rent for a few rods, then turn where the deep channel was narrowest, wade through it, and keep on a long shallow bar to the opposite shore. The force of the current in the deepest part was more than any but a strong man could stand against; and, to wade, even over the shallow bar, was like forcing one's legs through dry sand.

The party had great trouble in getting their cart, with the provisions and baggage on it, across the stream. The water was too deep to haul the stuff in the cart, and so the latter was floated across and the provisions and baggage carried over on the men's shoulders. This was on September 23 (1858), when the trail was dry but the Red Lake River was at a good stage where the crossing was made. Apparently, under the conditions stated, this crossing was near Fisher.*

In the early years of the decade of 1850—say, in about 1855—the Red River cart trade had increased to such proportions that trips had to be made at all seasons of the year, except in very cold weather. The old Kittson trail, on the east side of and only a few miles from the Red River, was practically impassable during many months, by reason of watery, muddy, and swampy condition. At the breaking up of the river in the spring it overflowed its banks and sometimes its swollen current was more than a mile wide. On such occasions several weeks of clear and warm weather were required for the waters to subside and the mud to dry so that the carts could pass down the valley.

Supplies were demanded by the traders at all seasons, and in almost every month, and Kittson and his chief lieutenant, Joe Rolette, were forced to procure them from Fort Snelling and St. Paul, the headquaters of the Chouteau Company with which they were allied. A new route for the cart trains which should be traversable at almost any time of the year was demanded—and secured. Just who established it, or first passed over it, cannot now be stated. Nor can it be said with certainty when it was established. But upon its definite location it ran eastward for some distance until it crossed the valley and then went up on the permanent dry land and then went southward until after it had crossed the Red Lake, the Sand Hill, and other rivers to Detroit Lake, etc. Lieutenant Governor John Schultz, of Manitoba, went over this trail in 1860, and (in his pamphlet on "the Crow Wing Trail," in the Collections of the Manitoba Historical Society for 1904) he says that it "went from Pembina across to the country eastward." He describes this country as "of fine gravel ridges, running north and south, with willow and balsam poplar trees." It was said to extend from Snake to Sand Hill River, when another sort of country was entered upon. It then went successively to Detroit, Rush, and Otter Tail Lakes, thence eastward, along the Leaf River, to the Crow Wing River, and thence down the latter to Crow Wing.

This new route could not have been the "old" Crow Wing Trail, except in part. There seems to have been no map made of it until in 1865. It was called the "Crow Wing Trail," but not the "Old" trail of that name for many years afterward. It was called, at least in later years, by Polk County people the "Pembina Trail." It crossed the Red Lake River near where is now situated the village of Huot, in the southwest corner of Red Lake County, whereas the "old" trail crossed near the site of Fisher. From the upper or Huot crossing, the new trail passed through the central part of Polk County southward about 26 miles, and is now part of a judicial highway. It crossed the Sand Hill River southward about 26 miles, and is now part of a judicial highway. It crossed the Sand Hill River near Fertile, while the old trail crossed near the site of Beltrami.

In addition to the two trails here mentioned, Governor Schultz, in the pamphlet heretofore mentioned, says that in 1860, when he explored the country, there

*Too late for inserting in the proper place, Hon. Wm. Watts writes to the compiler: "There was an old trail that crossed Red Lake River about a mile west of Fisher; but in the seventies, when settlers first came this way, the survivors said that this trail did not seem to have been much traveled. In this respect, they said, it was in very marked contrast to what was known as the Pembina Trail, which crossed Red Lake River near Huot." Of course, as the trail had been abandoned for at least ten years and had never been graded or otherwise improved, it soon fell into decay and obliteration, and to the settlers from 1878 to 1880 did present the appearance of infrequent use.—Compiler.