FROM

TORONTO TO FORT GARRY

AN ACCOUNT OF THE

SECOND EXPEDITION

TO

RED RIVER.

DIARY

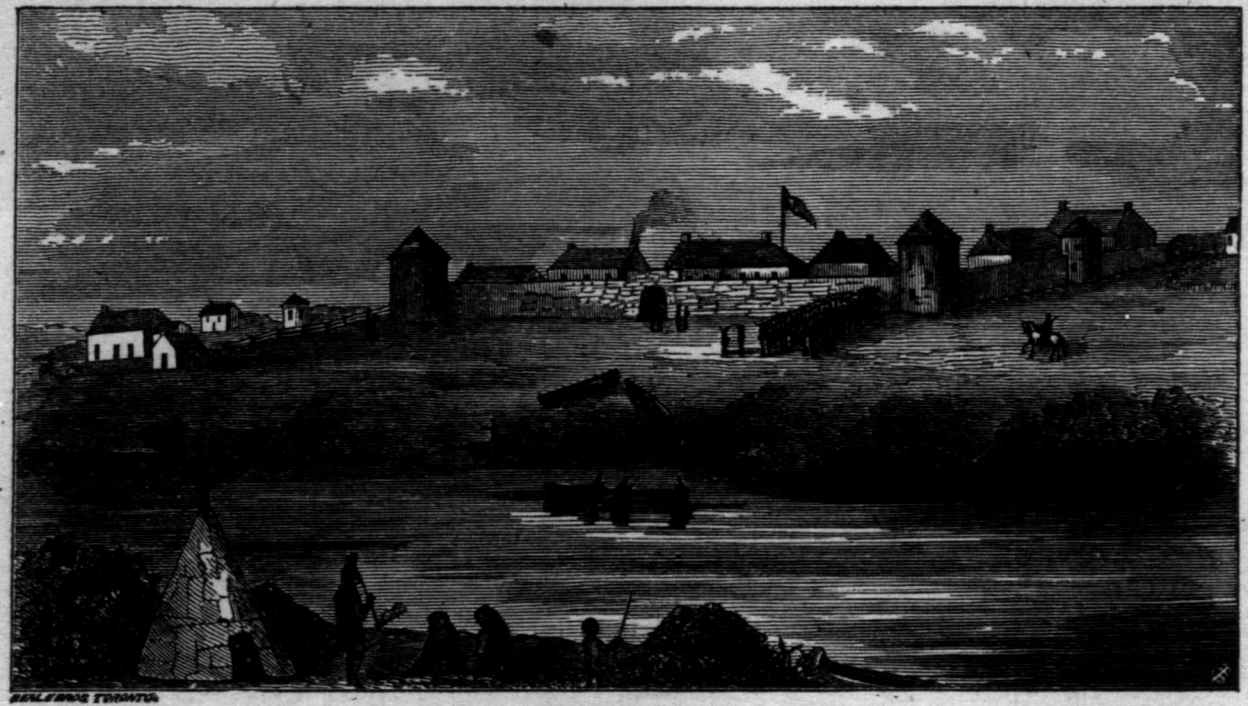
OF A

PRIVATE SOLDIER.

PRICE 25 CENTS.

HAMILTON:

PRINTED AT THE "EVENING TIMES" OFFICE, HUGHSON STREET.



FORT GARRY

(FROM THE SOUTH BANK OF THE ASSINIBOINE.)

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Justus A. Griffin

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2d ed - 1893

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PREFACE.

In the year 1872, when I published my "Diary of the Second Expedition to Fort Garry," the reason for sending the expedition was generally known throughout the country. But in the lapse of years many have forgotten and a new generation has grown up "which knows not" the history of 22 years ago. Some of those into whose hands my pamphlet has fallen have asked me to write out an account of what led to the sending of our little expedition.

After the collapse of the Fenian Raid on the frontier of Quebec Province in 1870, the people of Canada thought they had heard the last of the Fenians. The government, however, was aware that they still kept up their organizations and meditated future attacks. In the summer of 1871 the Fenians planned an invasion of Manitoba, being incited thereto by O'Donohue, who had been a member of Louis Riel's Provisional Government in Manitoba. He led them to believe that the French Half-breeds would join them *en masse* and that if they accomplished nothing more they would enrich themselves with plunder taken from the Hudson Bay Company's stores and the government buildings. While cognisant of this scheme the Canadian Government thought it would come to nothing, knowing that the Fenians had invested all their funds in the purchase of Springfield rifles and their conversion into breech loaders. (See Gilbert McMicken's pamphlet on "The Abortive Fenian Raid of 1871," published by Manitoba Historical Society.)

However, O'Donohue succeeded in mustering a body of men numbering nearly 100, and made his way with them to the frontier of Manitoba about the 5th of October. He attacked the Hudson Bay Post and the Custom House at Pembina, and received a warm reception from the two or three officials there. Col. Wheaton, who was in command of the U. S. regiment stationed at Fort Pembina, followed and dispersed them before they had accomplished much harm, capturing the leaders.

On the 10th of October this raid was reported at Ottawa, and next morning sensational headings about it decorated all the daily papers throughout the country. At that time there was no railroad nor telegraph within 300 miles of the frontier of Manitoba, and news travelled slowly, so that it was several days before full particulars reached Ottawa. On the 13th of October an Order in Council was passed that an expeditionary force of 200 volunteers should be sent at once to re-inforce the small garrison of 100 men then in Fort Garry. Three men from each battalion of volunteers were asked for.

One company of 100 men was enlisted in Quebec, and another of 103 in Ontario. Six days later, on October 19, this force, with about fifty voyageurs, rendezvoused at Collingwood, as detailed in the following pages. Though the government had reason to believe the backbone of the Fenian movement broken, these re-inforcements were sent as a precautionary measure, lest a few reckless men, assisted by dissatisfied French Half-breeds, might do some mischief. The inner facts were not published, however, till several years afterward, and we believed there was a strong probability that we would have fighting to do before the next summer.

When I published the diary I was a private soldier, subject to military discipline, and not free to criticise the officers. The arrangements for the comfort and welfare of the soldiers were as complete as could well be devised for such an expedition, and most of the officers did their best for the men under their charge, working with and planning for them, and showing their authority as little as possible. But two or three of them, and notably the ensign of my company, seemed so puffed up by their position that they not only avoided the slightest exertion on their own part but harshly and rudely treated the men who were unfortunately under their orders. Many of the non-coms and privates were the superiors in education and social standing of these officers, and some held commissions of higher rank in volunteer regiments.

JUSTUS A. GRIFFIN.

Hamilton, Ont., Aug., 1893.

FROM

TORONTO TO FORT GARRY.

AN ACCOUNT OF THE

SECOND EXPEDITION TO RED RIVER.

DIARY OF A PRIVATE SOLDIER.

THURSDAY, OCT. 19TH, 1871.—Having during the past two days passed a rigid medical examination, been attested and sworn in, and provided with arms, accoutrements and ammunition, the quota of twenty-five men from No. 2 District, including myself, met at the Toronto Station of the Northern Railway at 7 a. m., and started by the first train for Collingwood. On the same train were also the quotas from several of the eastern districts. We were carried by this train through a beautiful and productive agricultural country, as well as through some fine and thriving towns and villages—Aurora, Newmarket, Bradford and Barrie being the most noticeable among them; Barrie, especially, shows great signs of progress, and being advantageously as well as prettily situated on a gentle slope at the head of Kempenfeldt Bay, a branch of Lake Simcoe, and the centre of a rich agricultural and timber district, it bids fair to be a large and prosperous town at an early date. At 12.30 p. m., we reached Collingwood, which is 96 miles from Toronto, and were immediately detailed to our several billets in the hotels of the town,

after which we were allowed to spend the remainder of the day as we chose; and did so by employing part of it in writing letters, strolling about the town, and seeking such amusements as were to be found; some occupying their time with card-playing, or at billiards, and in drinking, while others visited their fellow-craftsmen, or spent the time in reading and conversation. Collingwood is situated on a very sandy strip of country on the Georgian Bay, with a range of hills a few miles from it in the rear, which reminded me of the hills which surround Hamilton. The town itself, though evidently growing, is very scattered, and does not yet present a very substantial appearance, most of the buildings being frame; however, several brick buildings are now in course of erection, which will much improve it, and as the town is the place of transhipment for nearly all the trade of the Thunder Bay region, as well as other points on the upper lakes, there can be no doubt that there is a prosperous future before it.

Friday, 20th.—Another day of idleness and ennui. There were two parades for us to-day—one at 9 a. m., the other at 2 p. m.—but neither of them lasted half an hour. The weather has turned quite raw and cold, while a strong searching wind blows off the bay, and fills everything and covers everyone with the fine sand of which the streets are composed.

Saturday, 21st.—The men from the various districts having arrived yesterday and during last night, we were ordered to parade at the railway station at 9 a. m.; and having assembled at that time and place, were inspected by Colonel Ross, Adj.-General of Militia, who made a short address. We then marched to the wharf, where we were obliged to remain while the stores were being put on board, an operation which occupied nearly four hours. At a little after 1 o'clock we were marched on board the steamer *Chicora*, where we got our dinner, after being

served with knives, forks, spoons, tin plates and tin cups, which are to be used during the remainder of our journey. At, or a little before, 4 o'clock, we, or rather the *Chicora*, with us on board, started for Thunder Bay, and we now felt ourselves to be at last fairly on our way to the great North-West. The day was pleasant and the water calm, so that all were in good spirits as we rapidly glided away amid the cheers of the assembled crowd. Before the shades of night had fully settled down upon us we were nearly out of sight of land, but though we could not now gaze upon the beauties of *terra firma*, many of us found pleasure in standing upon the deck and viewing the moon-lit waters of the Georgian Bay.

SUNDAY, 22nd.—Awaking at an early hour this morning, the first object that greeted my sight as I looked out of the cabin window was a piece of woodland within a few hundred yards of the boat, and all the remainder of the day we were continually passing among the lovely islands of the Georgian Bay and Lake Huron—at times passing within a few yards of them when sailing through some narrow channel; and the thought occurred frequently that these islands would make fine farms, and would be beautiful situations for residences were it not for the fact that they are isolated from the rest of the world nearly five months of the year, for they are heavily wooded with fine timber and appear to be fertile, and in fact I learned from the Captain of the *Chicora*, who has been sailing on these lakes many years, that in his opinion there was not more fertile land in Canada than is to be found on some of these islands; and it appears that the fact of being shut out from communication with the other parts of the world during the winter months does not deter some from taking up their abode on these islets, since we saw during the day a large clearing with two comfortable looking farm houses, with their outbuildings and barns, upon one of

the islands which we passed, which presented a very prosperous and civilized appearance. At about 4 p. m. we stopped at a small coaling station on the Michigan shore of Lake Huron. Leaving this point we proceeded through scenes equal in beauty to those we had been previously viewing, and which by their ever-varying charms kept our interest from flagging. During the evening we entered the St. Mary River, and now, in the opinion of many of us, we were surrounded by the most attractive and bewitching scenery we had yet cast our eyes upon, and a number of us gathered in the bow of the boat, where we sat and enjoyed the beauties by which we were surrounded; for though it was now night, there was a cloudless sky, and the moon in all her splendor poured down her soft silvery beams upon us, upon the rippling waters of the beautiful winding river, and upon its ever-green clad banks. Between 9 and 10 o'clock p. m., we reached the Sault Ste. Marie, and as we could not pass through the canal until morning, the steamer lay to for the night. This day has been the least like Sunday of any I ever spent; there was no religious service of any kind held upon the boat, though some of us employed part of our time in reading our Bibles, but instead of being a day of rest and worship, the time was chiefly occupied in serving out to us the clothing and the various other articles which comprise a soldier's kitt, or at least a part of them, the rest being left over for distribution to-morrow.

Monday, 23rd.—The first thing which saluted our ears this morning was an order for us to remain in the cabin, and on no consideration to show ourselves upon deck, lest some of the American officials might deem it their place to forbid the passage of Canadian troops through the canal, as they did in the case of the first expedition, in which event we would be compelled to march round the rapids; not being possessed of any very strong

desire to carry ourselves, much less a quantity of stores over several miles of a road which, if report speaks truly, is by no means easy to travel, we were careful not to put ourselves in the way of being seen; nevertheless, being desirous of seeing these much talked of rapids, several of us perched ourselves upon the table in the cabin and looking out of a small window over the hurricane deck, contrived to get a somewhat circumscribed view of the river and the rapids, enough, in fact, to create in us a longing for a more extended view as well as more time and liberty to note and enjoy the varied beauties of the scene. Between us and the river was a narrow rocky strip of land on which were a few scattered wigwams, while their Indian owners were to be seen in the vicinity in various attitudes, some performing their morning ablutions, and others standing, sitting and reclining listlessly about; beyond the river could be seen a level track of country with a back-ground formed by a range of high hills, clothed with the rich verdure of an evergreen forest. But we were soon out of the canal, and now we entered the upper-end of the river or rather what I should call a large bay, for such it seemed rather than a river. Shortly after this we reached and stopped at a small hamlet, called Point aux Pins, which I believe is a Hudson's Bay Company's post, but of that I am not certain. Leaving this landing place our good boat rapidly made her way out into the broad waters of that great fresh water inland sea, Lake Superior, and as the boat sped her way over and through the great waves a feeling was produced which brought to mind the opening stanza of Byron's "Corsair":

> "O'er the glad waters of the dark blue sea,
> Our thoughts as boundless and our souls as free."

But while some of us were thus indulging in poetical emotions and enjoying the motion of the boat as we

watched the rising and falling of the waves and caught occasional glimpses of wood-crowned hills on the distant horizon, others were seized with sea-sickness to such a degree as to preclude all enjoyment from the voyage, and some even felt so miserable that they regretted having started on the expedition. The remainder of our "kitt" was served out to us to-day, and we are now certainly pretty well equipped for the work which is before us. The "kitt" consists of the following articles: Two heavy blankets, two oil sheets, a fur cap, a pair of leather mitts, a pair of moccasins, a pair of ammunition shoes, a red woollen night-cap or chute, as many of my comrades call it, a muffler, two strong and warm over-shirts, such as are worn by soldiers of the British army, and in addition to their other qualities is that of size, for they would, I believe, fit the largest man in the country. I overheard one of our corporals, who is six feet three inches tall and built in proportion, remark that his shirt fitted him like a sentry-box; but to go on with the enumeration of articles—there are two knitted woollen under-shirts or guernseys, two pair of knitted woollen drawers, four pair of socks, a pair of suspenders, two linen towels, a hold-all (for needles, thread, &c.), needles and thread, blacking-brushes and clothes brush, a large clasp knife, knife, fork, spoon, tin-plate, tin-cup, and about a pound of soap; all of which, together with our greatcoats, forms a pretty good load when packed in and on our knapsacks, and in addition to these are our arms and accoutrements and sixty rounds of ball ammunition. There are also snow-shoes for us, but they are to be carried in bundles until we need them, and it is to be hoped there will be no necessity for their use.

TUESDAY, 24th.—On going out on deck this morning I saw a large island in front of us, which I learned was Isle Royale, an American island. It is about sixty miles

long and appears to be a huge mass of rocks almost devoid of vegetation, though there is a sufficient growth of evergreen trees to give it a picturesque appearance. Beyond this again, with an intervening space of twenty-five miles, towered the massive front of Thunder Cape, which we were rapidly nearing. Having entered the cabin after viewing these scenes for a short time, I was called out again by one of my comrades, named Telford, an Irishman, who has sailed and travelled a great deal, who said,

"Come, see the Giant's Causeway."

"The Giant's Causeway? I only wish it were possible," I said, "but what do you mean?"

"Do you see that long high rock almost directly in front of us, and several small islands to the left of it?"

"Yes; and there is the mainland beyond it; that is Thunder Cape, at the mouth of Thunder Bay."

"Well, at this distance it is almost an exact counterpart of the Causeway."

He then named the islets and parts of the great Irish wonder, in accordance with his conceptions of their resemblance, but my memory does not serve me well enough to preserve them.

At 10 a. m. we rounded an island of some size and came suddenly up to Silver Islet, so celebrated during the past two years for its enormous yield of silver. This place presented a scene of life and activity, for though the island itself presents to view nothing but bare rock, all the trees having been cleared off, yet there were great numbers of men at work at various employments, while as habitations for them and their families were to be seen nearly thirty houses, and by the dock were moored two steam-tugs and several other boats. All the islets hereabouts, and there are many of them, seem to be mere masses of solid rock, on which grow a few stunted ever-

greens without an apparent soil to sustain them. After a short stay at Silver Islet we continued to wind our way in and out among these islets till we reached the entrance to Thunder Bay, which is guarded on one side by Thunder Cape, towering to the height of 1,350 feet above the level of the lake, and about 2,000 feet above the level of the sea. It is said, whether truthfully or not, that there is a small lake on the summit of this rock; opposite to the Cape, and guarding the other side of the entrance is another massive rock 1,200 feet above the level of the lake; on the inner side of this is an outline bearing a strong resemblance to the human face, which is called "The Old Woman." When in about the centre of the bay one of the paddle-wheels of the steamer got broken, which delayed us over an hour. About 1 o'clock the *Chicora* cast anchor in the bay, not being able to get up to the small pier at Prince Arthur's Landing, and we were landed by a scow, which was drawn backward and forward from the boat to the shore by means of ropes. Having landed a part of our stores, we pitched our tents and began to prepare for the real work of the expedition, so far as we are concerned. So far, we have had very little to do, but to-morrow we will commence our work in earnest. Some guide books say that this place is only 551 miles from Collingwood, but this must be in a straight line, for I was informed by the captain of the *Chicora* that the actual distance travelled by the steamer was not less than 750 miles.

WEDNESDAY, 25th—At 6 o'clock this morning reveille sounded, and we were aroused after spending the night very comfortably in our tents. During the night there was a heavy thunder-storm, giving us an evidence of the appropriateness of the name given to the Bay on the shores of which we are now encamped. Prince Arthur's Landing, which is distant about four miles from Fort

William, is now a village containing about forty houses, with some twenty others in course of construction, and is evidently destined to be a large and prosperous place at no very distant date ; not only on account of its position in relation to the route to the North-West, but because it is the natural outlet of one of the richest mineral regions in the world, which is now only beginning to be opened. It is well known that the surrounding country is rich in veins of silver, copper, iron and lead, and it is now reported that gold has been discovered on the shores of Lake Shebandowan, which is about forty-five miles from here. But it is equally certain that it will never be the market for an agricultural district, for though what little soil there is appears to be very rich, yet the soil is thin and crops are liable to be injured by frost ; nevertheless, good potatoes, cabbages and other vegetables are raised, as also oats and hay, and doubtless a sufficient quantity of these will be produced to supply the wants of a great many of the miners by whom this region will be thickly populated ere many years. About three o'clock this morning half of No. 2, (Quebec) Company marched away on the Shebandowan road, and between two and three o'clock in the afternoon the remaining fifty started. Having eaten our breakfast and rolled our blankets and great coats ready for the march, forty of us were detailed at 7 a. m., to remove a quantity of flour, rice, peas, and dried apples from the small pier to a store-house in the village, these being designed to supply us with provisions for six months, if we are so unfortunate as to be stopped by the freezing up of the lakes and rivers. After having completed this job some of the men assisted in unloading from the scow the machinery for the steamboats which are to be put upon the Lake of the Woods and Rainy Lake, and which was brought up on the *Chicora*. We were dismissed from this

"fatigue," as it is called in military language, at 9 a. m., and immediately after, I, with five others, was warned for guard, and had to go on immediately. While on guard a prisoner was brought us who served in the late Franco-Prussian war, and also served in Algiers, and entertained us with accounts of the French army and the late war. About noon the steamer *Manitoba* arrived with horses and waggons, which were to carry our baggage and provisions to Lake Shebandowan, and the cattle which are to furnish us with fresh meat part of the way. It is raining heavily this evening, and we have a wet and a muddy prospect before us.

THURSDAY, 26th—A dismal, damp, cold morning, with a steady soaking rain, and no sign of clearing up. At 8 o'clock, a. m., we were relieved from guard, and detailed to take charge of some baggage waggons, and shortly after our Company, No. 1, (Ontario,) one hundred and three men, marched away, having deposited their knapsacks and blankets in waggons provided for that purpose, but for some reason the waggon of which I was in charge was not provided with horses till eleven o'clock, and my comrades were then miles away on the road. After standing by the waggon in the drenching rain three hours waiting for a team and teamster, they at length arrived, and I, too, left the last signs of civilized life behind. Six miles through a wild and rocky country, and we arrived at the camp of some of the workmen on the road, and we stopped with them for dinner, heartily enjoying their camp-made bread and bean soup. By this time the rain had turned to snow, and fell so thick and fast that in less than an hour it had become several inches deep. Leaving this place we toiled on through the mud and snow about seven miles, when the teamster, who had been paying his attentions very assiduously to a bottle of brandy for some time, became quite reckless,

and allowing his horses to go as they pleased, they drew the waggon into the ditch, and in endeavouring to get it out again the doubletree of the waggon was broken. It had now become quite dark, and not only was the snow falling fast, but frost began to make itself felt, and as we had no means of repairing the damage, the teamster unhitched his horses and I shouldered my blankets, and we trudged two miles further, where we reached a log cabin called the Fifteen Mile Shanty. Here were all the staff officers of our force, the rear-guard, and two or three stragglers. As soon as we had got our clothes thawed out a little we partook of a hearty supper, and then the teamster with whom I had been travelling started back to Thunder Bay, while the rest of us made preparations for spending the night in the shanty, by drying ourselves as well as possible and spreading down our blankets in the most eligible positions we could find. The main body of the force had taken their dinner at this stopping place, and they went on, so that I did not have an opportunity to know how they enjoyed their day's march, but suppose they were not only fatigued, but like myself, covered with ice and snow, and with greatcoats stiff enough to stand alone.

Friday, 27th.—Last night was a very cold as well as stormy one, and the ground is frozen quite hard this morning. During the night a number of Indians, half-breeds and French Canadian voyageurs came into the shanty, then ensued a babel which both interested and amused me, for while the soldiers were talking English, the French Canadians and half-breeds were conversing with each other and the cook of the shanty in French, and the Indians were using their own language, which I believe was the Iroquois. At an hour earlier this morning the voyageurs began to take their departure, and soon after some more came in from Thunder Bay, all

being on their way to assist us in our journey. It is an interesting study to observe the manners and customs of these half-civilized navigators of our rapid and dangerous Canadian rivers, and among other things I was much interested by their mode of travelling on land:—They march in single file, and when the leading one reaches one of these wayside shanties he quietly enters, seats himself by the fire to warm or dry himself, and so he lights his pipe, makes some remark to the cook, and prepares to eat his supper; by this time another arrives, and so they keep on dropping in one at a time; then after talking with each other a short time and smoking their pipes they spread their blankets on the floor and go to sleep; in the morning, as soon as one has finished his breakfast, he ties on his scarf, picks up his blankets, and starts without saying a word, the only notice of his departure being the closing of the door, for his moccasined feet make no noise on the floor; and so they depart as they came, noiselessly and solitarily. During the forenoon, the staff-officers and the rear-guard, who had spent the night with me, started on with the waggons with which they had previously been marching, but as no team had yet arrived for the broken-down vehicle of which I had the misfortune to be the guard, I was compelled to remain till three o'clock in the afternoon, when a team and teamster came and we proceeded on our way. By this time it was snowing again, but the marching was much better than yesterday on account of the road being frozen. Between this stopping-place and the next, which is six miles distant, we passed two small lakes and a large stream called Strawberry Creek, and were continually passing through lovely scenery, the road winding in and out among the dome-like hills, and sometimes passing over them, so that at times we could see the hills towering around us and at other times could look down on the hills below us and deep

ravines between them. Most of these huge mounds of rock are covered with a thick growth of maple, birch, poplar and evergreen trees ; though some of them have been stripped bare by fires, and then they look like huge specimens of those granite boulders which abound in some parts of Ontario, and in truth granite appears to be the principal component in their formation. At times, having gone some distance in advance of the waggons, an opportunity would be afforded to stop for a few moments gaze upon the view spread before me; one place in particular dwells in my memory, where I stood for some time to feast my eyes with the beauties of a scene which, while it was but a type of many through which we passed, might well furnish a subject for the pencil of an artist, but no artist being present the scene was not committed to paper, though it was indelibly photographed upon the tablet of my brain, and preserved in the album of my mind. The road being very winding, only a few hundred yards of it was visible from the hill upon which I had halted, while the hills which rise in every direction were covered with such a thick growth of fir, spruce and other evergreens that it would be almost impossible for a man to make his way through the dense forest, and these growing down to within a few yards of the road, which was, in common with all the surrounding country, shrouded in a snowy mantle of fleecy whiteness, while the trees retained enough of the soft white snow to vary the appearance of their robes of verdant foliage with the fringe of purest white ; and all this seen between the flakes of the gently falling snow, while a solemn silence reigned around unbroken save by the chipping of a ground squirrel which, unused to the presence of mankind, perched himself upon a fallen tree about a yard from me, and by the twittering of a flock of snow-birds which hovered about the road. About dusk in the evening we reached the Kaministiquia

River, and as the teamsters refused to go further till to-morrow, there was nothing for it but to put up in the shanty for the night. The Kaministiquia is a clear rapid river, about fifty yards in width, and is here crossed by an excellent bridge. It is said that the scenery through which this river passes is truly magnificent, and that the Kaministiquia Falls, some miles below this point, are equal in height and grandeur, though not in width, to the Falls of Niagara, while the surrounding scenery is even more grandly beautiful; but for this I have only the word of a few of the men of the First Expedition who accompany us, but I am inclined to think that they are somewhat given to exaggeration, still there can be no doubt that there is surpassingly beautiful scenery to be found in this region of rocks, lakes and rivers. In conversation to-night with a man who has been living in these parts several years, I learned that good crops of oats and barley have been raised, and that hopes are entertained of the success of wheat culture in the valleys which are plentifully found among these hills.

SATURDAY, 28th.—At seven o'clock this morning we once more took the road, and after travelling two hours through a hilly and a barren district we reached the Matawan Bridge and Shanty at nine o'clock. It was here that the majority of my comrades spent Thursday night, a few of them in the shanty, but the greater number in the open air, notwithstanding that there was a sharp frost and that their clothing had been completely saturated with the heavy rain of that day, but of course it was an unavoidable circumstance, as there was no place of shelter for them; those who had got no further than the Kaministiquia were more fortunate, as they were all able to get into the shanty there. The Matawan River is about the same size as the Kaministiquia, and is, like it, swift and rapid, and passes through an equally wild tract of country,

being only five miles from that river, and about twenty-six from Thunder Bay. We only remained here a few moments and then proceeded on our journey, and at noon reached the Osconegon River, which is scarcely so large as the Matawan, but is a very fine stream. Having dined at this place, and been provided with fresh horses for the waggons, another start was made, and in a short time we again came in sight of the Matawan, and were seldom out of sight of it until we reached Lake Shebandowan. At five o'clock, p. m., we arrived at Shebandowan Landing, which is nearly fifty miles from Thunder Bay, by the road. Here we found, in addition to a large stone house and several shanties, a large and comfortable two-story house, provided for the use of immigrants; the ground floor is divided into two parts, and in the upper story are four or five rooms, the entire length of the house being 40 ft. x 30 ft. in width. If houses similar to this are to be constructed at all the stopping places it will add much to the comfort of emigrants who may come by this road in future years.

My comrades, with the exception of one man—a butcher, who remained to get ready some meat for the force—had taken their departure about an hour before our arrival, and orders were left for that man and myself to proceed with our stores in company with the voyageurs to-morrow morning. It was within a few miles of this place that gold was recently discovered, and as the region is also rich in other metals it will probably be the scene of much activity next year and in all future years.

SUNDAY, 29th.—At eight o'clock this morning we embarked in one of the boats provided for the first expedition, and which are to be used for us likewise, for the next 400 miles. These boats are of several sizes, and are from 25 to 30 ft. in length, five or six feet in width, and from three or four feet in depth, with six, seven, or eight oars,

according to size, and fitted for two masts and small sails —but we had only one sail for many of them—and carry four or five tons weight. Having got everything ready for a start, a tow-line was thrown to the tug, which is nothing more or less than one of the expedition boats fitted up with an engine of about 4-horse power; and now we are on Lake Shebandowan. This lake is about 30 miles in length, and appears to one more like a river than a lake, so narrow and winding is it. It does not appear to be more than five miles in width at the widest part, in many places is not more than 100 yards wide, and in one place narrows to about 15 yards. It is surrounded by a very rocky and hilly country, some of it wooded, but much of it quite bare from the effects of fires. On this lake we met a large canoe containing ten Indians, which was a novel sight to eyes accustomed to city sights and more civilized styles of boats, while it was astonishing to see the rapidity and regularity with which the paddles were handled, and the swiftness with which the canoe, like a vision, glided away. At noon, we reached the Kasheboywa Portage, and went into the shanty for dinner, just as another heavy snow storm commenced. Having partaken of a hearty dinner, we portaged our goods, with the help of a span of horses and wagon, loaded them again, and set out upon Lake Kasheboywa, our party now consisting of two soldiers and about twenty or twenty-five voyageurs. For the first two or three miles we had to depend upon our oars as means of locomotion, but at last, in the many turnings of our route, we came into a favorable wind, when the sails were hoisted and we were wafted along much more swiftly and easily. Our time, not being occupied at the oars, was employed in listening to stories told by the Indian and half-breed voyageurs, some of whom were from the Sault Ste. Marie, and others from the eastern parts of the country. At about seven o'clock, in the

midst of a blinding snow storm, we reached the Height-of-Land Portage, and having unloaded the boats, we went into a wigwam standing near, and were informed by the voyageurs, to whom it belonged, that the soldiers were at the other end of the portage, about a mile and a quarter away, and after getting warmed, I strapped on my knapsack and shouldering my blankets, started across the portage, while the voyageurs prepared their camp. Having crossed the portage, I reported to the captain, and joined my comrades about their camp-fires. About half of the company were crowded into a shanty which has neither windows nor chimney, and was filled with the smoke of two large fires, while the remainder were scarcely less comfortable in the midst of a snow-storm out of doors, around huge fires on which they were continually piling wood by armfuls at a time, and round which some performed an Indian war dance, for the double purpose of keeping themselves warm and to pass the time. This Height-of-Land Portage is so called from being situated on that elevation or water-shed known as the Height-of-Land, and from which the river runs in opposite directions, those on the one side running towards the south and south-east into the Gulf of Mexico and the Gulf of St. Lawrence, while those on the other side run toward the north and north-east into the Hudson's Bay and the Arctic Ocean.

Monday, 30th.—Having spent a very uncomfortable night, during which very few of us got any sleep, and those few not being much refreshed by it, we loaded our boats and prepared for an early start, but for some reason we did not get started till nearly eleven o'clock. The snow on this portage is now nearly a foot in depth, which, with the ice on the lakes, makes everything have a wintry appearance. At eleven, a. m., we set out upon the Lac de Mille Lacs, or, the Lake of a Thousand Lakes and

Islands, which is a very large lake and full of islands, and to-day it was very rough, the wind being dead ahead of us all the time, which made the rowing very hard for us, though as there were from fifteen to twenty men in each boat, we were able to take turns at the oars, and so have a rest occasionally. In one place, where the islands were so close together as to protect the water from the wind, we came to a narrow passage only about ten yards in width, in which was a fishing-net belonging to an Indian who had his camp on an island close at hand. The Indian stood by his wigwam with his children, while his squaw paddled off to protect the net. We, of course, took care not to injure the net, but stopped to give the squaw some hard-tack and tobacco. At about dusk of evening we came in sight of Baril Portage, having rowed upwards of 30 miles to-day, but we were obliged to break our way through about half a mile of ice in order to reach the portage. Having at length arrived there, we immediately set to work to unload the boats and portage them and the cargoes, which work occupied us till nearly midnight, when we retired to our tents, which two or three men from each boat had pitched while the others were at the other work, having first to clear places in the snow in which to pitch them, and in some cases they had to clear away brush and trees for the same purpose, and as there was no dry wood to be had, there was some difficulty in building fires, which were almost a necessity, not only for cooking our evening meal, but also to dry our clothing.

Tuesday, 31st.—Having been aroused at four o'clock, after about four hours sleep, we finished loading our boats and set out upon Baril Lake, each boat having an Indian voyageur allotted to it, as a guide. This lake is about eight miles long, and like all the other lakes through which we have passed, is studded with beautiful islands of various sizes and shapes, and is surrounded by

the same dome-like hills which have greeted our sight every day since leaving Thunder Bay; in the valleys between and on the sides of many of these hills there is evidently much rich soil, judging by the vegetation which they support, though at this season of the year when the ground is white with snow, it is hard to form a good opinion in this respect; but it is possible that these valleys may yet furnish a large portion of the agricultural produce which will be necessary for the support of the mining population which this section of country is destined to employ; yet it is probable that the greater portion of such support will be drawn from the more fertile regions to the south-east, the north and north-west. At ten a. m., we reached Brule Portage, which is three-quarters of a mile in length. Having portaged boats and stores, and having partaken of a hearty dinner, of which we had great need, in consequence of having had a scanty breakfast and having worked very hard, we again embarked, and started upon Windegoostogoon, which is a succession of small lakes connected by narrow and in some places rapid streams; the entire length being about twelve miles. In passing through three of the connecting lakes between the different parts of this lake, our boat got stuck upon rocks and sand-bars, and there was some difficulty in getting it free, and at the fourth the current was so swift that nearly all the crew were compelled to get upon the shore and hold the boat by a tow-line, while two or three remained in it to guide it among the rocks; in the sixth, which was about half a mile long, the difficulty was that the stream was so crooked that the boat could go very little more than its own length without turning a corner, and at its mouth was a sand-bar, through which the boat had to be poled, which occupied more than an hour. At length we reached the end of the lake, but not the end of our day's journey,

for the boat here entered a small but rapid stream, and all but four of the crew were obliged to leave it and march a mile through the wood, over hills and through ravines; sometimes a man would slip down a steep hill, then another would go up to his knees in some half-frozen streamlet or pool; in the meantime the men in the boat were busily working their way among the rocks of the rapid creek. In about half an hour both the boat and the men on foot reached a point where a lock is in course of construction and nearly finished, which will much diminish the labor of navigating this stream. Here we removed our knapsacks, blankets, and some of our lighter *impediments* from the boats, and marched about half a mile further among the rocks and hills, while the boats thus lightened were taken that much further by water, but then reached a point at which they and all their cargo had to be portaged. This place is called French Portage, and is considered the worst portage on the route. Having reached this place we immediately set to work at unloading the boat and carrying the cargo over the portage, which is a very steep and rugged hill between one hundred and one hundred and fifty feet in height. Having got all the goods over and our tents pitched, we next had to set to work at moving the boats, and here one of the men got a title which is likely to stick to him. The men having been called together to go for the boats, one who had been watching the knapsacks and blankets of his comrades, at their request, was missing, and the officer in command of the squad was very angry with him, thinking he was shirking his work, and said that he was dodging it, whereupon the men named him the "Artful Dodger." This business of watching the knapsacks and blankets has become quite a serious matter, for in consequence of our rapid travelling, frequent portaging, and early morning starts, men are con-

tinually losing something, which they very naturally endeavor to replace by the first articles they can lay their hands upon, and it is something amusing to hear the remarks made when we reach a stopping place and prepare for a meal or retiring to sleep: one will call out,

"Who has my knapsack?"

"Who has my blankets?" calls out another. "That's my knapsack," says a third, while from every quarter may be heard such expressions as,

"Some one has my plate."

"Who was it that borrowed my knife and fork without leave and forgot to return them?"

"That's my cap, I know it by the mark on the bottom."

"I would like to find the man who stole my greatcoat," etc., etc.; and the tone in which these complaints are uttered, and the comical remarks which frequently accompany them or are replied to them by the few who happen to be in possession of these necessities, amuse one in spite of the fact that nearly every man is himself a subject of the general misfortune. Still by the time we are ready to embark in the morning nearly everything is generally found. For portaging the boats, a tow-line is attached to each one, and about half the crew take hold of this and exert all their strength in drawing, while the remainder steady the boat and use their best efforts also in endeavoring to move the boat as rapidly as possible over the portage. And now may be heard the cries from the leaders of "Altogether," "Again," "Yo-heave," and from the Indian or French-Canadian voyageur, "Hooroo." To facilitate the work of portaging the boats at this place there are "skids," formed by pinning sticks of wood about six feet in length at equal distances upon long pieces of timber, something like the rounds of a ladder or the ties of a railway. When the boats had been drwan to the

top of the hill the tow line was taken to the stern of the boat and attached there, one end being wound around a tree to aid the men in restraining it from slipping too rapidly down the hill, which would inevitably have destroyed it. While this work was going on a young man named Gowland got his leg under a boat, and had not his comrades been prompt in stopping it he would have had a broken leg, if nothing worse.

WEDNESDAY NOV. 1st.—Arose at an early hour and loaded our boats, after which a short time was allowed for breakfast. The boats then started down the French Creek, each being manned by four oarsmen and two guides, the navigation of this stream being very difficult in consequence of the lowness of the water and its snake-like course, for it runs a distance of nine miles to get two miles from our camping ground of last night. In the meantime the remainder of the men had to march in single file some three or four miles through the wooded and hilly country to the same destination, which they reached several hours before the boats, the occupants of which had been under the necessity of getting into the freezing and partly frozen water to force the boats through. Finally, about noon, all reached the point where we were to re-embark, and one after another the different crews rowed away upon Lac Francais, or French Lake, which we soon crossed and run down the stream connecting it with Lake Kaogosikok, or Pickerel Lake, and at 4 p. m. reached Pine Portage, over which we portaged our boats and goods, rowed over another small lake to the Deux Rivieres Portage, which we crossed, and then camped for the night. This portage was formerly called Jacob's Ladder, and was a worse portage even than the French Portage; but as bridges have been built over two ravines through which everything had formerly to be carried, thus saving the ascent and descent of two high hills, it is now much improved and

comparatively easy to cross, still there was some excitement and danger for us in drawing the boats up and down the short hills still remaining, and in crossing the bridges, which have no railing. We here overtook the Quebec Company and camped beside them.

THURSDAY, 2nd.—Having taken breakfast, struck our tents and otherwise prepared for the march, the boats were put into the water, in doing which one of them was found to need repairing, and the crew set to work at it, the job taking about half an hour. After crossing a small sheet of water we arrived at a narrow channel, where the water was so shallow that all but four men had to leave the boat and walk through marshes of wild rice nearly a mile, through the forest and over the hills another mile, and then another marsh, where fires were needed and built to keep us warm and dry while waiting for the boats to get through, and in bringing them through, the oarsmen and guides had to get into the water and drag their craft, and even then they had to get the assistance of some of those who had left previously and marched through the wood, and who now attached tow-lines to the bows of the boats and assisted in bringing them through. When all had reached the mouth of this creek we once more embarked and set out upon Sturgeon Lake, and after getting well out into the lake we found ourselves in a favorable wind for the first time, and soon hoisted our sails in order to take advantage of it; and this added to the excitement caused by the continued rivalry which exists between the different crews as to which shall reach the portage first. In these races, as they may be called, there is often amusement furnished by the efforts at rowing made by men totally unaccustomed to that kind of exercise, some of them being very unapt scholars, while others seemed to learn very readily; when one or two of the clumsy men happen

to be at the oars many a hearty laugh is raised at their expense, though it is also true that the ire of the other oarsmen is excited. Those who happen to be looking on at the time take great delight in using such expressions as "That's it, all together, one after the other," and similar taunting words, which are generally taken in good part, though sometimes an angry retort is given by some of the quick-tempered ones. On the shore of this lake, near the point where we entered it, we were surprised to see a building constructed of squared timber, with the Union Jack flying over it. We were informed by one of our guides that this was the residence of a chief of the Chippewas, and as we passed, an Indian came out and cheered, his cheer being returned with interest by the soldiers. We also met a canoe containing an Indian, his squaw, and two papooses, who were objects of a good deal of interest to the men. Having passed through Sturgeon Lake and several small lakes, we arrived in the dusk of evening at a short portage over which we carried the cargo of our boat while the voyageurs and four men ran the boat down the rapid; after which we loaded the boat again and crossed a small sheet of smooth water to Maligne Portage, on the lower end of which we pitched our tents, leaving the portaging of everything save the tents, knapsacks and blankets till morning.

Friday, 3rd.—Having been aroused at an early hour, we portaged our goods over this somewhat rough portage—a distance of about 500 yards—and then drew the boats over land about 100 yards, and again put them into the river. In portaging the boats I had a narrow escape from a broken leg, and perhaps from death itself. While straining every muscle in drawing the boat, my leg got caught between two long skids, with the boat on top of them, and I was thrown down in front of it; but, thanks to the presence of mind of my comrades, under a

merciful Providence, as soon as I called out that the boat was on me, they exerted their entire strength to restrain the boat in its motion down the hill, and I was soon released from a painful and perilous position, with a thankful heart and a lame leg, but the lameness nearly all left me before night. Having got the boats into the water, an Indian guide, assisted by three or four other voyageurs, ran them, one after another, down the swift and dangerous rapids—rightly named Maligne—to the lower end of the portage, where they were again loaded, and away we all started, but had not proceeded over half a mile when another rapid appeared to view, and again the soldiers had to leave the boats and take a walk along the bank of the river while the voyageurs ran the boats down, with the assistance of a few of our men. Shortly after entering the boats again, we came to the wreck of a boat which was dashed to pieces in running the rapid a few months ago. There was no end to excitement and danger in our course down the Maligne River, for it is a succession of rapids, and occasionally we got caught on a rock to vary our rapid progress, but we always got safely off. While making our way around one of the rapids where the majority of us had to leave the boat, one man, named John Smith, fell from a log which served us for a bridge, over a streamlet in our way, and hurt his back, yet though we sympathized with him in his misfortune, which was by no means serious, it was impossible not to be amused at some of his movements and remarks, for he is a very eccentric character in his way. At a distance of five miles from our camp of last night we reached Tanner's Rapids, where, in consequence of the lowness of the water, both boats and cargoes had to be taken over a short portage; we were then kept pretty busily employed in threading our way among the rocks of the remaining four miles of this rocky and rapid river,

when we reached Island Portage, so called on account of the river running on each side of it. Having made this portage and partaken of lunch, we set out at 5.30 p. m., upon Lac La Croix; after rowing a couple of miles, we were taken in tow by a tug which had overtaken us, and we now make our way rapidly through this large lake, of the appearance of which we could form no opinion on account of the darkness of the night, but we did see the fires of two large Indian camps, and as we passed close to land in one place, our guides pointed out an Indian burying ground. At midnight we reached Loon Portage, which is about 30 miles from Island Portage, so that we have travelled to-day upwards of 40 miles and made three portages. The country through which we are now passing appears to be very similar to that throughout the route from Thunder Bay, though the hills appear to be much lower and the timbers appear somewhat different; we here found oak for the first time. There does not apppear to have been so much snow here as on the Height-of-Land and several days journey this side of it, for there are only two or three inches of snow here, while there was nearly a foot of it at the Height-of-Land. It being so late when we reached this portage, we merely unloaded our boats and pitched our tents, leaving the portaging till morning.

Saturday, 4th.—Having completed the work of portaging at 11 a. m., we again started, and after rowing five miles, reached Mud Portage, which is considered the worst but one on the route; being somewhat like the French Portage, which alone surpasses it in difficulty. One of No. 2 Company was seriously injured by falling, while carrying a heavy load over this portage. Half a mile beyond Mud Portage we came to another, which, from its being somewhat similar to the last, we called Little Mud, not knowing its proper name, if it has any. After com-

pleting the portaging and loading of the boats, we took dinner, and then started at 3 p. m. down a stream we call Loon River, and had not gone far when the channel became so bad that all but four of us and the voyageurs had to leave the boat and walk along the shore, and in a few moments those of us who remained in the boat were obliged to jump into the water and drag the boat along amongst the rocks. After working in this manner two hours, the stream became so shallow that half of the load had to be removed, and even then the work was so hard that the remainder of the crew, who had been on the shore, had to wade out into the river and assist. At 6 p. m., after being three hours in the water, and only having travelled about two miles, we camped for the night on the bank of the river, building huge fires by which to dry our clothing and cook our supper, and as we sat about these fires endeavoring to dry our clothes and warm ourselves, some of the musically inclined raised songs to cheer and raise their spirits, which had fallen pretty low, like the water of the river through which we were making our way, while others engaged themselves in making conjectures in regard to the morrow, or in "spinning yarns" for the benefit of their comrades. Among the songs was the following, composed by one of the men of the First Expedition, and now sung for us by some of the men of that force, who are with us now:

EXPEDITION SONG.

Come, boys, cheer up, we'll have a song in spite of our position,
To help in our labors on this glorious expedition;
We'll keep our spirits up, my boys, and don't look sad or sober,
Nor grumble at our hardships on our way to Manitoba.
CHORUS—Jolly boys, jolly boys,
Hurrah for the boats and the roads, jolly boys.

Some grumble, loudly exclaiming—"'Tis not as I expected;
"I did not know that great stockade would have to be erected—
"It was only as a Volunteer that I left my abode;
"I never thought of coming here to work upon the road."
CHO.—Jolly boys, jolly boys, etc.

Say what we will, 'tis very plain that both of these were needed ;
Without the last I am not sure we ever should have succeeded,—
Had we trusted to boats alone, to pulling, rowing, towing,
We never should have got the stores as far as Shebandowan.
CHO.—Jolly boys, jolly boys, etc.

'Tis true the roads are rather rough—the rapids, too, are swift—
And on these cursed portages the boats we had to lift ;
But never mind, we'll struggle on, not heeding wind or weather ;
We are sure to get along if we only pull together.
CHO.—Jolly boys, jolly boys, etc.

At length we're fairly started—I may safely say
That we shall see our journey's end at no great distant day ;
We'll go ahead now without fail, and never stop or tarry
Till we reach the promised land—in other words, Fort Garry.
CHO.—Jolly boys, jolly boys, etc.

And when we reach Fort Garry, boys, and all our work is done,
We'll spend our time right merrily—you bet we'll have some fun;
And when the winter's over, boys, and we are all set free,
We'll go back to Brockville and have a jolly spree.
CHO.—Jolly boys, jolly boys, etc.

We'll do as did the merry men—let the bottle pass!
And to old friends that we meet we'll toss another glass ;
How sweet to see each well-known face with mirth and welcome beam,
Our troubles and our hardships they will seem but as a dream.
CHO.—Jolly boys, jolly boys, etc.

We have talked about our going home—but now it don't appear
That we shall see our homes again in quite another year ;
For if the girls of Manitoba are as kind as they are charming,
The half of us will stay behind and settle down to farming.
CHO.—Jolly boys, jolly boys,
Hurrah for the boats and the roads, jolly boys.

Another favorite ballad among us is the well-known song of "Tenting on the Old Camp Ground," the words of which we altered to "Tenting on the Cold Damp Ground," to suit our circumstances.

SUNDAY, 5th.—Aroused at daylight, and having taken breakfast and struck the tents, we again started, two of us, after some parleying as to who should be the unfortunate individuals, accompanying the voyageurs in the boat, while the remainder marched in single file along the bank. We had not poled our way very far before we were

obliged to get into the water again, and found that uncomfortable as it was yesterday, it could not compare with to-day, for during the night it had turned several degrees colder, and a good deal of ice was formed, so that while it was very disagreeable yesterday, it was positively painful to-day, and it would be impossible to describe the sensations felt while wading in this water. After dragging the boat a few yards, the water became so shallow that we were obliged to get the assistance of five more men, with the help of whom the boat was soon drawn to deeper water, and for the next two miles we only managed to get along by means of poling, though every muscle was strained to the utmost; but at length a point was reached where neither poling nor our utmost efforts in the water availed to move the boat a foot, and all the remainder of the crew having gone about a mile ahead by a short path, one of us had to run across a marsh half a mile wide and along the bank, until within hailing distance of them, when they very unwillingly returned and rendered the necessary aid in getting through this bad place; after that, it did not again become necessary to get into the water, though there was some difficulty in making our way through some parts of the remaining four miles of this river, and a way had to be broken through ice over an inch thick throughout the last mile, where there is very little current. At the mouth of the stream a fire had been built by the men who took the land route, and as soon as the boat arrived with the provisions, dinner was cooked and some fruitless attempts were made at drying our clothes. At 3.30 p. m., we left this point and set out upon Lake Nameukan, and after rowing five miles reached a narrow channel between two parts of the lake in which there was a rapid current full of rocks; here the cargoes had to be portaged several hundred yards, and the boats were taken through empty. At the end of three miles more, in consequence of night

coming on, we ran the boats into a pretty little cove between two huge rocks on an island, and camped on a sandy beach, where there was a good supply of wood convenient. This is the best camping ground we have yet had. There were only two boats, and their crews stopped here, part of the others being several hours ahead and the remainder as far behind. The sun showed its face from behind the clouds to-day for the first time in two weeks.

MONDAY, 6th.—At 7.30 we left Sandy Beach, as we called last night's camp ground, and continued our way through Lake Nameukan, passing in several places the camp grounds of other crews, where the fires were still burning, also, camps of Indians who stood on the shore watching the strange sight of boat loads of white soldiers passing by. The wind being favorable part of the time, we were able to use our sails, which was a great assistance. When we had rowed and sailed a distance of about 12 miles, we were met by three boats filled with voyageurs, who having accompained the expedition as far as Kettle Falls were now returning. At one o'clock we reached Kettle Falls and portaged our cargoes, but only had to portage one boat, as there were enough at the other end already. Lake Nameukan, through which we passed this morning, is literally a rock-bound sheet of water, and I do not know but I would be correct in saying that it is iron-bound, for the walls of almost unbroken rock with which it is surrounded are full of veins of iron, lead and copper. To vary the appearance of this wall of rock, there occasionally appear to view beautiful sandy beaches, similar to that on which we camped, while the numerous islands and parts of the shore are clothed with never-ending verdure, altogether forming grand and beautiful scenery, even at this dreary season of the year. The water of the lake is about seven feet above high-water

mark. Kettle Falls is scarcely entitled to that name when the water is so low as at present, though it no doubt deserves it in the spring, for a hugh semi-circle in the rock on each side of the rapid presents a kettle-like appearance, in which the water doubtless boils as in a cauldron. In searching for a reason for the name of these falls, I discovered a hole in the rocks very like the inside of a kettle, perfectly smooth, and which would probably hold about five or six gallons. At four o'clock, the boats having loaded, a tug, which was waiting here for us, towed us all up Rainy Lake. I was here transferred, with 34 others, to a large and ungainly boat, of the kind used by the Hudson's Bay Company on the lakes and large rivers; it is about 40 feet long, 8 feet beam, and 5 feet in depth. After towing us 10 miles the tug returned to Kettle Falls, in order to be ready to bring on the remainder of the boats, which had not arrived there when we left. We then rowed a distance of four miles, and as it had now become too dark for us to pick our way among the rocks, we camped upon an island, where there is a natural supply of good wood, and while part of the men pitched the tents other squads cut wood and built fires, and others again brought provisions from the boats and prepared supper for all.

Tuesday, 7th.—At 9 a. m., we left the island where we camped last night, and threaded our way through a perfect labyrinth of rocks and rocky islands, in continual danger of running upon rocks, some of which were only sufficiently covered with water to hide them from the sight of our guides until the boats were almost upon them; and, in one or two instances, they did actually strike, but, by great efforts, were soon loosened from that disagreeable position. In consequence of a very strong head-wind, we were not able to row over two miles an hour, nothwithstanding our utmost efforts. At 1.30 p. m., our fleet got

into a small bay, where there was a calm sheet of water, and having moored the boats to the shore, we leaped upon a broad, flat rock, which served us as a wharf, and found ourselves on a lovely island, where we immediately proceeded to prepare our mid-day meal; and as the sun came out bright and warm, shining upon the little groups sitting upon fallen trees and masses of rock beside pretty groves of evergreen and other trees, made us feel quite comfortable, and gave the force the appearance of a large pic-nic party; and, in fact, being allowed more time than usual to partake of our dinner, in consequence of our commander expecting the tug to make its appearance with the remainder of the expedition, we were enabled to rest ourselves somewhat, and really enjoyed it much better than many a pic-nic is enjoyed; some sitting or lying upon the ground, while others roamed about the island, looking at the beautiful specimens of minerals to be found among the rocks on the shore; or getting more extended views of the lake and its many islands from the higher portions of this islet. From this pic-nic ground a post of the Hudson's Bay Company was visible on the distant shores of the lake, and we could distinguish several houses surrounded by neat fences, and other civilized appearances. At 2.30 p. m., a man on the high part of the island, distinguished the tug in the distance, and we immediately took our departure from this pleasant stopping-place, and after rowing a few miles were overtaken and taken in tow by the tug, which had already in charge the boats which had been left behind. After getting the assistance of the tug, we made much better progress. Having run short of wood a stop was made at an island covered with a heavy growth of timber for the purpose of getting a fresh supply. While here one of the men found a knife belonging to the former military expedition. Making another start at 5 p. m., we made good progress till 7, when we

reached Rainy River, and in a short time came to a rapid, when the order was given for all men, except enough to man the oars, to lie down in the bottom of the boats while they were run down. There was then a roaring rushing sound for a few seconds, and a feeling of being thrown rapidly through the air, and we were once more in smooth water; but did not travel far before coming to another rapid place, down which we made our way in a similar manner, to find ourselves, at 8 p. m., of a dark night, at the landing-place of Fort Frances; and, shouldering our knapsacks and blankets, we soon found our way to the camp-ground, where those of our comrades who were in advance had already pitched their tents, and as quickly as possible we followed their example—cooked our supper, and got between our blankets for our much needed night's rest.

WEDNESDAY, 8th.—Being aroused at an early hour this morning, we were immediately set to work at portaging, and beside our stores we portaged a tug and one of the large boats of the Hudson's Bay Company. At ten o'clock a. m., our tents were struck, the boats laden, and we were all ready for starting, but had to wait for the tugs, of which there are now three. While waiting for these somewhat tardy assistants to our locomotion, we had an opportunity to look about us and take observations of Fort Frances and its surroundings. The Fort itself is merely a stout oaken fence, enclosing a few block-houses, and within a few hundred yards of it are several other houses. Just above the falls and about a quarter of a mile from the fort, a number of men were at work building steamers for Rainy Lake and the Lake of the Woods, the engines for which are now lying at Prince Arthur's Landing; these steamers, together with the tugs on the smaller lakes and the improvements to be made on the portages, will make this route much pleas-

anter as well as more useful next year. Fort Frances is a great resort for the Indians, of whom as many as four or five thousand sometimes gather there, but at present there are only about fifty. One thing which much interested me was the Indian burying-ground, or rather, place of entombment; for the dead can scarcely be said to be buried when the coffin is suspended in the air, six feet above the ground, each being sustained by four stout stakes. In these coffins are placed not only the corpse but the weapons, and often a part of any other valuables of which the deceased may have been the possessor. Another object of interest was the falls, which are 23 feet high, and rush over the rocks in one fine broad sheet about 100 feet in width. The position of Fort Frances, in a fertile tract of country, at the head of a magnificent and beautiful river which is swift enough to furnish an almost unlimited water power, and in the vicinty of one of the richest mineral regions of the world, will doubtless make it a place of no small importance within a few years. So rich and fertile is the soil on the banks of Rainy River, that on the farm which is here cultivated by the Hudson's Bay Company officials, wheat has been grown on the same land for 20 years, and it is said that it still produces upwards of 30 bushels to the acre. This fertile tract varies in width from half a mile to eight miles, and back of it is swampy land, much of which may be utilized in the distant future, when land becomes a more valuable commodity in this central portion of our continent. At 1 o'clock, or a little after, we finally got started, and ran rapidly down this lovely winding river without anything of interest occuring uutil 7 p. m., when our boats were drawn up on the shore, fires lit, and supper prepared and eaten, after which a few betook themselves to their tents, while others, who either did not possess tents or preferred open-air sleeping, merely wrapped themselves in their blankets

and slept with their feet to the fire, having the blue vault of heaven for a canopy.

THURSDAY, 9th.—Started at 7.30 a.m., and after a steady run of three hours reached Manitou Rapids, down which we went without unloading the boats and without mishap. We occasionally passed an Indian camp, and some of the inhabitants frequently paddled out towards us; but Indians, canoes and wigwams are now no novelty to us, and very little attention is paid to them. These Indians are dark, savage-looking men, with very little appearance of civilization about them; they do not appear to have much awe for our steam tugs at present, although I was told by a man who has been on the route two or three years, that when the tugs first made their appearance the Indians gathered up their blankets and ran away into the forest with shrieks of affright. Judging by the countenance of these fellows and the sheath knives and hatchets which they all carry, it would not be a safe place for unarmed men to travel in small numbers at all events. At 11.30, the Longue Sault or Long Rapids were reached, and here the majority of the force left the boats and took a foot-path along the banks of the river about two miles, being by no means reluctant to do so, for we beacame quite chilled and cramped in the boats. Our march led us through some fine prairie land, in some parts of which the Indians grow their corn or maize, the stalks of which we saw still standing; we also saw some fine oak timber, the finest hardwood in fact which has greeted my eyes for many days; in other places we passed through fields of wild pease of a large and luxuriant growth In passing through some of the Indian encampments during this march, many of the men bought fish, for which they paid tobacco, needles or small pieces of money. There is some fine scenery about these rapids, and it added not a little to the charm and interest of these scenes to see

canoe loads of Indians or squaws making their way safely amid the foam and rocks, where the river dashes wildly over its rugged bed, their frail crafts looking unsafe even for calm water, but proving to be qualified for most dangerous positions when guided by the paddle in the skilful hands of these denizens of the forest. At the foot of the rapids, the boats were moored long enough to give all hands an opportunity to get dinner. While moving down this large and beautiful river, bright visions of the future would float through the mind, and to fancy's eye there appeared comfortable farm houses in place of the wretched wigwams now scattered along the banks, while broad fields of waving, yellow grain and herds of sleek cattle replaced the prairie grass and the wild beasts of the forest. At intervals, a thriving village or a populous town with busy factories engaged in the manufacture of various articles for the use of the mining population of the mineral regions which surround this fertile tract, took the place of the Indian villages, and instead of a few birch-bark canoes flitting up and down the river, busy fleets of boats of stronger build and propelled by more powerful forces than paddles in the hands of the red man. I thought of the time in fact when the shrieks of the steam whistle which have already caused the Indian to start with affright shall become not only weekly but a daily occurrence; when the civilization, energy and refinement of the white man shall have replaced the rudeness, indolence and ignorance of the red man of the forest, and driven still further to the west, or perhaps christianized and civilized him, thereby fitting him for a greater degree of happiness in this world and eternal and perfect happiness in the world to come. While such thoughts as these were passing through the mind, an exclamation was heard of

"See that scalp hanging beside the wigwam yonder!

This cry drew the attention of all towards the above, and called forth the questions

"Where?" and "On which side of the river?" to which the first speaker replied, pointing in the direction.

"On the American side, just at the mouth of that little creek; don't you see two wigwams together, and a scalp hanging from a pole beside one of them?"

Gazing on the bloody trophy of Indian warfare, the fact was forced painfully upon the mind that many a tragic and bloody scene may be witnessed on these banks ere these glorious dreams shall be realized.

At 8 o'clock p. m., we reached a fort of the Hudson's Bay Company, near the mouth of the river, and which is known as Hungry Hall, but the proper name of which is Pointe aux Pins. Having eaten supper, the majority of us spread our blankets by the fires which had been kindled, and were soon buried in a sound sleep, only to be aroused again near midnight and proceed on our journey; but after going three miles further, we drew our boats up on a barren, sandy island, not being able to go further on account of the roughness of the lake, our tugs not being able to withstand a heavy sea. A few tents were pitched here, but the greater number of us were content with the protection of our blankets and a few bushes, which prevented the wind blowing upon us in full force.

Friday, Nov. 10th.—The lake being still very rough this morning, the engineers were not willing to venture out with our frail steam crafts, and we were compelled to remain upon the island until sunset, employing the time in cooking, talking about the probabilities of getting away during the day, telling stories, and in keeping up good fires—the driftwood on the shores furnishing an ample supply of fuel. Preparations were also made to spend another night on this island, getting the tents well pitched, wood cut, etc., having given up all hope of leaving to-

day; but about sundown our commander, having become too impatient of the delay to remain any longer, orders were given to proceed, which were obeyed with alacrity by us, though the engineers were not so anxious to move. After proceeding some five or six miles, however, we were obliged to again come to a stop, the tugs being in constant danger of being swamped; some of the men were quite sick from the roughness of the water, and others seemed terror-struck; one man felt so miserable during this short voyage that he desired to be thrown overboard by his comrades, though it is probable that he would have been been more anxious to be taken in again had they acceded to his request. Our stopping place this time is a rocky islet, partially covered with elm and scrub oak; a part of the force have pitched their tents on the shore among the rocks, and the remainder of us are trying to make ourselves comfortable in the boats, but not with much success.

SATURDAY, 11th.—The lake having become quite calm, we started at 7 a. m., leaving the tugs to provide themselves with a fresh supply of fuel. Having rowed about seven miles and broken through a great deal of ice in that distance, we drew up for breakfast on an island much like the one at which we had stopped last night, being like it clothed principally with scrub oak, though there was some pine. We were here met by Col. W. O. Smith, Dep.-Adj.-General of No. 10 District, from some of whose party we learned that a report had gone home from Fort Garry to the effect that we had been frozen in above Fort Frances, and that he had come to provide assistance in the remainder of our journey. After breakfast nearly all the boats again set out without the tugs, which had come up in the meantime; but a few had to remain in order that the men might cut a good supply of fuel. At length, however, all were off, and we soon found ourselves in a

heavy sea again, in which there was so much danger to the tugs that a man sat in the bow of each boat with an axe in his hand ready to cut the towing-line in the event of our little steamers sinking, so that they might not drag us down with them. It seems strange that pleasure should be felt on such occasions as this, yet true it is that there appears to be more enjoyment derivable from a position of peril and constant watchfulness than from a season of calm when everything moves in a safe and uneventful manner. Having passed an exciting day, and one full of fear for some of the more timid among us, another camp was formed upon an exceedingly rocky island, about twenty-five miles from the North-West angle of the Lake of the Woods. The Lake of the Woods, across one end of which we have been passing during the past few days, is a large and shallow lake full of rocks and islands, and very liable to storms which very quickly raise a heavy sea; the islands and shores of the lake appear to be principally composed of white glittering sand and a light colored rock, which look in the distance like huge banks of snow.

SUNDAY, 12th.—At 8 a. m. this morning, a start was again made without the tugs, and after rowing three or four miles, we found ourselves surrounded by floating ice, through which we made our way with some difficulty a distance of about a mile, when we reached firm, unbroken ice, through which the leading boat cut a passage in which the others followed; but such poor progress was made in this way that when noon arrived, but a very short distance had been made. We then stopped at an island, leaped out, and quickly lit our fires and proceeded to cook our dinner, or what had to answer for that meal, though not a very substantial meal for men working hard, for our provisions are now running short, and we have been living for several days on slap-jacks and salt pork, our hard-tack

having entirely failed; the slap-jacks are made by mixing flour and water into a paste or batter, without salt, and frying them in fat. As we have neither a great deal of time nor a large supply of frying-pans, our tin plates are brought into service for that purpose, and as many of the plates have been lost on the way, it is no uncommon thing to see a man mix the flour and water into a dough stiff enough to hang on a forked stick, which he holds over the fire, thus cooking his bread; the "staff of life" being ready, a piece of the fat pork is cooked in the same manner, and of these the soldier makes his scanty meal, washing the whole down with a vile decoction dignified with the name of tea; but as "hunger furnishes the best sauce," even this rough and unattractive fare is eaten with a relish, and is accompanied with a cheerful and jocular conversation, varied sometimes by grumbling remarks and frequently by some very profane language. While we were preparing and enjoying this frugal meal, our *assistants* (?) the tugs, came up, and having attached a slight armor-plating of sheet iron, undertook to break a way for us through the ice, and we followed in the opening thus made; but after making our way in this manner a couple of miles, the whole fleet again came to a standstill, and we finally disembarked among the rocks at a distance of about twelve miles from the North-West Angle, and within sight of a large Indian village, between us and which is the now frozen inlet of the Lake of the Woods. Here the tugs and other boats were drawn up on the beach, and preparations made for leaving them till spring. On landing we immediately pitched our tents and prepared to spend the coming night and perhaps several days and nights in this desolate place, which the men have named Hungry Island. Having thus made ready for the night, our arms and accoutrements were removed from the cases in which they have hitherto been carried, and every man provided with his complete set of arms and accoutrements,

with which we again betook ourselves to our tents and our fires, and employed the remainder of the day in removing the rust which had gathered during the past three weeks. The weather has turned warmer this afternoon, and it is now raining heavily, which gives us some faint hopes that the ice may yet clear away sufficiently to permit us to make our way through, though it is by no means a likely contingency.

MONDAY, 13th—The morning was spent in cleaning our arms and accoutrements, and in discussing the probability of our marching in the afternoon, a question which was settled for us about noon, when orders were given for us to be ready to march in half-an-hour in heavy marching order, with our blankets and oil sheets rolled, and sixty rounds of ball cartridge in our pouches. As the greater portion of the Quarter-master's stores had to be left behind a guard was detailed to remain in charge of them. Having made a very scant meal of slap-jacks and fat pork in a half-cooked state, we set out for the North-west Angle at one o'clock; our march led us through half-frozen marshes, in which we were continually sinking over the ankles, and over smooth, slippery ice, against a strong and piercing cold wind, the ice being so thin that we were obliged to march in single file at intervals of from 5 to 10 paces, which gave the force the appearance of a skirmish line taking ground to its right or left. Even with this precaution several men broke through, but were soon assisted out by their comrades; the smoothness of the ice and the strength of the wind frequently caused some of us to lose our footing, and the fall being accelerated by the burden of nearly one hnndred pounds which each man carried, many a bruise and sprain was the result. At length, at 5 p. m., our hearts were gladdened with the welcome sight of the shanties at the

Angle, and in a short time we had a number of large fires, throwing their flames towards the skies, to guide and cheer our comrades in their toilsome march, as well as to keep us warm and comfortable after our twelve mile tramp; and it would have required very strong inducements to have prevailed upon us to go a mile further to-night, and it seemed like reaching a long sought haven of rest to find ourselves at a comfortable stopping place. To add to the pleasure and comfort of our half-famished force a quantity of hard tack and fresh beef was served out shortly after our arrival; the hard tack was ravenously tackled immediately, while little time was lost in broiling and frying the beef. With a plentiful supply of this plain but substantial fare, the majority of us enjoyed this repast as we never before relished a meal, even of the most epicurian description. As but two or three tents were brought across the ice with us, very few will be able to pass the night under shelter, and the greater number of us will sleep in the open air to-night, not for the first time, however, though with better beds than usual, for a quantity of straw has been provided, on which we can spread our blankets. Having done justice to our feast, preparations began to be made for our night's rest, and now, for the first time, we found that some of our number were missing. In the squad to which I belong one man suddenly called out in the midst of one of our discussions:—

"Where is John Thom?"

Whereupon a search was instituted for the missing comrade, but he was no where to be found, and various conjectures as to the mishaps which might have overtaken him since we saw him last, for it was evident that he had not yet reached our camp-ground.

"He must have broken through the ice," said one.

"Played out, and gone to sleep on the way," called out another, as he spread out his blanket in a good position near the fire.

"Guess he stopped to make another slap-jack," said a third, while he prepared a piece of beef for his supper.

But while such remarks, some serious, some jocular, were being made, one who had hitherto said nothing, broke out with:—

"I heard one of the officers tell him to remain behind us, and assist another man to carry a tent, and perhaps he has been kept there with the guard," and so our minds were set at rest on that subject for the present.

The hopes we entertained last night of having mild weather were destroyed before morning, it having turned very cold during the night, and when we awoke this morning the snow was lying about our heads in the tents having been blown under the curtains, which had not been fastened down very tightly, and our blankets were frozen stiff, and it had been freezing hard all day; but there is now a beautiful clear sky, as well as a clear, cold air.

TUESDAY, NOV. 14, 1871—Having packed our arms, accoutrements, knapsacks and blankets in ox-carts provided for that purpose, we hurriedly prepared for the march. The carts in which the arms, etc., are stored, are the often-heard-of Red-River carts, made without iron in any form, not even a nail, and each is drawn by one ox, harnessed with rudely made harness of untanned cow-hide. There had also been provided a number of horses and waggons in the proportion of one to every sixteen men, in which we were to take turns at riding, eight at a time. Just as the detachment to which I belong was marching away, a man who had been attacked with bleeding at the lungs, was carried by on a stretcher, looking like a corpse. Our

road lay through a swampy country most of the day, being a fine, smooth, level road, which would do credit to an old settled country. The forest on either side of this road appears to have been overrun with fire throughout the first six miles, which gives it a very desolate appearance. After riding in an open waggon six miles, those of us who had been ordered into the leading waggon at the start, were very glad to resign our seats to other eight, for the cold, frosty air had completely chilled us, and we enjoyed very much a good sharp walk for the next six miles, when the men who had relieved us in the waggon desired to change places with us again, just after we had passed a shanty which is in charge of two men who came up on the first expedition, and who furnished us with tea. At a distance of eighteen miles from the North-west Angle, and at about noon we reached a shanty where we expected to get dinner, but found ourselves mistaken, for there were no provisions there for us. Having become tired of riding in open waggons this cold weather, a number of us concluded to continue our march on foot during the remainder of the day. Our road from this point was through more open country than before ; in one place we passed through a muskeg or prairie-like marsh, being a dry prairie at present, but a marsh at some seasons of the year. The road is raised above the level of this and gravelled, which secures a hard, dry route at all seasons. Prairie-fowl and partridge were plentiful on all hands, and did not appear to be alarmed at our approach, but sat quite unconcerned as we passed by. At 4.30 p. m., we reached Birch Creek, having marched over thirty miles during the day. We here found tents ready pitched for us and fires burning for us to cook our supper by. By seven o'clock the greater portion of the force had arrived, though the ox-carts and the rear and baggage-guards did not arrive till after ten ; but on the arrival of the main body hard-tack

and beef were served out to us from the stores in one of the shanties, of which there are three, built of square timber.

WEDNESDAY, November 15.—At a little after four o'clock this morning we were awakened by the hoarse notes of the bugle sounding the "Arouse," and long before daylight we were again on the road, steadily, though not swiftly lessening the distance between us and our destination. The road to-day was very similar to that over which we marched yesterday, but the country was somewhat more open. At noon we reached White Mud Creek, where we stopped for dinner. Over this stream, which contains a good supply of water, are two capital bridges and at the halting place are three well-built block-houses, two of which are occupied by half breeds and the other is probably intended for the use of travellers, and after travelling through such a wild country as we have this seemed a very civilized place. The cooks. who started half an hour before the remainder of us, had the fires built on our arrival, so that we immediately proceeded with our cooking, and soon got started again. Those of us who were not fond of riding in lumber-waggons with our feet half frozen walked most of the time again to-day, leaving the waggons to those less able or less willing to walk than ourselves. By three o'clock in the afternoon we reached our camp ground, on the borders of a cedar swamp, having marched twenty-four miles. Our supply of water is drawn from holes in the swamp, and is far from being the best we have had during our journey, and we would have been glad to have had such a place to draw water from as the holes in the ice on White Mud Creek, but that would have been too short a march for us.

THURSDAY, November 16.—We had an early start again this morning and soon found ourselves passing through small stretches of prairie land abounding with wild fowl,

and in some places very stony, while gravel beds are very frequently passed through, furnishing an abundance of that material for the road. Between these small prairies are strips of wooded land, the wood being chiefly oak and poplar, giving the country quite a different appearance from that through which we passed previously, and which was principally covered with evergreens. Just at dusk of evening we came in sight of the settlement of Pointe de Chene, or Oak Point, in which there are some sixty or seventy dwellings, and in a short time our tents were pitched on the banks of a large stream, which furnished us with an ample supply of good water, when we had cut holes in the ice. During the afternoon it began to snow heavily, and the ground is now covered to a depth of seven or eight inches with a fleecy mantle, while the falling snow makes everything damp and cold. After pitching our tents and lighting the fires, representatives from the different squads made their way to a store which we had discovered in the vicinity of our camp, where purchases of groceries and vegetables were made; among other things bought of this pioneer merchant, who, by the way, is a French Canadian, was a quantity of milk, frozen solid, and which was sold in cakes, which when melted made about four quarts each, and it looks odd to see milk carried in a solid state in the hands or in a bag. The South-eastern boundary of the Province of Manitoba is somewhere in this neighborhood, and we are now within the bounds of that Province, and camped on the border of one of its vast prairies. Each day's march seems to be shorter than the previous one now, the distance travelled to-day being twenty-three miles, but we must stop where water is convenient.

FRIDAY, November 17.—Awakened this morning at an early hour to find the snow still falling and a fierce cold wind piling it into drifts and driving it into every hole

and corner; and as we marched off across the prairie we had an opportunity of learning the effect, or at all events the feeling caused by the wind on a traveller on the open prairie with the thermometor far below zero, and it was far from being either pleasant or easy work to march through new-fallen snow against a strong head wind on an unbeaten road; but hard as it was many preferred it to riding in waggons where we would be suffering from cold. This affords us an opportunity of forming some faint conception of the sufferings endured by the French soldiers under Napoleon I. during the retreat from Moscow, and if we find this hard, uncomfortable, and even dangerous, well provided for as we are, how much more must it have been the case with them, without any proper preparation, and chased by a violent enemy; and we cannot wonder at the fact that only one-tenth of his vast host ever returned to *La belle* France. At times, when very tired, we would take a few moment's rest in the shelter of the clumps of trees which were occasionally met with, but were glad to move on again very soon. At about five in the evening the main portion of our force reached the place selected for the camp, after marching seventeen miles. We pitched our tents in a small wood beside a farmhouse on a well-stocked farm belonging to an elderly French Canadian. In the sheds and about the hay-stacks are to be seen a large number of fine looking cattle and a fine flock of sheep, while at one side of the house I observed a reaper and mower, as well as several other of the implements which modern inventive genius has furnished as assistants in agricultural toil; and altogether there was an air of comfort and plenty which was quite charming to wearied, half-frozen and hungry soldiers, who have the prospect of spending the bitter and stormy night with no protection but damp, poorly pitched tents. The roll of the different squads being called, it was found that several men were missing, and some of the strongest and least fatigued were sent out in search of them; and being sucess-

ful in performing their mission, brought in some poor stragglers, who, in all probability, would otherwise have slept their last sleep to-night on a softer bed than they have occupied during the past few weeks, and have had the pure white snow for winding-sheets; and where the only requiem over their lonely resting-place would have been the howling of the fierce northern wind as it sweeps over the broad prairie. Even as it is, one man is so badly frozen that it is doubtful whether he will recover. When we had pitched our tents, lighted our fires and prepared fuel for the purpose of keeping our fires well supplied during the night, we addressed ourselves to the occupation of preparing the evening meal; and while busily employed at that work some one exclaimed, "Here is John Thom," and looking up, we saw the full, pleasant countenance of the comrade who was missing at the North-west Angle. Of course he was immediately assiled with a number of questions; but some one more practical than the rest of us, said "Give the man his supper before you bother him with so many questions." And being supplied with the materials whereof to make a hearty meal he answered the questions propounded to him as he disposed of the provisions set before him.

"Where have you been all the week?" was the first question.

"You recollect," said he, "when we were ready to march from Hungry Island across the ice, that an officer called me out of the ranks; well, he ordered the bugler of No. 2 Company and me to leave our arms, accoutrements and knapsacks in charge of the guard which was to be left there, and to carry a tent across to the North-west Angle. Having got the tent and started, we found ourselves far behind the rest of you, but followed in your trail as well as possible; at last we came to a creek running into the main channel, which I suppose your emember crossing, but instead of crossing it we followed it up into the wood some distance, but at length concluded

that we were taking the wrong path and started back; as it had become quite dark by this time, however, we decided to remain all night. We therefore built a fire and made a bed of the tent, so as to spend the night as comfortably as possible. During the evening we heard several shots fired by other parties who had lost their way, but saw no one till morning, when we met some voyageurs, who told us the proper way to go."

"You must have been pretty hungry by the time you got to the Angle, unless you had more to eat than the rest of us on Monday."

"Oh, we got some pemmican from the voyageurs, which we cooked and had a capital breakfast."

"But how did you catch up to us so soon?"

"We got into the North-west Angle just a little while after you had all left, and found the paymaster and one or two others there. He told us to remain till next day and come with him, which we did, and we have driven fast, having come forty miles to-day."

After a few other questions and answers about his adventure, of course he had to hear our account of the time since leaving him, then the remainder of the evening was spent partly in vain attempt to keep dry and warm and in listening to stories told by some who were gifted with the ability to relate those enliveners of lonely places, and prominent among those was our friend "Dodger," who, having spent several years at sea, is possessed of the proverbial yarn-spinning ability of sailors.

SATURDAY, Nov. 18.—Our march to day was but a repetition of that of yesterday, toiling through the snow with the wind blowing in our faces, while the themometer marked, as I have been told, whether correctly or not I cannot say, 23° below zero. When we had marched about twelve miles we were met by two men in a cutter, who handed bottles of liquor to all who would accept thereof, and I am sorry to say the majority seemed to be

willing enough to take it, and in a short time many of the men began to show the effects of it. This was the first time any liquor was obtained since leaving Thunder Bay, and there can be no doubt that it was a fortunate thing for the expedition that such was the case, for had it been otherwise it is almost certain that there would have been some serious accidents to deplore, for men undergoing the hardships unavoidable in such an expedition as this, and exposed as we were to to inclemencies of the seasor; would have found it hard to resist the temptation to use stimulants had they been obtainable. About noon we came in sight of the Roman Catholic Cathedral of St Boniface, and about the same time the wind died away, and the sky cleared off and the sun came out bright and pleasant. Having reached the cathedral we were halted, put on our accoutremerts, which had been in the cart, and marched off in fours to the Red River, a distance of a few hundred yards, and were marched across the river in small squads for fear that the ice would break if the entire force should cross at once. After crossing the Red River and the Assiniboine, which joins it just where the road crosses, we ascended the northern banks of the Assiniboine, and were greeted by the band of the force previously stationed in the fort, playing the "British Grenadiers;" and as each squad arrived in front of Fort Garry it was halted until the whole force had arrived, when we were formed into a three sides of a square, and an address from the citizens of Winnipeg, welcoming us to Maninoba, was read to us, and a suitable reply made by Col. Smith. After the conclusion of this conventional ceremony we were marched into Fort Garry, and having been dismissed, soon established ourselves in our new quarters, where a warm dinner of meat, potatoes and bread was served up to us at 2 p. m. In the evening many of us found our way to the town of Winnipeg, which, though the capital city of Manitoba, would be considered a mere village in Ontario; here there was a

great demand for what the "boys" call a "square meal," and the hotels, eating-houses and saloons were kept busy for a few hours in supplying their demands.

SUNDAY, Nov. 19.—This being our first Sunday in barracks, and it being considered desirable to allow us to have a little rest, no church parade was ordered for to-day, but all who chose were allowed to go to church, a privilege which many of us gladly accepted, and at 10.30 a. m. attended the several churches of our choice, being well pleased to have an opportunity of spending another Sabbath in a Christian manner, and of singing the praises of God and listening to the exposition of His Word. At nine o'clock this morning fifty men and two officers belonging to the Quebec Campany, were marched away to the Stone Fort, a distance of twenty miles; and fifty more men from one of the companies will leave for Pembina some time during the coming week. To-morrow we will begin the regular round of duties of soldiers in quarters. So ends a short but eventful chapter in the life of a Canadian soldier, for with barrack life will commence a new and more monotonous portion of that history, with the same dreary round of duties and few changes of scene and few incidents to interest and occupy the mind, the arrival of mails from home being the only interesting event perhaps for weeks.

FORT GARRY.

On the northern bank of the Assiniboine River, and about five hundred yards from its junction with the Red River, stands the much talked of and much written of Fort Garry. The fort itself is a rectangular structure, 90 yards in width by 180 in length, having circular bastions built of limestone at the south-east and south-west corners, and one in the centre of each of the two side walls; these bastions, which at one time formed the four corners of the

fort—it having been originally a square—are pierced with port-holes for artillery and loop-holes for small arms, and are connected by a stone wall twelve feet high and between two and three feet in thickness, while the east and west sides have been extended to double their original length, the additional piece of wall having been built of squared oak timber, as was also the new northern wall. Over the north gate is a square tower, also pierced for both guns and small arms, and over it waves the flag of the British Empire. Entering the fort by the southern gate, we find directly in front of us the building occupied as officers' quarters; immediately to our left and against the south wall are the guardhouse, orderly room, and sergeants' mess, and down the western side are four long two-story buildings, built for storehouses, two of which are now used as barracks; between these and the wall are several smaller buildings, used for cook-house, bake-house, etc. On the east side are several more storehouses, a retail store, and the residences of the Governor of the fort and other Hudson's Bay Company officials; in the centre are the offices of the Hudson's Bay Company and the engine-house; near the northern end, and facing the north gate, is the residence of the Lieutenant-Governor of the Province of Manitoba. In the barrack square, in front of the officers' quarters, are a number of field guns of different calibre, and several garrison guns and mortars, which, with the piles of shot and shell lying about, and the sentries pacing their beats in different directions, give the place and scene a truly military appearance, which is still further enhanced at times by the mounting of guards or the drilling of the various squads or companies of soldiers.

Taking our stand upon the walls of the fort and looking toward the north, we see the town of Winnipeg, standing on the bank of the Red River, about a mile from the fort; it is a very compact and business-like place, containing about a hundred houses, nearly all of which are used as places of business, and having a population somewhat less

than a thousand. It contains three churches—one Church of England, one Methodist, and one Presbyterian—three printing offices, from which are issued four weekly papers, three of them English and one French; and a great number of hotels and saloons. The streets of the town are good in winter and in dry weather, but in wet weather they become exceedingly bad, and as there are no side-walks, pedestrians have to walk through oceans of mud and water in passing from one part to another. Half a mile beyond Winnipeg is the village of Point Douglas; and along the bank of the river beyond that is a line of houses, churches and windmills, farther than the range of our vision, looking like one continued village.

Turning our eyes to the east and south-east we see the Cathedral of St. Boniface, the Archiepiscopal Palace, College, Hospital, Orphan Asylum, and other church buildings of the Roman Catholic Parish of St. Boniface; and far away up the Red River, and back and around the Cathedral, on the prairie and away beyond the trees on the bluffs, are the houses of the parishioners of that parish.

Looking next toward the west and south-west, a long row of white houses, with one or two windmills and a church, lines the tree-clad banks of the Assiniboine as far as the eye can reach.

If we now cast our eyes toward the north-west, the apparently boundless prairie stretches away to the distant horizon, looking in winter like some vast frozen sea or lake, ice-bound and snow-covered; and in summer, when clothed with rich garments of verdant grass and bushes, it still bears some resemblance to a great body of waters, while the tents of emigrants and surveyors, and the wigwams o Indians and fur-traders might be taken for the sails of ships; still the luxuriant growth of vegetation has a far more land-like and attractive appearance than hte vast waste of snow.

Fort Garry contains nearly thirty buildings at the present time, and from its position at the junction of the Red

and Assiniboine Rivers, in the heart of the Province, it and the town of Winnipeg—for they may even now be considered one place—appears to have every chance of becoming a large city within a few years. The fact of being the seat of government, and the point toward which all the great highways of the province converge, will also tend to produce that result.

LIFE IN BARRACKS.

The "Rouse" is sounded by the bugler at 6 30 a. m., in winter, at 5 30 a. m., in summer, when every man has to rise; five minutes after, the cry for "Orderly Sergeants" is sounded, when the Sergeants have to answer for their men being present and risen; twenty minutes after "Rouse" the Regimental Orderly Sergeant passes through the rooms to see that the men all have their beds properly made; the beds are made up by folding them so that each shall show three folds, and then lay one on the other; an oil sheet is also folded so as to show three folds, each about two feet in length, and is laid upon the centre of the pile of blankets, the ends of which are then folded over upon the sheet, thus forming an ovel-edged bundle or roll, the face of which is made as smooth and flat as possible by drawing the front of each fold so as to lie exactly over that beneath it; the pillow is placed on the centre of the straw tick, which is then rolled up and a strap put round it, when the roll of blankets is laid on top After the visit of the regimental Orderly Sergeant, and half an hour after "Rouse," the bugle sounds "dress for parade," and half-an-hour after, the "fall in" is heard, when there is squad or setting-up drill for an hour; at fifteen minutes to eight the "first breakfast call" is sounded, and the "room orderlies" have to go to the cook-houses for the coffee; at five minates before eight the call for "orderly corporals" is heard, and they have to parade the "room orderlies" with the

breakfasts of the men on guard; at eight the "second breakfast call" sounds, and the men sit down to breakfast, and while they are eating their meal the "officer of the day" accomponied by the "regimental orderly sergeant" visits the rooms and inquires whether the men have any complaints to make in regard to their rations. After breakfast there is a little leisure time which is employed in cleaning arms and accoutrements, in reading or in conversation. At 9 a. m., the "sick bugle" sounds, when those who have reported themselves sick are marched to hospital to see the surgeon. Immediately after is the call for "fatigue," and men who have been detailed to cut wood, carry water, or clean the barrack yard, or any other menial work, are sent to the place where they are to be employed; in the meantime the room orderlies having washed the dishes and swept the rooms, take their axes and cut and carry in the wood necessary for their rooms during the day. The "dress for guard" sounds at 9 30 and at 10 "guard fall in," at the same time "dress for parade" is sounded. The guard having "fallen in" on the parade ground is inspected by the Adjutant and Sergeant-Major, while the company Orderly Sergeants stand by to note any orders given by the Adjutant, who closely inspects the inside and outside of the rifles, and the swords to see that that they are perfectly clean aud free from rust or dust, the slings of the rifles, scabbards of the swords, the belts and pouches, to see that they are all well blacked and polished, and the clothing, to see that it is clean and neatly kept. On finding a man with anything in bad order, if it is the first time he reprimands him, but if he has been in the habit of appearing so, or has his arms and accoutrements in a very bad state, he is awarded an "extra guard," and it is no uncommon thing to hear the Adjutant, on halting in front of a man, say:—

"Why did you not clean that buckle," or "That rifle is not properly cleaned," or call attention to the fact that the clothing requires a little brushing, and if the man

makes an unsatisfactory excuse, and sometimes whether an excuse is made or not, he will be heard to say:—

"Orderly sergeant of No. 1" (or 2 or 3, as the case may be) "give this man an extra guard."

While the men who are not clean or neat enough to satisfy the Adjutant are treated in this manner, there is another inducement to be clean, for the cleanest man on the ground is selected by the Adjutant as the Orderly for the day, thus furnishing a positive as well as a negative reason for taking pains to be clean, but as this is the object of many, and only one can be chosen Orderly, there are a good many clean men go on as sentries. The duties of the Adjutant's orderly are to attend at the orderly room, and carry any messages that may be sent from that office; in the evening he is allowed to do as he pleases, and he spends the night in bed, while his comrades, who mounted guard at the same time, are on duty the full twenty-four hours, both night and day.

I remember reading, a few years ago, an article in *Chamber's Journal* in regard to military life, much of which was very true, but it is my opinion that the writer of the article never was a private soldier, for in speaking of doing duty as a sentry, or "sentry go," as it is commonly called among soldiers, he says,—"this duty, so far from being disliked, is rather enjoyed by the steady soldier, as it gives him an opportunity for quiet reflection," &c. Now having had some experience in the matter, and having had opportunities of learning the opinions of many others I have no hesitation in saying that there are very few, if any, who enjoy it at all, and in fact I have never met one who did like the duty. If the author of the article in question had ever done "sentry go," with the thermometer ranging between 30° and 45° below zero, or under a burning sun with the mercury at 100° in the shade, perhaps he would have thought somewhat differently on the subject; not only this, but the "quiet reflection," is a good deal of a myth

on other grounds, for while there is time for thought there is very little time for connected thought, since the attention is continually drawn away and diverted from any subject on which the mind may be dwelling, by the duties of his position and the constant watchfulness required.

The guard having been duly inspected, is marched off to relieve the old guard, and after going through the long formula prescribed for relieving of guards, the old guard is marched away to be inspected by the "orderly officer of the day," and are dismissed, and are not liable for any parade or duty till noon. At 10.30 the "fall in" for drill is sounded and there is an hour's drill again. The "prisoners' call" goes at 12 noon, when any men who have been confined in the guard room for any infraction of military rules, with the evidence for and against them, are marched to the orderly room where they are "told off" or tried by the commanding officer, where they are awarded various punishments, according to the number of times they have appeared there before, or the degree of the "crime;" for the first offence or a simple "crime" he may be only "admonished," but if he has "been up" several times it is very likely "seven days confined to barracks," or "fourteen to barracks;" if for drunkenness, he may be fined, and for some offences he will receive "three days to cells," or even as many as seven days to cells; if it be a very serious crime, he will probably be remanded for a court martial, and be awarded by it from seven to forty-two days solitary confinement; during the time a man is confined in the cells his pay is forfeited and he is kept at work.

As 12.45 is the "first dinner call," at 12.55 the "orderly corporals," and at 1 p. m. the "second dinner call," at each of which the same programme is gone through with as at breakfast. The "dress for parade" sounds again at 1.30, and at 2 the "fall in;" at 3 the "ration bugle," when room orderlies go for the bread, meat, potatoes and

groceries for their companies, which, with the exception of the bread, they take to the cooks. The drill ends at 3.30, and there is nothing further to be done except clean up or read or write, according to fancy, till 4.45, when the "first tea bugle" sounds, "orderly corporals" at 4.55, and "second tea call" at 5 o'clock.

The "retreat," a very pretty bugle call, is sounded at sundown, a warning call, named the "quarter-bugle," having sounded fifteen minutes before; the picket are inspected by the "officer of the day" at "retreat," and if they are not required are dismissed to their rooms till "last post." Men not on duty have the evening to themselves from tea-time till "first post," and may leave quarters if he is not on the "list" of defaulters or sick; "first post" is sounded at 9. p. m. in winter, and at 9.30 in summer, and fifteen minutes previous the "quarter bugle" or "drummers' call" is sounded; half an hour after "first post" is "last post," when the picket have to parade again, and any men who are absent without a "pass" are made prisoners on their return and are punished next day; fifteen minutes after "last post," the bugle sounds "lights out," when all lights have to be extinguished, dampers on stoves and all the men in bed.

On Saturday the ordinary routine is somewhat varied by a "kit inspection" at 10.30 instead of the ordinary parade, and medical inspection at 2 p. m. Sunday differs from the other days in having only one parade, "church parade," in the morning, when all the men not on duty are marched to the respective churches of their choice.

At irregular intervals every day and evening, between other calls, may be heard the "defaulters' call," when the men who have been sentenced to confinement to barracks by the commanding officer have to answer a roll call by the Regimental Orderly Sergeant, and receive extra punishment if absent.

IN CAMP.

The Provisional Battalion (made up of the men of the second expedition and the re-enlisted men of the 1st Ontario and 2nd Quebec Rifles) marched from Fort Garry at 11 a. m. on Tuesday, June 11th, leaving a guard with two sentries to keep watch, and marched about a mile up the Assiniboine River, to the point where it is joined by Colony Creek and there formed their camp for the summer. On the march, the battalion was headed by the excellent band, and in advance the tame black bear marched along as if his trade were to lead a regiment. The camp is situated in a very pleasant and healthy position, and though it is somewhat disagreeable in wet weather, yet we enjoy ourselves very well when it is dry. One great drawback is, that as guards have to be mounted at both the camp and the fort duties are very heavy, and each duty man has to go on guard once in three or four days.

The camp being on the bank of the river (which at this part has a very strong current), bathing and swimming were very much in vogue; but on Thursday, June 27th, as several of the men were swimming, one of them, Corporal Charles Dumas, was suddenly seized with a cramp and sank to rise no more as a living man. His body was not found till Saturday evening, when it rose to the surface and floated down to the bridge opposite the fort, where it was stopped and taken out. On Sunday, 30th, at 11 a. m., he was buried in the churchyard of the St. Boniface Cathedral, with military honors, in the midst of a heavy storm of rain. The coffin, surmounted by his cap, belt and sword, was placed upon a nine-pounder field gun and drawn by two powerful horses, while the band played that grandly solemn piece of music the "Dead march in Saul," and all the men of the battalion not on duty followed. The funeral service having been performed over his body, the firing party fired three volleys in the air, and the whole force returned to camp, leaving the body of the first man of the second

expedition who has died in the service, and with the expressed hope that he may be the last.

We have in our camp quite a menagerie of animals, including a black bear, a wolf, two foxes, several cats, a lamb, a gopher and nearly forty dogs of every size, age and variety, and we are on the look-out for a moose, a deer and a badger, when we think that our collection will be about complete.

But in spite of all the *attractions* of a military life, the beautiful stream, and strawberry covered prairie surrounding us, all are anxiously awaiting the time when we shall be free to return to our distant eastern homes if we choose, for though a quite time in barracks or camp, or the hard work of marching through a wild country in a wintry season does not bring so much glory as accrues to the soldier described by Shakespeare in his "As you like it,"

> "When the fierce soldier, bearded like the pard,
> Jealous in honor, sudden and quick in quarrel,
> Seeking the bubble reputation even in the cannon's mouth."

yet there is probably as much to weary him, and far less to interest and incite on to renewed and continued military service. So much is this the case that even the hard work, danger and excitement incident to the march from Thunder Bay to this place was enjoyed by many more than the quiet, dreary and monotonous state of existence passed in barracks during the winter months.

Justus A. Griffin

CAMP ASSINIBOINE, July 1872.

RANK AND NAMES OF OFFICERS AND MEN OF THE EXPEDITION.

STAFF:

Capt. Thos. Scott, in command of the Expedition.
Capt. W. B. Morris, Paymaster.
Capt. Edward Armstrong, Quartermaster.
Surgeon D. Codd.

No. 1 Company.

Capt. Thos. Scott
Lieut. Hayter Reed
Ensign W. H. Nash
Sergt.-Major John Chinner
Quartermaster-Sergt. Joseph Somerville
Paymaster's-Sergt., James McKay
Hospital-Sergt., Montagu Banks
Sergt. W. S. Volume
" W. H. Means
" Wm. Kelloch
" Harland Wright
" George Adshead
Corpl. Thos. Baker
" James Dunn
" Wm. Garvin
" George Connor
" Thos. Tweed
Adams, Samuel
Allen, George
Amandus, Fred
Annabel, M.
Beatty, George
Beers, Edmund
Bond, James
Booth, John
Brown, Henderson
Buchanan, G.
Cale, John H.
Caldwell, —
Campbell, Duncan
Campbell, James
Campbell, Peter
Carey, John
Clelland, Peter
Coombs, Owen
Cook, John
Crusoe, F.
Crow, Samuel
Crawford, Alexander
Currey, Anson
Davidson, George
Duperanzelle, —
Dunlop, Robert
Elliott, Walter
Falls, Robert
Fawcett, Albert
Forbes, Daniel
Foster, Robert
Galbraith, James
Gale, George
Gill, John
Gowland, George
Gillies, John
Griffin, Justus A.
Griffith, Ed.
Hallowell, John
Hearn, Hiram
Hutchinson, John
Keeley, Samuel
Lamond, Charles
De l'Armitage
Lloyd, John
Lundy, George
Luddington, Henry
Mahoney, George
Macbeth, Duncan
McCumber, Alfred
McLean, Peter
McCurdy, James
McGarry, James
McKenzie, P.
Meagher, Augustus
Meagher, Thos.
Miller, Henry
Moffatt, David
Nelles, Sylvester
Purvis, Peter
Phillips, James B.
Price, Joseph
Renshaw, Robert
Ross, James
Rowsell, Edward
Reeves, Edward
Reynolds, J.
Savage, Sidney
Simpson, —
Smith, John, sen.
Smith, John, jr.
Sherrington, —
Shepherd, John
Saunders, W. H.
Saunders, John
Telford, John J.
Thompson, Duncan
Thompson, George T.
Thom, John
Torrie, Arthur
Turner, W.
Wedge, Isaac
White, Robert
Wellband, W.
Willoughby, P.
Wilson, Thos.
Wilson, Samuel
Young, Douglas

No. 2 COMPANY.

Capt. Fletcher
Lieut. George Simard
Ensign Martineau
Sergt. Geo. Macey
" Fred Aylmer
" Alfred Desjardin
" Thos. Cottinghem
" Jean Guillott
Corpl. Chas. Johnston
" Wm. Johnston
" Jas. Fullerton
" R. Bernier
" Fred Vogt
Alloway, Charles
Beaudy, Oscar
Boulanger, Louis
Bourke, James
Brule, Joseph
Chasse, Charles
Chisholm, Wm.
Collins, Alfred
Curtin, Wm.
Deslue, Ulric
Dupont, Leon
Dupras, John
Fothergill, John
Goyer, Alex.
Gordon, Wm.
Gaulthier, Jean
Levesque, Vital
Lord, John
McCaddy, Robert
McCarroll, John
Marchand, A.
Mitchell, Hilgard
Payette, Ulric
Pelissier, Jean
Pentland, James
Rancour, Charles
Ross, Archibald
Ross, James
Rouledge, Napoleon
Lauve, H.
Smith, Wm.
Sirois, Theo.
Tait, James
Thibault, A.
Thompson, J.
Thompson, Chas.
Turcotte, Sam
Vincent, Louis
Walsh, Michael
Whittaker, Frank
Heeney, Pat
Allard, F.
Bailey, John
Ball, George
Ball, Thomas
Bernier, R.
Buchanan, D.
Carroll, M.
Corneil, James
Corneil, George
Daily, Charles
Darby, John
Dumas, Charles
Dawes, A. H.
Dawson, Sam
Deegan, James
Dobbs, Arthur
Dolphin, John
England, Alfred
Frazer, John
Hardy. Robert
Hassett, Thos.
Hosbrook, D.
Hicks, John
Gall, Wm.
King, Charles
Langtree, Henry
Longpre, Edward
Logan, Sam
McNair, R.
McNeil, D.
McCormick, Thos.
McGranahan, —
Michand, T.
Neilson, D.
Owen, R.
Presho, David
Renand, Joseph
Roe, John
Ryland, George
Taylor, Ernest
Thom, David
Thorne, Edward
Turnbull, John
Walmsley, D.
Williamson, John
Young, James
McLean, C. H.
Mulrany, Pat