

a.m. on the 7th inst. The troops rested all day, and at 5 p.m. took their departure for Swift Current, where they will form part of the force that will march down the river. The officers spent the day at the Manitoba Club, while the men were welcomed by their Winnipeg acquaintances. An enormous crowd was at the station to cheer them as they left. Not a single man in the corps was reported for default, nor was there the slightest sign of drink upon any of the gallant fellows. The Winnipeggers were delighted with them.

The following distances are given by a correspondent with the view of indicating the intended programme of Gen. Middleton's march. It should be understood, however, that many of the places named are but fancy designations of camps that it is intended to occupy *en route*:—From Fort Qu'Appelle to Houghton, 24½ miles; Houghton to Touchwood, same distance; Touchwood to Bedson, 20 miles; Bedson to Swinford, 20 miles; Swinford to Wise, 21½ miles; Wise to Humboldt, 21½ miles; Humboldt to Melgund, 22 miles; Melgund to Middleton, 20 miles; Middleton to Clark's Crossing, 18 miles; Clark's Crossing to Stobart, 35 miles; a total of 227 miles; then to Prince Albert.

Captain Davis, who went to take charge of the Galt boats at Medicine Hat, says he could take the expedition down to Clark's Crossing from Swift Current in eight days. He was afraid, however, that the water would be very low and cause trouble. At present the water at the Hat and Swift Current is at a very low stage. The Baroness, which is the boat selected to make the first trip, is, however, of very light draught, not drawing more than seventeen inches loaded, and unless the water gets very low he expects to get through. The boat will tow several barges. Davis expects to get started by Friday. He has been on the Saskatchewan for several years as superintendent of the Winnipeg and Western Transportation Company's boats. He says he has been expecting this outbreak for some time, and fear of it prevented him from building a steamboat to put on the South Saskatchewan this summer. Last summer, but for the coolness of Major Crozier, an Indian explosion would have occurred at Battleford, and Davis felt sure it must come sooner or later.

The Northcote, belonging to the Hudson's Bay Company, has been ordered to leave Medicine Hat for Swift Current, from which point soldiers will embark for Prince Albert down the river. The Queen's Own and Grenadiers, with "B" Battery, will form this brigade. This brigade and General Middleton's will form a junction at Clark's Crossing, and it will then be decided whether they shall all advance together or divide, the Toronto men perhaps going to Battleford, 85 miles west, and General Middleton's force to Prince Albert.

Should the river be found un navigable the column will no doubt be sent from Swift Current overland. The distance from there to Battleford is by the surveyed trail 203 miles; by the ordinary trail 185 miles.

G. H. R. Wainright and H. Galt, of the North-West Navigation Company, along with their crews, left Winnipeg by special train for Medicine Hat on the 7th inst., to make necessary arrangements for the transportation of supplies and troops down the South Saskatchewan river. They have three steamers and several barges for the work.

Matters begin to look serious in the far west, though due allowance must be made for the exaggeration which correspondents so extensively indulge in, and for the desire of each locality to secure ample protection as well as a share of the public money being expended. The Gros Ventres (American) Indians, are reported to be north of the international boundary on the war path. The South Piegiens and Bloods are said to have formed an alliance. Tobacco sent from Riel's Indians to the Gros Ventres was some time ago accepted by the latter, thus showing Riel has laid a conspiracy in which the Milk River (U. S.) Indians may play an important part. Capt. Stewart, of McLeod, who is at Calgary, believes that matters are looking very bad in the McLeod district. He will probably await the arrival of arms and ammunition for there. These will be sent under escort. The women and children, and those incapable of bearing arms, are flocking to Fort McLeod for protection. Major-General Strange is in constant communication with the threatened points, and is doing his utmost to put everything in that district on a defensive basis.

The Blackfeet did not meet Captain Cotton, N. W. M. P., on Wednesday, at the Crossing, according to agreement, which looks ominous.

The principal Indian points east of Calgary are Blackfeet Crossing, on the Bow, and Gleichen, where there is a Blackfeet reserve. The Blackfeet number over 2,000. The Bloods and Piegiens to the south number about 3,500 souls. The Sarcees close to hand are too poor to fight. Though there are 2,000 Blackfeet, they probably could not raise more than 500 armed braves, but they are good fighters. Crowfoot, the Blackfoot chief, will not say anything, but it is believed he has had messages from Poundmaker. The Blackfeet and Crees had always been enemies until recently. Fort McLeod is 110 miles southwest of Calgary. High River, also the centre of a large ranche region, is 40 miles south of Calgary. McLeod is 100 miles from the American frontier.

#### A TOUGH JOURNEY.

A DESPATCH from Winnipeg relates the experience of the Queen's Own in crossing the incompleated portions of the C. P. R. north of Lake Superior, which may be accepted as typical of what all the gallant fellows who have gone to the front by that route have been obliged to encounter. The trip was naturally a hard one, although the men say, with the exception of one cold night, they enjoyed it. They left Toronto at 12.30 p.m. on Monday week, going via the Canadian Pacific Railway to Carleton Place and through to Mattawa, where they were billeted among the hotels. From there the journey was continued to Bascatomasing and Dog Lake, the end of the track, where they disembarked again and travelled a break of 42 miles. They marched across Dog Lake and had a big dinner at Fraser's camp at the end of the march. It was bitterly cold at this time, and at night they were put on a train of flat cars, the mercury being away down in the twenties. They ran all night, many of them suffering severely, being compelled to run up and down the cars to keep their feet from freezing. Their eyes meanwhile were filled with cinders. This was on Wednesday night. On Thursday afternoon they arrived at Port Monro on Jackfish Bay, across which they marched another twenty-two miles and then had another journey by flat cars under the same trying circumstances for fifteen miles. Along the road they got meals regularly at the camps, and did very well in that respect. The next stage was the trip in sleighs, 22 miles in length, and a flat car journey for fifty miles which was not so unpleasant, as the weather was milder. When they disembarked they were told that it was a walk of six miles to Nepigon, but they are ready to swear that it was more than fifteen. Here their troubles for the time being were over, as they found everything comfortable, first-class coaches waiting to carry them to Winnipeg. They reached Nepigon on Sunday at sunset and made a comfortable run to Red River.

The Royal Grenadiers reached Port Arthur at eight o'clock, April 7th, after the hardest day's march since leaving home. They left Jackfish lake early the previous morning on a twenty-five mile march to the fifty-three mile section of the track east of Port Arthur, then took flat cars to McKay's Harbour, where they found two Queen's Own men in hospital, one from an accident in falling on the ice, and the other from congestion of the lungs. Both were convalescent and were to follow in a day or two. After passing over the railway section the men were fed on board the train and ran on to the last portage of ten miles, which was reached about midnight. Some delay was caused waiting for conveyances to cross the bay, but by five o'clock in the morning all were over and on board the cars at Red Rock.

Col. Otter was snow blind and had to be led across the last portage, but is recovering now. Several men were suffering slightly from the same cause. Some of the Queen's Own were delirious at the last portage from want of sleep.

#### "UPS AND DOWNS."

The *Globe's* special reporter, accompanying the Queen's Own, telegraphed from West End of Track, April 3, 9.30 p.m., the following graphic description of the boys' experiences on the C. P. R. road-bed where rails have not yet been laid:—

Since my last despatch yesterday from Magpie the troops have had a genuine experience of roughing it. The Grenadiers left Lochalsh in sleighs at 11 o'clock yesterday morning, reaching Magpie at 7 p.m. in excellent order. The troops and animals were fed and rested, and began the journey here at 11 o'clock. The moonlight was magnificent, and

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