland House, if possi-
 ble, on Saturday night, or at the
 latest early on Sunday morning.
 The early start we did make,
 but we found that we had been sadly out in
 our calculations, and that we might have
 drifted during the night for fifteen or twenty
 miles without danger. The river for some
 miles above the rapids is full of islands.
 We had been passing through them the pre-
 vious afternoon, a fact which had somewhat
 deceived us in our calculation, and in the
 morning our experience was the same. It
 was near eleven o'clock when the rapids
 were reached, and we passed through them

almost unconscious of their presence. They are not, as rapids, very serious to encounter.

We had just got through them when we found ourselves stuck fast on a sand bar. It seemed to stretch all the way across the river, and the water immediately around us was not, in places, much more than six inches deep. It was a case of practical portaging, and the men went at it with apparent pleasure, if one could judge from their laughter. They all got out of the boat, four on each side, and literally jerked her over the bar, the operation taking half an hour to perform. For some time the water was very shallow, and there were indications of a filling in process going on. Islands were very numerous, and snags and drift timber prevailed. As we approached the point where the Sturgeon river falls into the Saskatchewan, we appeared to be entering a cul-de-sac. The channel, if there was one, certainly appeared to be to the northward, but presently we veered towards the south, and entered what seemed a wash out from some great freshet. The stream was full of fallen trees, the brush on each side extending out into the water; the channel was narrow and it seemed impossible that the great body of water through which we had been passing, could find its outlet by this place. Our faith in our helmsman for a moment almost wavered; but he seemed confident, and remembering that "you must not speak to the man at the wheel," we submitted. How the steamer ever gets through this place is a marvel, but it does get through, as it is the only way open to it. We hauled up for supper, and then Johnny Brass informed us we were going to drift through the night so as to get to Cumberland early in the morning. We did drift. In the middle of the night my companion de voyage was wakened by heavy snoring. He looked up, and found every soul on board fast asleep, including the steersman who was lying with his head almost out of the boat, and from whom the snoring had come. It was drifting with a vengeance.

Sunday morning broke upon us with a clear, cloudless sky, giving promise, which was happily realized, of a beautiful day. We expected to get to Cumberland House by about ten o'clock, but we were sadly disappointed. As we went on, the character of timber began to change, being larger, and including, in addition to spruce and poplar, some good trees of elm. Presently the men, during one of their intervals of rest, for they

row and drift about twenty minutes alternately, washed their faces and began to fix themselves up. "What are they doing that for?" we asked. "They are getting ready to go into Cumberland," said Johnny Brass. But we were a long way off yet as it turned out. The same character of islands prevails in the river; one near the confluence of the Bigstone and Saskatchewan, being an almost perfect resemblance to St. Helen's Island. At last, at four o'clock in the afternoon, we reached the mouth of the Bigstone, and turned up for an hour's pull, as we supposed, to our destination. The current was very strong, the stream running like a mill race. The boat was kept well in shore, and presently ran aground. The men jumped into the water, and pushed her over, but it soon became evident that to row her up would be a desperate task. It was resolved to trail her. Ropes were fixed to her bow, six of the men went ashore, one of them armed with an axe, three, including the steersman, remaining on board, two in front, one with an axe to clear away obstructions. The brush work was thick up to the very edge of the water, and all along trees and brush had fallen in. It was through this that the trailing had to be done. The man on shore with the axe felled trees which presented otherwise insuperable difficulties; the man in the bow did the same with the branches which obstructed our passage. It was a slow process, and to add to our comfort, the mosquitoes came out in great numbers. Finally the darkness made it impossible to get on, and we had to camp for the night, taking our evening meal in the dark, or with such light as the camp fire on shore reflected. In the morning we had a couple of hours more trailing before we reached the lake. We had from this point a river of about three miles long, formed by a narrow strip of land which separated us from the lake, which the men rowed up, and we reached Cumberland House at about ten o'clock, being nearly five days from Prince Albert. All along the river we had noticed an almost entire absence of game, or of birds of any kind. We saw a black bear, half a dozen ducks, some few yellowlegs, and a wild goose; not much, you will say, to see in a five days' journey on the Saskatchewan. Pembina berries, however, were very plentiful, and the men, at each stoppage, seemed to enjoy them, stopping even in their trailing up the Bigstone to have a feast. They are high bush cranberries, resemble the ordinary cranberry in taste, and make a most excellent jelly. We

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did not take to them, however, having some doubts of the wisdom of eating sour berries on such a trip; and, until we had learned more about them, not much relishing even their flavour.

LETTER XVI.

THE STEAMER NORTHCOTE—COMPLAINTS OF THE INDIANS—DAMAGED SUPPLIES—ARRIVAL OF THE MACKENZIE RIVER FURS—A MODERN RIP VAN WINKLE—YORK BOAT TRANSPORTATION—THE INDIAN MISSIONS.

THE PAS, 9th September, 1879.

In nearing the Cumberland House, from which my last letter was dated, we saw the funnels of the steamer Northcote, which had left the south branch ten days before. We had no expectation of overtaking her, and much as we had enjoyed our five days of life in a York boat, I must confess that we were glad of the accident which had detained her. Upon enquiry we found that she had remained here for the boats bringing furs from the Mackenzie River, which had been expected daily since her arrival. They were expected that day without fail, and we had the prospect therefore of making the balance of our journey by steamer, instead of, as we anticipated, by open boat. The steamer, the property of the Hudson's Bay Company, and until this year employed exclusively in its service, is one of the best river boats afloat. The Skipper, Captain John Griggs, who has had experience on the Mississippi, the Missouri and the Red Rivers, bears this testimony in her favour. She draws, when light, only eighteen inches of water, and when loaded about a foot more; and her usual cargo is about one hundred and fifty tons. On her last trip up, she carried two hundred and four tons, too much for the condition in which the water was at the time, and, as a consequence, experienced great difficulty on the river, being compelled, as I have already stated, to land her cargo at the south branch, instead of at Carlton as was intended.

Fort Cumberland is the prettiest place we have yet seen. It is situated on the Cumberland Lake, or as it is called in the railway map of the Northwest, the Pine Island lake. The buildings are substantial, and are separated from the lake by a picket fence neatly painted, giving it a very fine appearance.

We landed near the steamer, which had not been able to approach the regular wharf, in front of the fort, on account of the shoal water; and a walk through the woods of about a quarter of a mile brought us to the residence of Mr. Belanger, who has charge of the Company's interests in this district. On our way we passed a burying ground, which Mr. Belanger has, with a goodness of heart which does him credit, rescued from utter oblivion by putting a new stockade fence round it. It was used as the last resting place of servants of the Company and their families, and in some cases of Indians. Some of the graves have the mementos of affection in the form of memorial stones, the oldest that I saw, bearing the date of 1845. Mr. Belanger is a half brother of the late Lieutenant-Governor of Quebec, Mr. Luc Letellier de St. Just, and a cousin to the member for Hochelaga, Mr. Louis Beaubien. He was absent from home, having been compelled to leave for this place, one of the Company's posts on the Saskatchewan, to be present at the payment of the Indians, which took place on Monday. We were, however, hospitably entertained by Madame Belanger, and spent an exceedingly agreeable day. The Indians had been paid here on Friday, but many of them remained over, and when it was learned that the Land Commissioner of the Company was present, they begged an interview, in order that some grievances of which they complained might through him be reported to the Government. The chief, John Cochrane, and his councillors, having been granted an interview, expressed through an interpreter, in the usual formal manner, their pleasure at seeing Mr. Brydges, and their high opinion of him, and then proceeded to state the complaints they had to make. The Chief, however, was very ill, a victim evidently to that scourge of the Indians, consumption, and was unable to make a sustained statement, so that the interview very soon lapsed into a general conversation in which the translator, himself a treaty Indian, but marvellously like a son of the Emerald Isle, mixed up remarks and explanations of his own, with those of the chief and his councillors. They complain:—

1st. That the Reservation promised them has not yet been surveyed; and they wish, when it is surveyed, which they hope will be soon, that it may be on good land; the land about the lake, they say is, as a rule, low and swampy, and unfit for farming purposes. Some of them have settled round the Mission Church, on the other side of a little bay running in from the lake, and are doing

some farming. This land they want to have appropriated to them, when the survey is made, and the balance, to make up their Reservation, they wish to have selected in localities suited for farming. About eighty families altogether, are interested in the land about the mission.

2nd. They complain that the animals which were promised them at the time the treaty was made, viz. : a yoke of oxen, a bull and four cows, have not yet been supplied to them. For the last two years they have made hay in anticipation of these animals being given to them, and the hay, as well as their trouble, has been lost. These cattle, they say, have been promised them every year, but have not yet come to them. Mr. Mackay, the newly-appointed Indian agent, and whose appointment they have received with great satisfaction, as he speaks their language, has promised to represent this fact to the Government; but I am afraid that it will be impossible this year to get the cattle to them.

3rd. They want seed which was promised to them. They have had some potatoes for seed but not enough, and they require more.

4th. They have received the ploughs and harrows which were promised them, but as they have not had the oxen, they have been compelled to draw them themselves. This they do by attaching a rope to them, and then a dozen Indians passing the rope on their shoulders, pull the implement through the ground. Their shoulders, they complain, are almost bare with this kind of work, of the necessity for which they complain bitterly. They want a large number of hoes, having only received six in the five years since the treaty. Twenty more have come up this year, but they would be glad to have a larger number, as in the stony ground about the lake the hoe is a most useful implement.

5th. They complain that the supplies that have come up to them this year are in a bad condition. They have got wet in the transporting, and the tea and tobacco are to some extent blue-moulded with the water, while the flour was much injured, the bags broken, and the flour caked in some cases into lumps. The bags in which the flour was put up, they say, are altogether too thin, being simply strong factory cotton. They wish that it should be put in stronger bags.

These were their complaints. They mentioned that they would be very glad to have a farmer instructor, to teach them to cultivate successfully the land. The

fish in the Lake, which is their chief dependence for food, they say are becoming more scarce, and they realize that they must learn to depend upon the cultivation of the soil for a living. Mr. Brydges replied to them that while he did not in any way represent the Government, and had no authority to speak in its name, he would convey their representations to the Minister, and had no doubt that everything that could be done, would be done to improve their condition. He mentioned the appointment of an Indian Superintendent in the person of Mr. Dewdney, who would most likely visit Cumberland next year, a piece of information that seemed to please them greatly. They feel keenly that representations and complaints made by them in the past, have either never been forwarded to Ottawa, or if forwarded, have been treated with indifference. We examined the stores which they complained of, and certainly their complaints in this respect are well founded. The flour, particularly, was in a wretched condition. It had been transported to Grand Rapids in a schooner, and thence to Cumberland in an open boat, without even the precaution of a tarpaulin covering; and the bags were certainly very thin.

Just as the conference was over, news came that the boats for which the steamer had been waiting were in sight. The news caused quite a flutter of excitement; the Indian women and children gathered upon the wharf, and as the boats approached, and the crew landed, the hand shaking and mutual greeting became general. Among those who came by the boats was an old gentleman, a Mr. Taylor, who has been at the Mackenzie River, in the service of the company for the last forty-three years. He left the Orkneys a young man forty-four years ago, came into the country by Hudson's Bay, and has never left it since. He had never seen a steamboat, until he saw the Northcote. He has not yet seen a railway. All the wonderful inventions, and their still more wonderful results, of the last half century are things unknown, except by reading, to him. He is, in fact, a very Rip Van Winkle, waking up after forty-three years of absolute seclusion from contact with the outside world and its busy changes. He is on his way to Scotland to visit his old home. There are many surprises in store for him, but the greatest and saddest of them all will be the changes he will find in the scenes of his boyhood days, in anticipation of a reunion with which he is

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daily living. He left the Mackenzie River on the 10th June last, and has, therefore, been very nearly three months on the journey. In answer to enquiries, he informed us that at the Mackenzie river, the year is divided into three months of summer and nine of winter. Potatoes and other vegetables are grown, but grain is an impossible crop. The Indians live altogether by hunting and fishing. Deer is very plentiful, so plentiful that Mr Taylor has seen a lake in winter literally black with them. "It is very cold there, is it not?" we enquired. "It's very cold," he replied. "I have seen the thermometer fifty-seven degrees below zero. When you go out, on these very cold days, your breathing is like a moaning whistle, so intense is the temperature." And yet the old gentleman thinks he may come back again. He liked the place; so easily do the denizens of the British Isles adapt themselves to circumstances.

The boats that came in were loaded with furs. They had come from the La Loche portage, where they were met by others from the Mackenzie, with which they exchanged their cargoes of provisions going north for the furs coming south. The furs are put up in packages closely pressed, and weighing on an average about one hundred pounds each. The work of getting them down is a serious one. They have been just thirty-one days coming from the La Loche, and the difficulties of the journey may be estimated from the fact that they had to make no less than thirty-six portages in that distance. At each of these portages the boats are unloaded and the cargo carried across. Each man takes two of the bundles, fastened together with a strap which is slung across the forehead, the bundles hanging on his back. Thus laden, with their load of two hundred pounds weight, they cross the portage at almost a running pace. Then the boat is hauled up, and by a long rope at the bow, and rollers under her, is dragged across, and launched on the other side. It is not many years since this was the only means of transportation over the water ways of the Northwest. Now the steamers of the Hudson Bay Company which make the distance from Winnipeg to Edmonton with one portage, that at Grand Rapids, which is crossed by a tramway, have wonderfully lessened the difficulties, both in time and labor of transportation. As an illustration of what improvements in the matter of transportation have done during recent years, it may be stated that only a comparatively short time

ago it took seven years to make up, in England, the result of one year's business at Mackenzie River; now it can be done in two years.

The boats having arrived, all but one, whose arrival is uncertain, it was resolved to start the Northcote at once, and the announcement was made that she would leave about five o'clock. We availed ourselves of the interval to call and pay our respects to the Rev. Mr. Paquette, the Roman Catholic missionary at this point. Mr. Paquette is a native of the Province of Quebec, having been educated at Marieville, in the county of Rouville. He has been here three years and likes the place very well, his chief complaint being the mosquitoes, whose powers of persecution he describes in vivid language. "They are so thick," he says, "that you could cut them by simply drawing a razor through the air." For three weeks, he told us, he had entrenched himself behind his net in bed, even eating his meals and saying his prayers there. But the mission, it should be mentioned, has been placed in a peculiarly favorable position for the operation of mosquitoes; in a bush on the bank of a lake, and with surrounding swamps. The Church of England mission is under the charge of the Rev. Mr. Mackenzie, a native missionary. His residence is on the other side of the bay, and we were, therefore, unable, for want of time, to call upon him. The Indians in the vicinity are all christianized, about four-fifths of them belonging to the Church of England. The chief and his councillors whom we met in morning, were all churchmen. We embarked at five o'clock and started on our trip eastward, with feelings of self-congratulation that we had been so fortunate as to overtake the steamer.

LETTER XVII.

THE FAS MISSION—THE WORK OF THE CHURCH
AMONG THE INDIANS—A CONFERENCE WITH
THE CHIEF AND HIS COUNCILLORS—ON TO
MOOSE LAKE—THE INDIAN PAYMENTS—WIND-
BOUND AT CEDAR LAKE.

STEAMER NORTHCOTE,
11th September, 1879.

We reached the Saskatchewan in three-

quarters of an hour from the time we embarked on Monday evening, thus accomplishing the distance we had been seven hours in making, on our way in, in forty-five minutes, and Capt. Griggs says we came down very slowly. Having reached the river, we hauled up for the night, as we were desirous of seeing the route by daylight. At five on Tuesday morning we started for the Pas, the point from which my last letter was dated. There was nothing noticeable on the way; the river presents a monotonous appearance of low banks, and the country on each side is swampy and fit only for shooting or hunting. The Pas Mission presents a very pretty appearance on approaching it. The Church is a large, and, for this part of the country, an imposing looking building, with spire and belfry, the most imposing Church edifice we had seen in the Northwest, and wanting only a little paint to make it quite equal to many of those to be seen in Canadian towns. The post of the Hudson's Bay Company is to the right of it, nearly adjoining it, and the mission house, a very comfortable looking dwelling, is situated on the rising ground to the left. Further to the left was the tent of the Indian Agent, at which the Dominion flag was flying. He had just concluded the payment of the treaty money, and crowding the banks were large numbers of Indians, with their squaws and children. A flag at the Hudson's Bay post, another at the mission house, a third at a free trader's—a Mr. Clement, who claims to be a nephew of Mark Twain—on the opposite side of the river, and that at the Agent's tent, gave the place quite a holiday appearance as we approached it. The soil about here is very rocky and stoney, what there is of it, but, as I have said, it is largely swamp and morass, especially so on the north side, the south side gradually becoming somewhat better as it approaches the Pas Hills.

We found every thing in the greatest bustle. The work of paying the Indians had been finished the day before, but then came the collection of debts on the part of the Hudson's Bay Company's storekeeper, and the free traders competing with them, for advances made to the Indians. This general settling up of accounts had been going on the evening before and that morning, and was about finished, when the unexpected arrival of the steamer increased the hurry, as both Mr. Belanger, the Company's Manager for this district, who is on his way to Winnipeg, and Mr. Mackay, the Indian Agent, were anxious to take advantage of her to reach

Grand Rapids in time for the Colville, and thus escape a long journey in open boats.

We called upon the Rev. Mr. Cochrane, the missionary of the Church of England, who is a native Indian, but speaks English most fluently, and with a charming accent. From him we obtained some interesting particulars of the position of the mission work in this part of the Northwest, which has the good fortune to be under the Episcopal care of the Bishop of Ruperts' Land. The Indians are all professing Christians, and with two exceptions are all adherents of the Church of England. The exceptions are Roman Catholics, but they are married to Protestant women, and their families are being brought up as members of the Church. The church edifice holds between four and five hundred, and on special occasions, as at Christmas and Easter, is too small for the congregations that assemble. The ordinary congregation each Sunday numbers from two hundred to two hundred and fifty souls. Mr. Cochrane informed us that last Sunday one hundred and seventy-five persons partook of holy communion. The people in fact are earnest church-goers, and are showing the fruits of their conversion by lives of improved morality. There is a mission at Grand Rapids, connected with that at the Pas, which is under the charge of a native catechist, who is licensed by the Bishop to preach, and who is doing an excellent work among the Indians of that district. Mr. Cochrane visits the Grand Rapids missions about once each month or six weeks, to marry those who may desire to be married, to baptise the children, and to administer on occasion the Lord's Supper. He has also a station at the Pas hills, which he also visits from time to time, the distance being about seventy miles. The interior of the church is very neat. The communion table is railed off, as in most churches, and behind it is a reredos, upon which are the Lord's Prayer, the Creed, and the Ten Commandments in the Cree language. At each side of the Communion railing, is a pulpit of the old-fashioned egg-stand style, which, I presume are used as lecturns as we'll. The pews are very comfortable, without doors, a row on each side of the aisle, which on special occasions is also filled with worshippers. The congregation is regularly organized, with its Church wardens, and its delegates to the Diocesan Synod. The mission was established and the Church erected, by the Church Missionary Society thirty-five years

ago, and the income from part supplement Indians, who chiefly rat sk ployment of although 1 however, fro reference to t missionaries ture of thing under great o as it pays to is a school-ho and formerly sustained a There is now; but school, ha fifty-five chil of school age area of two r We met here a Roman Cathol Deer Lake. peg to see his E who has just r has been for th mission is to in convents at t Missions, his o can best be rea this can best be Christian wom Before the bo the chief and h have an intervi to represent, th the Governmen ed, the Rev. Mr preter. It was treaty obligatio a humiliation Their reserve h though the su them by the ag want the cattle but which have They want a lar plements, espec useful in the sto The plows given plows, which also would like are beginning to mill would enab flour. They are barley at the Mountain. The

ago, and the clergyman still derives his chief income from the Society, although it is in part supplemented by contributions from the Indians, who pay in kind, the currency being chiefly rat skins. The advantage of the employment of native missionaries is very great, although I was surprised to learn, not, however, from Mr. Cochrane, who made no reference to the subject, that the Society pays missionaries from England—who in the nature of things must for a long time labour under great disadvantages—twice as much as it pays to the native missionaries. There is a school-house on the Church property, and formerly the Church Missionary Society sustained a school master at this point. There is no school master there now; but Mr. Cochrane teaches the school, having upon the register fifty-five children out of a population of school age of about a hundred, within an area of two miles from the school house. We met here also the Rev. Pere Gaste, the Roman Catholic Missionary at Cariboo, or Deer Lake. He is on his way to Winnipeg to see his Diocesan, Monseigneur Grandin, who has just returned from France, where he has been for the last two years. Pere Gaste's mission is to induce the Bishop to establish convents at the Cariboo and Cumberland Missions, his opinion being that the Indians can best be reached through the family, and this can best be done through the efforts of Christian women.

Before the boat left we were informed that the chief and his councillors were anxious to have an interview with Mr. Brydges, in order to represent, through him, their grievances to the Government. The interview was granted, the Rev. Mr. Cochrane acting as interpreter. It was the old story of unfulfilled treaty obligations, a story to which it has been a humiliation to be compelled to listen. Their reserve had not yet been surveyed, although the survey had been promised to them by the agent year after year. They want the cattle which were promised to them, but which have never been given to them. They want a larger number of farming implements, especially of hoes, which are most useful in the stony land which prevails here. The plows given to them were prairie breaking plows, which are of no use here. They also would like to have a hand mill, as they are beginning to grow some wheat, and the mill would enable them to convert it into flour. They are now raising some wheat and barley at the Birch River and at the Pas Mountain. They want the Government to

furnish them with seed for the first three years, and after that they think they can get on without further aid of this kind; and they also want some provisions to be given them during the seed-time, as they have heard that this had been done for the Indians on the plains. The provisions which have been furnished to them they say were good, except the flour, which is put up in too thin bags, and has come to them damaged, to the extent of at least ten per cent. They complain that they are in arrears one year with their treaty money. They are included in treaty No. 5, but only adhered the second year. What they say is, that their non-adhesion the first year was not their fault, as they were not asked to do so, and as they gave in their adhesion when asked, they claim that they should be paid from the date of the treaty. They have heard of the present of \$12 given to each Indian on his adhesion, on the plains. They do not ask the present, but they think the sum mentioned in the treaty should be paid to them. And they also ask that some simple medicines and some surgical instruments should be left for their use, either at the Hudson's Bay Company's post, or at the mission. They are deeply interested about the education of their children, and they want the Government to assist them in this. By the treaty they are promised one school and school-master, but these have never been given them. They have themselves built a schoolhouse at the Eddy, about four miles away, but have no teacher. They are anxious that the Government should allow them four teachers, one at the Pas, where there are a hundred children of school age; one at the Eddy, where there are eighty children; one at Birch River, about thirty miles off, where there are thirty children; and one at the Pas Mountains, seventy miles off, where there are fifty children. They appeared very earnest in pressing this request, and they say that, although not included in the treaty, it was promised them verbally by Mr. Thomas Howard, the Government agent.

Mr. Brydges assured them that he would convey their wishes to the Government, and then, after three hours most pleasantly spent, we started for Moose Lake, which we were to take in on our route to Grand Rapids. The Indians gathered on the shore and gave us three hearty cheers as the steamer moved off. Three hours brought us to a branch of the Saskatchewan, leading to Moose Lake, into which we turned. It is a narrow stream with frequent shoal-water, very sharp curves, and

overhanging brushwood and trees on either side. The run up was somewhat difficult, and the rubbing of the brush wood on the steamer, the crackling of branches and the occasional scraping on the bottom, combined with the darkness which prevailed, were anything but agreeable. At about half-past one in the morning we reached the mouth of Moose Creek, and there laid to until daylight, when we proceeded up the Creek. It was very narrow, very circuitous, but for a creek very deep, and beyond occasional scrapings on the banks, we got through without difficulty, and entered the Lake. The mate was at the bow with the pole to test the depth of the water. "Five feet"—"four feet"—"four feet scant"—"three feet"—"two feet six"—"two feet six scant"—"two feet"—uttered in monotonous, each a little stronger than the preceding one, and in another moment we were aground. We backed off, and tried another channel, repeating the operation two or three times with the same result, when it was given up as a bad job, and we embarked on Mr. Mackay's York boat, a very fine one, which we had had in tow, and hoisting sail, ran in splendid style to Moose Lake House, where the Indians, who were waiting for the payments to be made, received us with a volley of musketry as a salute.

We had never seen the payments actually made, and were glad of the opportunity of witnessing the manner of doing it. Mr. Mackay erected his tent, the front thrown fully open, hoisted the Dominion flag, got a table and chairs, brought out his books and money, and went to work. Immediately on his right sat the Chief, in his red coat and wearing his medal, his councillors in their uniforms of blue frock coat and red facings being near to assist him, and the Indians squatted in a circle round the front of the tent. The Chief was first paid, then the councillors, and then the Indians generally. When a man was called, after some little delay, for it seemed hard to get them to answer to their names, the Indian would come forward and squat himself immediately in front of the Agent. Then came the questioning, the number of his family and of relatives dependent upon him, each of whom is entitled to five dollars. As the record of former years was before him, the Agent was able to put the questions very direct, and a short grunt indicated assent. The money was paid and the man retired into the ring. New comers arrived while the operation was going on,

and they would go round the circle shaking hands with all, before squatting.

These are occasions of great festivity. After the payments were made, the men went to settle their debts at the store, and then one of the houses was appropriated for the fun. An Indian fiddler furnished the music, and the young men and women went vigorously to work at the dance. The music is jiggy, but very monotonous, the musicians apparently knowing but one tune, and the dancing was a never varying shuffle, in which the feet were hardly lifted from the ground. The fiddler kept time with his feet in the most vigorous fashion. It was a sort of cut-and-come-again jig, kept up until the fiddler ceased his rasping from fatigue. The dancing and feasting, I was told, would go on all night. We left at about four o'clock in a York boat for the steamer, and started for Grand Rapids, reaching the Saskatchewan by a continuation of the branch by which we left the main channel. In the railway map this channel is not indicated as going further than Moose Lake, and the lake itself is placed too far north. It is about thirty miles from the Saskatchewan, and the post is about forty miles from Cedar Lake, by the route we have taken. The country is nearly all marsh and swamp, much of it is so completely under water as to resemble large lakes, separated from the river by narrow strips of land. Along the banks of Moose Creek, for a mile from the Lake, is a continuous hay field. Mr. Macdonald, the Company's agent, having just got through cutting it, it is piled in stacks, to be drawn in when the winter sets in. The district is a famous one for muskrats, as may be inferred from the fact that last year the Hudson Bay Company's posts, within the Cumberland district, purchased one hundred and thirty-four thousand skins, and the free traders probably obtained from thirty to forty thousand more. The rats have not yet commenced to build their homes for the winter. They are said to be most skillfully constructed, having the appearance of small hay stacks, and being arranged in the interior with singular regard to comfort.

We reached this point, five miles from Cedar Lake, this morning, and have been wind-bound all day, a strong north-west wind prevailing. The Northcote, built especially for river navigation, cannot venture upon the lake in stormy weather, and, at the time I write, it is impossible to say when we will get away, as the wind shows no signs of

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LETTER XVIII.

WIND-BOUND AT CEDAR LAKE—THE CROSSING—
THE DEMICHARS—HOW RAPIDS AND SHOALS
ARE OVERCOME—RUNNING THE GRAND RAPIDS
—THE STEAMER COLVILLE—LAKE WINNIPEG—
THE ICELANDIC SETTLEMENT—THE SUN
THROUGH LAKE WINNIPEG.

ON LAKE WINNIPEG, 13th September, 1879.

To our agreeable surprise, on Thursday evening, at about five o'clock, the steamer moved off from the point where we had remained all day and started for Cedar Lake. It was to some extent an experiment, for, although the wind had abated somewhat of its force, it had by no means entirely gone down. Five miles brought us to the lake, and we made the venture, hugging the shore as much as possible with a view of taking what is called the York boat route, instead of going, as is customary with the steamer, straight across. We had reason very soon to congratulate ourselves upon this decision. When about three-quarters of an hour out, a regular squall broke upon us, the wind whistling, and the waves rising in a manner anything but pleasant. The captain headed for an island, which has before this served him as a refuge in similar straits. We reached it safely, and tied up under its shelter, with the prospect, so far as an angry-looking sunset and weird clouds could be taken as indications, of being detained there for some time. The steamer, we were told, had been detained there as long as three days waiting for a calm lake to cross to the other side, a distance at this point of about twelve miles. We turned in, however, in the true Mark Tapley style, resolved that whatever our regrets, we should not permit them to affect our spirits. There was but one thought which troubled us. We were due in Winnipeg on the 10th or 12th, and as there is no means of communication, and has been none since we passed the Humbolt telegraph station, of the success of our messages from which point in getting through we had no assurance, delays we felt might cause some anxiety to friends at home.

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At about three o'clock I was awakened by what appeared the preparations for a start; and at twenty minutes after three the steamer left her moorings for the venture across. The wind, which the morning before had been from the north-west, had completely veered round, and was blowing a pretty stiff breeze from the south-east, almost directly in our teeth in crossing. The moon had just risen, and reflected some light; but as we proceeded the clouds thickened, the moon disappeared, and the wind increased in force. Though not favorable to the speed of the steamer, it was the most favorable for her safety, and in an hour and a half we came abreast of Rabbit Point; the lake was crossed, all danger and chance of detention from wind was over, and the prospect of reaching Winnipeg not later than Sunday was an almost assured one. A little after reaching Rabbit Point, we passed through a very narrow gateway, formed of islands, and then into the open water for ten miles, when we emerged from the lake, and resumed our acquaintance with river navigation. The country is rocky, the shores presenting a front of limestone. There is some good spruce timber on each side of the river; the appearance of the country, in fact, changing very materially. The water, too, is clear, the first clear water we have seen in the Northwest, Cedar lake acting as a filtering basin for the waters of the Saskatchewan passing through it.

The leading feature of the navigation between Cedar Lake and the Grand Rapids which separate us from Lake Winnipeg, are the Demichar rapids, situated fifteen miles from the portage. They are the most serious obstruction to the navigation of the river, and as many as three days have been occupied in making the fifteen miles from Grand Rapids to the head of the Demichars. The steamer has to be hauled up by a rope of nearly a mile and a half long, fastened to the trees on the bank above, and then by means of the capstans, or as they are called here, the niggers, the steamer is pulled through. When heavily laden it is often a most serious undertaking, and at the last trip up, the larger nigger was broken, involving serious delay, and some injury to one of the men. The rigging of the Northcote for getting over rapids and shoals is very ingenious. On each side, in the forepart of the boat, are derricks or upright timbers of about twenty feet long, from which are slung round heavy pieces of timber of equal length. These

latter are dropped end ways in the water, and with ropes and pulleys attached to the sides of the steamer and the top of the timbers, the latter acting as a fulcrum, the vessel is literally lifted above and over the obstruction. It is a kind of steamboat pole vaulting, and is said to act like a charm. It is only in going up, however, that it is used, and we had not therefore the opportunity of seeing it in operation.

Approaching the Demichars, we stopped to pick up some timber which had been in preparation during the season for the erection of stables for the Company's use at the Grand Rapids. There was a considerable quantity of it, which the Indians, who were on board, carried in. They proved themselves to be very strong men. The timbers were in the shape of railway ties, thicker than the ordinary tie, and more than half as long again, some of them being twice as long. But the men shouldered them, a piece each, walked unconcernedly on to the bank, and placed them into their places in the hold, with as much apparent ease as if they had been whip stalks. Further on we had to pick up the anchor which was used as a hold-on, at the head of the rapids, by the steamer in coming up. And then we ran the rapids, which are the most serious on the Saskatchewan, until the Grand Rapids are reached. A little further down we passed through another rapid, known as the Rocher Rouge, and at about eleven o'clock, came in sight of the buildings at Grand Rapids. On the banks of the river were the crew of Mr. Mackay's boat, which had left us the day before, when we were wind bound at the head of Cedar Lake. The wind, which prevented our proceeding, was a good assistance to them. They had come in under sail all the way, making the distance, forty-five miles, in the wonderfully short space of four hours.

The steamer Colville was waiting for us at the foot of the rapids, the portage being made by a tram railway of four miles in length. The cargo of furs and other goods had to be transported to the Colville, the accounts checked by the local manager of the company, and the steamer Northcote boomed in for the winter; work involving at least six or seven hours. We availed ourselves, therefore, of the courteous offer of Mr. Mackay to run the Grand Rapids in his boat, which he was starting off for the Red River. It was a splendid run. The rapids are about three miles long, and are very

turbulent, tossing the heavy York boat about as if it was a small bark canoe. The crew was a fine one, and pulled into the surge in magnificent style, until, the waves being too high for rowing, we drifted, under the guidance of our experienced steersman, who kept the boat in the channel, steering with a long oar. Except, perhaps, at the one pitch, where the channel goes round the projecting table rock, these rapids are much more formidable than those at Lachine. Having made the run down, we returned by the hand car—familiarly called the Pullman car—which is used by officers of the Company and others in making the portage, and whiled away the rest of the afternoon in watching the operation of booming the Northcote. She was hauled out about fifty feet from the shore, safely anchored, and three large pieces of timber chained together like a boom, were placed round her bow and sides, so as to prevent the ice from injuring her. The work was finished about 6 o'clock, the men gave three hearty cheers for Capt. Griggs, who leaves with us, for his home in Dakota, and steam navigation on the Saskatchewan for the year 1879 was pronounced to be over.

At half-past seven o'clock the last of the trucks with the goods for the Colville started, and mounted on the packages, we made our way across the portage. The steamer is an exceedingly fine one for her size. She was built about five years ago, and is said to be strong enough for a gun boat. She is driven by a screw, the boiler and engine being those formerly in use in the "Commissioner", the steamer whose place she has taken. She is of one hundred and thirty-five tons net register and can stand almost any sea, a matter of great importance in navigating Lake Winnipeg. She is not fitted up for carrying passengers, although on this trip, having the crew of the Northcote and a number of the Company's servants on board, she has a passenger list of fifty souls, including women and children. It is proposed during the winter to fit up saloon accommodation on the upper deck, which will enable her to afford comfortable berths for twenty-five passengers, besides providing a dining saloon.

Lake Winnipeg may fairly be classed as one of the great lakes. It is three hundred and twenty miles long, and at its broadest point, just after passing Long Point, the last of the mainland

that we see wide. It has been ascertained that the water of the Lake, may can hardly be seen on the shore of the lake was our settlement this point our journey settlement could hardly be the location miserable if they are ing. It is if it was impossible the high better look them. So up land and it following requires Governm but this needed in which I

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that we see for some hours, it is eighty miles wide. It has an average depth, so far as has been ascertained of about nine fathoms of water. There are a number of islands in the Lake, many of which we pass, so that we can hardly be said ever to be wholly out of sight of land. The Icelandic settlement is on the shores of the lake, and upon one of the islands. Had time permitted, it was our intention to have visited the settlement; but the delays in reaching this point made us anxious to finish our journey. From what I can learn the settlement has not been a success, and indeed could hardly have been a success, seeing that the location selected for them is chiefly a miserable swamp, and that they must exist, if they exist at all, largely upon fishing. It certainly seems a great pity, if it was intended in good faith to test the possibility of converting these people from the high latitudes into good settlers, that a better location had not been selected for them. Some have already left, and taken up land in the territory of Dakota; and it is said others contemplate following their example. Lake Winnipeg requires some attention on the part of the Government in the way of lighting, &c.; but this is a subject, in connection with needed improvements on the Saskatchewan, which I must reserve for a separate letter.

LETTER XIX

THE WATER COMMUNICATIONS OF THE NORTHWEST
—THEIR IMPORTANCE AS HIGHWAYS FOR
TRANSPORTATION—WHAT IS NECESSARY FOR
THEIR IMPROVEMENT—VALUABLE RESULTS
AT LITTLE COST.

LAKE WINNIPEG, 15th Sept., 1879.

The settlement of the Northwest will be largely aided by the great rivers which run through it in various directions, and they can be used to most materially supplement the railway system which has already been advocated in these letters. I propose to devote this one to a consideration of the improvements necessary to make the means of transportation by water available as a means of aiding settlement. In doing so, I will of necessity be compelled to repeat some facts already stated in former letters; but the reader will overlook this in view of the im-

portance of making the statement of the case complete. The Red River, which reaches from the southern boundary of Manitoba to Lake Winnipeg, has already daily lines of excellent steamers running upon it. The Assiniboine, which joins the Red River at Winnipeg, has this year been navigated by steamers to Fort Ellice, thus opening up a country forty miles south of the railway now contracted for. The great Saskatchewan river to the north, with its tributary, the south branch, opens up a vast extent of territory, and both the main river and the south branch will almost certainly be crossed by the Pacific Colonization Railway. At whatever points those crossings are located, steamers will run, traversing vast extents of excellent agricultural lands.

Already a line of steamers exists running from the lower stone fort on the Red River through Lake Winnipeg to the mouth of the Saskatchewan River at Grand Rapids, and from that point as far as Edmonton, near the base of the Rocky Mountains. Lake Winnipeg is three hundred and twenty miles long, and at its widest part eighty miles wide. Its depth is from five to fifteen fathoms. The Lower Fort is thirty miles from the entrance of the Red River into Lake Winnipeg. Thence to Grand Rapids is about two hundred and eighty miles. At the mouth of the Red River is a sand bar, on which there is not more than from five and a half to six and a half feet of water, not sufficient to give the necessary draught of water for the proper class of steamers to navigate so large, and in the fall of the year, so stormy a sheet of water, as Lake Winnipeg.

There are no lights on the lake, and as it has never been properly surveyed, there is no correct chart of it in existence. The bar at the mouth of the Red River requires dredging and proper lights placed there, and at one or two other places lights are required, when it would be quite possible to navigate the lake with ease and safety. At Grand Rapids there are large falls, about four miles above the mouth of the river, and quite three miles in length. They are a complete barrier to navigation, and, besides, the class of steamers suitable for the Saskatchewan river, cannot be made available for the transit of Lake Winnipeg. From a point just below the Grand Rapids, a tramway has been constructed by the Hudson's Bay Co., about three and a half miles in length, and along which goods are conveyed by horse-cars. At the upper end

of this tramway a line of two steamers run to Edmonton, a distance of about twelve hundred miles. These steamers can carry a large quantity of freight, and they are now being arranged so as to afford good accommodation for passengers. They are now run at very considerable cost, and at great risk, owing to the obstructions which exist at certain points. Having just come down the river from Prince Albert, partly in a York-boat, and partly by steamer, and having made careful enquiries, from all who are competent to afford correct information, I am enabled to state what is required to greatly improve the navigation. There are seven places between Grand Rapids and Prince Albert which require immediate attention.

The first is a long and swift rapid called Rocher Rouge, up which a steamer has to be assisted by a rope, worked by a steam capstan on the boat and fastened to a tree on the shore. By placing a pier near the head of the rapid the length of rope required would be reduced from three thousand feet to less than two thousand feet, and the time and difficulty of ascent materially diminished. The next obstruction is at the Demichars rapids, a very heavy piece of water, taking at present an entire day to ascend. The rope used is one mile and a quarter in length, having to be carried across a lake at the head of the rapids, and fastened to trees on the opposite shore. The erection of a pier just above the rapids would allow of a rope of not more than two thousand feet being used, and would be of very great advantage at this dangerous place. The next obstruction is at the Narrows, where a large boulder in the centre of the channel, requires to be removed.

The next place is Tobin's Rapids, a long shallow rapid. It sometimes take two days to ascend these rapids, the steamer scraping the whole way up. A few rocks require to be taken out here, and a couple of wing dams constructed for which the materials are on the spot. This done the rapid would be easily ascended. Above Tobin's rapids are these named Nepowin, where some rocks require to be taken out in two places. The next place is the Little Rapids below Cole's Falls, where some rocks require to be removed. The next and seventh point is Cole's Falls, perhaps the worst piece in the river. It was here, in a York boat drawing only one foot of water, that we struck a rock in the rapids, and hung over it for about half an hour. At this place several rocks

require to be removed and wing walls constructed, for which again there are ample materials on the spot.

The works named at these seven places would most materially improve the navigation—would give in low water at the worst places a depth of three and a half feet instead of less than two feet as at present—and would enable the boats to run with regularity and comfort from the 1st of June to the 1st of October. There are rocks requiring to be removed between Prince Albert and Edmonton, but not having gone personally over that portion of the river I cannot speak about them definitely. But I think it is safe to say, from all the information I have been able to obtain, that the improvements I have mentioned between Prince Albert and the mouth of the Red River, including what will be required up to Edmonton, could all be completed for about \$50,000. That is a small sum for which to improve the navigation for a distance of nearly sixteen hundred miles, and which would ultimately prove of great advantage in placing important and valuable districts of country in easy means of communication with the railway system. All the plant required would be a dredge, which certainly will be required for other places, and for the Saskatchewan a couple of stout barges with large lifting cranes to be worked by steam. The line of steamers already exists, and it only needs the improvements I have named to make them of the greatest possible service in the development of the settlement and trade of the country. The south branch of the Saskatchewan will no doubt also hereafter require to be improved. One of the steamers already mentioned has been up this branch about sixty miles. The south branch runs nearly to the Cypress Hills, and by the junction with the Bow, Belly and Red Deer rivers, can be made to reach Fort McLeod, Fort Calgary and other points at the base of the Rocky Mountains. The extent of country that would thus be brought into connection with the railway system would be enormous. As a large number of the Indian reserves are placed on the various rivers I have mentioned, the time and economy saved to the Government in transporting the supplies sent to the Indians will be very great, as the system of navigation becomes enlarged and improved.

The steamers at present running between the Red River and Edmonton belong to the

Hudson's Bay to accommodate supplies to, and posts along north as the sufficient to take that will arise as the need port, both for using these compared with vile" is the from the low mouth of the strongly built does her work about ten miles. The depth of size. When and a half feet of her cargo loaded after dredging of by forty yards loaded, and being constructed arises. The the steamer daylight, thirty-four Grand Rapids up to Carlton of the or wood. She twenty-five can make fourteen days are carried date all the capacity by the use From C completed also stern of steel a boat is a rocky fall to build engines, will carried quired. with large which, across the upper When Winnip seventy state o

Hudson's Bay Company, having been built to accommodate their own trade in sending supplies to, and receiving furs from, their posts along the Saskatchewan and as far north as the Mackenzie River. They are sufficient to take care of all the general trade that will arise at present, and can be increased as the necessity arises. The cost of transport, both for passengers and freight, by using these boats, can be largely reduced, compared with carting by land. The "Colville" is the name of the steamer running from the lower fort on the Red River to the mouth of the Saskatchewan. She is a very strongly built wooden screw steamer, and does her work remarkably well. She runs about ten miles an hour in smooth water. The depth of water on the bar has fixed her size. When fully loaded she draws seven and a half feet of water, and has to have part of her cargo taken out in a schooner, and loaded after she has passed the bar. The dredging of the sand bar for about a hundred by forty yards would enable her to cross fully loaded, and also permit of a larger vessel being constructed when the necessity for it arises. The absence of any lights prevents the steamer crossing the bar, except during daylight. She takes from thirty-one to thirty-four hours to run the distance. From Grand Rapids the steamer Northcote runs up to Carlton. She is a stern-wheel steamer of the ordinary Mississippi style, built of wood. She will be able to accommodate twenty-five to thirty cabin passengers. She can make the round trip, up and down, in fourteen days, if the improvements suggested are carried out, and can then fully accommodate all the trade for some time to come. Her capacity for freight can be largely increased by the use of barges which she can tow.

From Carlton to Edmonton the line is completed by the steamer "Lily." She is also stern-wheeled, and was built in England of steel and was sent out. An iron or steel boat is not suitable for a shallow river with rocky falls and boulders, and it is proposed to build a new wooden hull for her present engines, which are good and powerful. She will carry all the freight and passengers required. Both these vessels are provided with large derricks, placed in the bow, and which, worked by the engines, haul them across the sand bars which are met with in the upper portions of the river.

When it is stated that, to cart freight from Winnipeg to Edmonton takes from fifty to seventy days, according to weather and the state of the roads, and costs ten cents a

pound, the necessity of improving the navigation between these points becomes of enormous importance to the development of the country. The steamers, when the obstructions specified have been removed, will do the work easily in twenty days up and ten days down, and at about one-half the cost. The saving of time and cost to passengers will be equally important.

All the improvements named will be equally valuable after the railway reaches the crossing of the river. The boats will then run to and from the places where the bridges are located, and will still more rapidly and cheaply accommodate the country. The importance to the development and growth of the country of putting these works of improvement in hand without delay cannot be over-estimated.

LETTER XX.

THE TRIP THROUGH LAKE WINNIPEG—DETENTIONS BY STORMS—RED RIVER—SELKIRK AND THE RAILWAY BRIDGE—THE SETTLEMENT BELT AND THE HAY PRIVILEGE.

WINNIPEG, 15th September, 1879.

Our anticipations of getting here at the latest by Sunday, have not been realized. We left Grand Rapids on Saturday morning at four o'clock, and had a delightful sail to Swampy Islands, where the channel becomes more difficult owing to shoals. As it had clouded over and promised to be a dark night, the steamer was anchored at about ten o'clock, for the night. Soon the wind rose, a strong southeaster, and the ship swinging round at times in the trough of the waves, rolled most vigorously, pitching things about without the slightest regard to consequences. It was a miserable night and not many on board enjoyed any sleep. Yesterday morning the wind continued—Winnipeg showed us what it could do in the way of waves, and the Colville pitched and rolled with a steadiness that would have done credit to an ocean steamer in a high sea. The wind continued all day, increasing in violence, as evening approached, and the captain resolved again to anchor, taking advantage of a delightful bay, known as George's Bay, which is completely sheltered from the wind, for that purpose. On the shores were

two or three Icelanders houses, but it was too late to think of visiting them. About midnight the wind changed to the west, the change being accompanied by a heavy rain and hail-storm. It soon, however, cleared up, and at about five o'clock we weighed anchor, and started for the sixty mile run down to Red River. Sail was set, the wind favouring, and although the rolling was somewhat inconvenient to those who cannot stand a rough sea, we made a splendid run down the sixty miles in five hours and a half. It was wonderful how much a clear blue sky and bright sunshine affected the spirits of all on board, from the good skipper, Captain Hackland, down even to the train of Esquimaux dogs which were being brought down for a return trip in winter by Mr. Matheson, the company's manager at Grand Rapids, and which the day before had followed other unfortunates in paying tribute to Neptune. It was rough, to be sure; but then it was clear and bracing, and every one on board was in good spirits, excepting, perhaps, poor Pere Gaste, who is a very bad sailor.

The entrance to the Red River is very circuitous, the channel being marked by buoys placed in it by the Hudson's Bay Company. When we get fairly into it, the land on each side for the first few miles is low and swampy, resembling in appearance, with its tall, thin grass, the four miles slough through which we passed before reaching Palestine on our first night out. Then the country improves and settlement commences, the first settlement being on the Indian Reserve, upon which the Indians, as a rule, have discarded their teepees and wigwams, and taken to log houses, cultivating a portion of the land, and thus being the pioneers in the matter of Indian farming, from which so much is expected in the future. Presently, we came in sight of St. Peter's Church, a very handsome stone edifice, with a substantial stone wall surrounding it, and enclosing the church yard. It belongs to the Church of England, and is under the pastoral charge of the Rev. Mr. Cook. Nearly opposite to it is the residence of Archdeacon Cowley, also of stone, a very large and comfortable looking building. The scenery at this point is very pretty, the river bending backwards and forwards, and the trees extending almost down to the water's edge. At points it has the same park-like appearance which I have remarked in other parts of the country.

Presently we came to Selkirk, famous as the site of the settlement founded by Lord Selkirk years ago, and recently famous as the terminus of the Thunder Bay section of the Pacific Railway. It is a small place, built on a narrow ridge of land, flanked on the one side by the river and on the other by swamp. The steamer stopped for a moment to enable us to have a look at the site of the proposed railway bridge, the wood being cleared on the right of way down to the river's edge. Among the many blunders which have characterized the location of the Pacific Railway, this is certainly not among the least. The river at this point is eight hundred and fifty feet wide, the water in the centre about twenty feet deep, and the bottom, of mud, to an almost limitless depth. The bridge, if built here, therefore, would involve piers in the water, which could only be constructed at great cost. On the east side, back from the river for two thousand four hundred feet, is a swamp which would involve either that extent of additional bridging, or most expensive earth embankments, and on the west side, there is a narrow ridge of land, and then, as Captain Hackland expressed it, all swamp for half a mile back. It is impossible to understand the utter fatuity which prompted the selection of such a position for the bridge; but it is, after all, simply of a piece with the general results which have followed, as far as the Northwest is concerned, from the enormous outlay in engineering on the route of the Pacific Railway. Further down, at the Stone Fort, as it is called, there is an admirable site for a bridge, banks high and solid, and the river narrow enough to enable it to be spanned without placing piers in the water. If it is intended to bridge the Red river below Winnipeg at all, that is undoubtedly the proper place for the bridge. My own view, however, is that since the route has been changed to south of Lake Manitoba, it would be better not to construct any bridge there; but to use the road now built to St. Boniface, and connect by a bridge at that point with the western extension. Starting from a point a few miles from the river, on the Thunder Bay section, the line could be inclined towards Winnipeg, at very much less cost than would be necessary for the construction of the bridge above at the most favorable point. Of course such a course would be a disappointment to the people of Selkirk, and possibly to others who have bought land, in the belief that the railway would cross

there. But which should of a sensible

From Selkirk miles. The son's Bay looking place surrounded feet high, an use of a defence originally as warlike tendency never been evidently preferred with the whole consider it the of the settlement of the Wolsley, via Colville does the river, extremely high. to river steam There was with the we and drove one in dry hear, touch season. It that on our on our right settlement being half. The wheat we saw work. Er showed the the cattle cattle all the province These the settlement dare say if they Manitoba deal understand bone of the county Government Red River for the consistence ten chatted breeds these r patents the right of two

there. But these are not considerations which should for a moment stand in the way of a sensible policy being now pursued.

From Selkirk to the Stone Fort is five miles. The lower or stone fort of the Hudson's Bay Company is a very formidable looking place; the buildings are of stone, surrounded by a solid stone wall about six feet high, and pierced with port holes for the use of a defending army. It was thus built originally as a defence against the supposed warlike tendencies of the Indians; but it has never been used as a fortress, the Indians evidently preferring to trade rather than to fight with the white men; unless indeed we can consider it to have been so used when a portion of the expeditionary force, under General Wolsley, visited the Red River in 1870. The Colville does not go any further up the river, except in spring when the water is very high. Her freight is transferred here to river steamers, which take it to Winnipeg. There was no steamer going up this evening and we accordingly took a horse and buggy, and drove into the city. The road is a good one in dry weather; I cannot, from what I hear, vouch for its excellence during the wet season. It skirts the river all the way, so that on our left we had houses and trees, and on our right the prairie. It is a continuous settlement all the way, many of the settlers being half-breeds, who appear to be doing well. The wheat was nearly all in, in some cases we saw the threshing machines hard at work. Enormous stacks of the prairie hay showed the provision that had been made for the cattle in winter, and the number of fine cattle all along the road was evidence that the provision was none too lavish.

These settlements are in what is called the settlement belt of the Red River. I dare say some of the readers of the GAZETTE, if they have concerned themselves about Manitoba politics at all, have been a good deal confused in the effort to understand what was meant by that bone of contention the "hay privilege." When the country was taken over by the Canadian Government, the settlement belts of the Red River and the Assiniboine were reserved for the resident half-breed population. They consisted of lots of from three to ten chains on the river front, and extended two miles back. But the half-breeds claimed that in addition to these reservations, for which they received patents from the Crown, they should have the right to cut hay on a further area of two miles behind the reserva-

tions, and this, after some controversy, was given to them, foolishly, I believe, but under the influence of the panic in which unfortunately the Province was incorporated with the Dominion. This belt of four miles is not included in the township areas that have been surveyed, but forms a special settlement by itself. As we neared the city, the houses and farms improve in appearance. We passed three missions of the Church of England, and within about two miles of Winnipeg came upon St. John's College, erected by the Bishop of Rupert's Land, and which is doing an excellent work. Near it is a very fine brick building, a new school for girls, just erected in connection with the College. We reached the city at six o'clock, glad of the termination of a journey which, although it has involved some fatigue and some hardships, has been one of great pleasure as well, and of great profit in the information it has brought with it. I have done my best to enable my very good friends, the readers of the GAZETTE, to share with me the knowledge that the last four weeks have brought with them. Another letter, of a general character, and my "Chronicles by the way" will have been ended.

LETTER XXI.

THE LAND QUESTION—THE AMERICAN SYSTEM—
THE AMERICAN RAILWAY IMMIGRATION
AGENTS AND THEIR WORK—END OF THE
"CHRONICLES BY THE WAY."

WINNIPEG, 16th September, 1879.

I have said that there are two burning questions which are interesting intensely the people of Manitoba and the Northwest. With one of these, the railway question, I have already dealt at some length in two letters. The other, the land question, I propose to deal with in this. The recent regulations issued by the Government for the disposal of lands in this Province and the Northwest territories, are the subject of general discussion, and a determined effort is being made by opponents of the Government to discredit them. This perpetual agitation, accompanied by statements of the greater advantages offered by the American land laws, have been a trump card in the hands of American immigration agents, and as a re-

sult, it is certainly true that some families who had intended coming into the Province, have been diverted to Dakota, and have settled in that territory. Those who defended the regulations of the late Government have certainly little ground for their present attitude of hostility to the policy of the present Administration. The recent regulations have in them that which the former ones lacked, namely the element of certainty. If a man takes up land he knows what he will have to pay for it. Formerly this was not the case. His pre-emption lot was fixed in the meantime at a dollar an acre; but he was bound hereafter to pay for it any price the Government chose to place upon it. This element of uncertainty as to price had, as one may readily imagine, a most injurious influence upon the settlement of the country. That, as I have said, is removed by the regulations which have recently been issued.

There are certain considerations which, as I gathered in conversations with all kinds of people on this subject, ought to be borne in mind in the framing of land laws for the great North-west, and these, rather than any opinions of my own, I propose to give you in this letter. It may be as well, in the first instance, to explain to my readers in the East what is meant by the terms "homestead" and "pre-emption." The same principle of survey which obtains in the Western States, has been adopted by the Canadian Government. The country is divided into what are called sections of six hundred and forty acres each. In the States, the "homestead" consists of a quarter section, or one hundred and sixty acres. This is a free grant to the actual settler. Then he is permitted to purchase at a fixed price an additional quarter section, and this is called a "pre-emption." Very many of the settlers who go into the country take up a homestead and pre-emption, making together a farm of three hundred and twenty acres; and the recent regulations have, it is understood, been founded upon the opinion that that is too large a farm for a man without capital to properly cultivate. The regulations evidently do not contemplate farms of eighty acres, for that in this country would be too small. They seek to restrict the farms to the quarter section, and they offer the easiest possible terms for the obtainment of the eighty acres pre-emption. Whether this system of selling the lands and giving ten years for the payment, is a prudent one, is another question. If the object is to pre-

vent settlers without sufficient means attempting to farm a half section, that object would seem to be as easily obtained by requiring the full payment of the price of the pre-empted lot, at the time of purchase; while it would enormously lessen the work of the department, and prevent, what the experience in old Canada proves to be anything but desirable, possible difficulty hereafter in making collections from individual settlers.

In speaking of the railway question, I referred to the experience of the Americans in carrying railways through every part of the Western States, as one by which we might well profit. The feeling here is that the same thing may be said of their land laws, and of their success, by means of them, in settling the great West. The common remark is that what Yankees don't know on this subject is hardly worth learning. They have used the lands largely to aid in the building of railways. It is true that in their case the railways have been built by private companies, aided by land grants; but if the Canadian Government will assume itself to be, for the purpose of building the railway, a private company, the conditions are practically the same. The railway reservations of land in the States consist of belts of twenty miles on each side of the railway proposed to be built. Alternate sections of this belt are granted to the railway company and retained by the government respectively. The Government lands outside of this belt are disposed of as homestead and pre-emption lands, each a quarter section, or one hundred and sixty acres, the pre-emption lot being sold at a uniform price of a dollar and a quarter an acre, payment of the full amount in cash being required. The reserved alternate sections were, up to this year, disposed of as homestead and pre-emption; the homestead being only eighty acres, and the pre-empted lot being sold at two dollars and fifty cents an acre. It was held in fact that lands within the reservation were worth double as much as those without it, and on that ground the homestead grant was reduced one-half in size and the pre-emption doubled in price. At the last session of Congress, however, a change was made in the law relating to the railway reservations, by which the homesteads were increased to one hundred and sixty acres, the price of the pre-empted lots remaining the same, double that of the land outside of the belt. It is understood that the change was made at the in-

stance of the rest it is should be oc have a doubl place, every tional traffic ond place, un disposed of, ling their l they hold at acre. Under fore, the hon States, both reservations, acres.

People a dian Gov principle? ten that t ween the l Great West The Americ advantage have a num ly intereste ohrde of im with in ev instances, panies, wh a per capi they induc may be d without fe civil servi not to be their work on every west. Th to detect a pounce up long frien If it is n accompany to assist h will even help him I describe sent you j ly five we that he w ally swar every m grants see we have agents, w as officers per mann the task pelled by

stance of the railway companies, whose interest it is that the Government reserves should be occupied as soon as possible. They have a double interest in this. In the first place, every additional settler means additional traffic for the railway; and in the second place, until the Government reserves are disposed of, they make slow progress in selling their lands, which, as a general rule, they hold at a minimum of five dollars an acre. Under this change in the law, therefore, the homesteads throughout the Western States, both within and without the railway reservations, are one hundred and sixty acres.

People ask why may not the Canadian Government adopt the same principle? It must not be forgotten that the competition for settlers between the United States and the Canadian Great West is very intense and very active. The Americans in this race have one great advantage over us, from the fact that they have a number of private corporations deeply interested in settling the lands. The order of immigration agents that one meets with in every quarter are, in the majority of instances, employees of the railway companies, who are paid, in addition to salaries, a per capita commission upon the people they induce to settle in the country, and who may be dismissed at a moment's notice, without fear of any cry about the British civil service system, if they are found not to be up to the requirements of their work. You will find these agents on every train and every steamer coming west. They have an eye that enables them to detect an immigrant at a glance, and they pounce upon him with the manner of a lifelong friend concerned only for his interests. If it is necessary, they will even offer to accompany the immigrant to the land office, to assist him in making his selection, and will even go with him on to the lot itself to help him in the initial steps of settlement. I described one of these men in my letter sent you just after I reached Winnipeg, nearly five weeks ago, and I have since learned that he was but a type of a class who literally swarm in the West, and who invade every means of transport of immigrants seeking new homes. Against them we have to pit two or three immigration agents, who, I dare say, perform their duties as officers of the government in a very proper manner, but who are utterly unequal to the task of coping with such an army, impelled by such motives.

That is the condition of things that obtains here, and it is naturally felt that the Government agents, already so heavily handicapped, labour under an additional disadvantage, when there are differences in the land laws which may be made to appear to the prejudice of Canada. In the case of the American agent on the train to Winnipeg, to whom I have already referred, I found his trump card was the fact that the homestead in the United States was a hundred and sixty acres, and in Canada only eighty. At that time my knowledge of the subject was not sufficient to enable me to form an opinion as to the relative merits of the two systems. But everything I have heard since has convinced me that in the Canadian Northwest territory itself, and among the men who have settled there, and who are working out a future of wealth and prosperity for themselves and for the country, the influence of this argument is felt to be very strong.

There is very much to be said in favor of the Government plan; in favor of discouraging the taking up of too large farms by persons with limited means; and in favor of making the settler feel that in his farm of one hundred and sixty acres, which he can get at a wonderfully reasonable price, he has got something for which he has paid, however little. In the best part of the country, within the fifteen mile belt outside of the reservation of five miles on each side of the railway, the actual cost of a farm of a hundred and sixty acres to the farmer is as follows:—He gets eighty acres for nothing, and if he pre-empt other eighty acres, at the end of three years he pays four-tenths of the purchase money,

\$200	\$80 00	
With interest.....	36 00	
		\$116 00
Fourth year, \$20, with interest.....	\$7 20	27 20
Fifth year, \$20, with interest	6 00	26 00
Sixth year, \$20, with interest	4 80	24 80
Seventh year, \$20, with interest	3 60	23 60
Eighth year, \$20, with interest	2 40	22 40
Ninth year, \$20, with interest	1 20	21 20

The whole 160 acres costing him in ten years \$261 20
 Except, therefore, as the question is effected by the element of competition with the United States, that certainly seems a suffi-

ciently favorable arrangement. This element, however, is one which cannot be ignored, and there is a very strong feeling that it would be wise to so change the regulations as to make the homesteads the same area as in the United States. If the Government yields to this opinion, I hope at the same time that they will exact full payment in cash for the pre-empted quarter sections. That, as I have said, will prevent persons without any capital from attempting to secure a farm of three hundred and twenty acres, and will thus meet what seems to have been the view in the adoption of the eighty acre system.

There is, in some quarters, an opinion, although it is not a very general one, against the large and somewhat complicated system of reservation that has been made. People ask, as I have said, why not adopt the American system? In view of the competition in the matter of immigration, there would be an advantage if the two systems were precisely the same. In that case, the sentiment of loyalty which prompts so many to seek their homes under the British flag, would not be interfered with by fine drawn arguments in favor of the American land system, as distinguished from the Canadian. There does not seem to be much difficulty in the way. If the Government would make a reservation of twenty miles on each side of the railway; reserve alternate twenty mile sections as railway lands, say at five dollars an acre, and open the other alternate sections to quarter section homestead and pre-emption—the pre-emption price being two dollars and a half an acre; and then throw open all the rest to homestead and pre-emption at a dollar and a quarter, the thing could be done. The reserved railway sections might not sell rapidly in the meantime; but as the others became settled they would sell, and would bring a handsome return to the Government. That plan would have the element of simplicity about it, which is of all things important when we consider that it is not the educated or culti-

vated class we are appealing to. It would be the American system, and would, therefore, take from the railway and immigration agents in the States what has, during recent years, been their trump card, viz: the chance of drawing long bows on the subject of the differences between the two systems. And it would yield, I am confident, a greater direct, and an immeasurably greater indirect, return to the Government.

I have dealt with this question, as with others upon which I have written in these letters, with the most perfect freedom. In the presence of the great interests which are involved in the settlement of these territories, all mere party or personal considerations sink into utter insignificance. The record of the Government's dealing with Northwest matters during the last five years, has been a record of stupendous and expensive blunders. No one can have travelled as I have done during the last four weeks over this country, without realizing how important to its future development and prosperity it is that wise measures should be taken in connection with its railway and land policy. I have travelled, in a direct line westward from Winnipeg, a distance greater than that between Montreal and Sarnia, and it is certainly no exaggeration to say over a country, in its average, infinitely superior for agricultural purposes; and I have after all but skirted the borders of this magnificent region. How shall we convert it into a prosperous settlement of happy and contented Canadians, makes a problem worthy of the best efforts of statesmanship, and far transcending any questions of mere party politics. It is in this conviction and in this spirit that these letters have been written; and if I have been so fortunate through them as to create a greater interest in the Northwest, upon whose development the future of the Dominion depends, I will feel that my "Chronicles by the Way" have not been written in vain.

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