The Thunder Bay Historical Society

EIGHTH ANNUAL REPORT

Papers of 1917

The Thunder Bay Historical Society

Officers 1916-17

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Dr. E. B. Oliver
Mr. F. C. Perry

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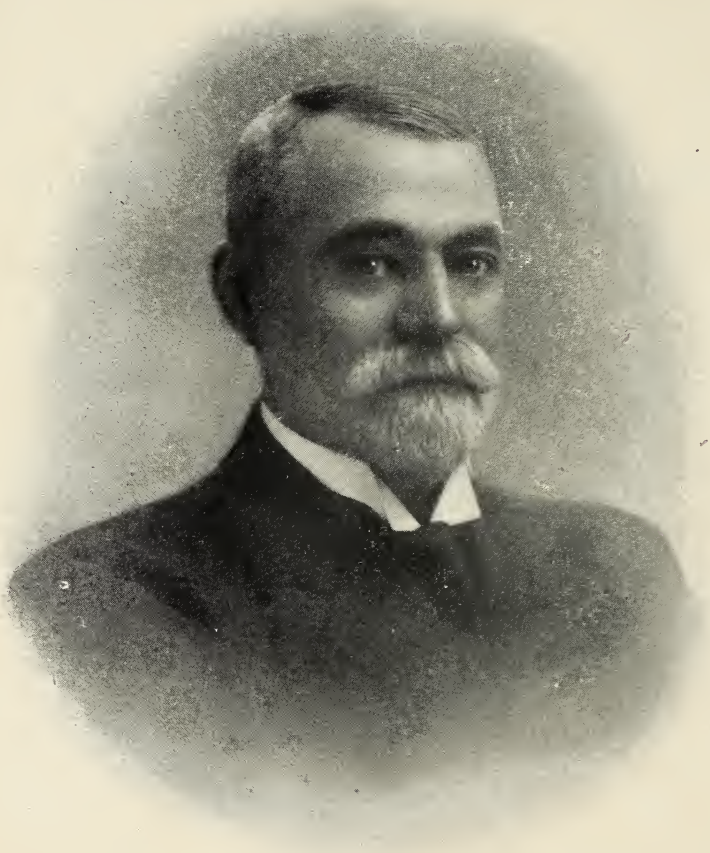
Mrs. F. C. Perry



Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

MR. PETER McKELLAR

Fort William, Nov. 27th, 1917.

Fellow Members:—

I am sorry to have to record that this is our fourth annual meeting under the great World War, and that the black war clouds show no signs of breaking.

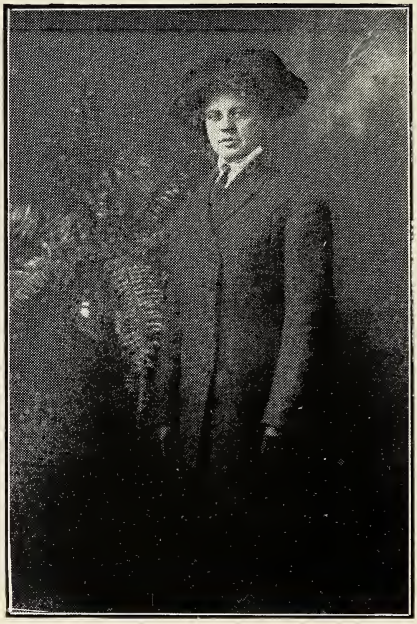
The entry into the conflict of our cousins to the south of us will no doubt swing the balance in our favor. While the pressure from this source may not be particularly noticeable for some time, there is no question that our mutual enemy will eventually be overcome by the banding together of those nations of the world believing in democracy and the right of the common people to rule their own destinies.

I sincerely hope that before our next annual meeting the conflict will be over, but in the meantime we must "carry on" and do our utmost to uphold the principles for which we have already spent so much in lives and money.

Our Historical Society has made satisfactory progress during the year closed. We are reducing our debts by degrees as will be seen by our Secretary's splendid report, and the future looks bright for the Society.

My best thanks are due the members of the Society for standing by the good cause, which will yield abundant fruit in good time.

PETER McKELLAR.



MRS. M. J. L. BLACK
Secretary-Treasurer

Secretary-Treasurer's Report

MISS M. J. L. BLACK

Fort William, Nov. 30th, 1917.

To the President and Members of the Thunder Bay Historical Society.

Ladies and Gentlemen:—

I have the honor to present the following report as secretary-treasurer of our Society.

During the year six meetings have been held, the dates being as follows:—

Nov. 28, 1916—Annual meeting.

Feb. 15, 1917, a very enjoyable meeting was held at the home of Mr. and Mrs. H. Sellers, when Dr. Oliver read a paper which had been written by Mrs. Oliver and Mrs. McKellar, on the early schools of the Twin Cities. This was followed by a paper by Mrs. Sherk, describing her own experiences in teaching in Fort William.

On April 27, a meeting was held at the home of Dr. and Mrs. Oliver, and on May 25th we met at Mrs. G. A. Graham's, when a paper was given by Mr. H. Sellers. Sept. 29 the society met for business in the Public Library, and on October 26th we met at the home of our President, and listened to excerpts from an old pamphlet describing Port Arthur, in 1883. This was provided by Miss Dobie, who had procured the booklet from Miss Margaret Cross. The reading was given by Mrs. Sherk.

We have a paid up membership of 21, and usually have nearly our entire number at all of our meetings.

While nothing of outstanding importance has occurred during the year, it is very gratifying to be able to report that the interest in the work has been maintained, in spite of the many other engrossing subjects. This is largely owing to the great devotion and energy of our President, and to him we cannot be too grateful.

Financially, we are in very good condition, and have reduced our indebtedness on the tablet by $375.00 during the year.

In presenting the financial statement, you will notice that it covers from Oct. 1 to Oct. 1, in order to conform to the Government's desire. I will, however, give an addendum which will bring it up to date.

RECEIPTS

Sept. 30, 1916—Bal. in bank	$ 65.55
Oct. 15—Donation from D. McKellar for copyright	2.00
Oct. 15—Donation from Capt. McCannell	5.00
Oct. 27—Sale of pictures (Mrs. King)	22.37
Fells, (Miss Shepperd, Mrs. Williamson)	2.00
Nov. 2—Government grant	100.00
Nov. 27—Donation (H. Sellers)	5.00
Nov. 28—Membership fees (Mr. and Mrs. McKellar, Mr. and Mrs. F. C. Perry, two years; Mr. and Mrs. Graham, Miss Dobie, D. McKellar, Dr. and Mrs. Oliver	9.50
Sale of pictures (Miss Dobie)	1.75
Dec. 9—Donation (Jas. Murphy)	50.00
Feb. 5, 1917—Donation (Jos. Dyke)	50.00
Feb. 8—One unmounted cut (sold to Mr. Smith)	.50
Feb. 16—Membership fees (Mrs. Patterson, Mrs. Burke)	2.00
Membership fees (A. J. Ogilvie)	1.00
Membership fees (Dr. and Mrs. Strachan)	1.50
March 15—City of Fort William grant	200.00
Membership fee (Mrs. Crow)	1.00
Sept. 15—Donation (Women's Canadian Club)	50.00
Donation (J. J. Flanagan)	25.00
Membership fee (Mrs. McEdward)	1.00
	$595.17

EXPENDITURES

Oct. 15, 1916—Copyright	$ 2.00
Oct. 31—Tablet (Mrs. Gladstone)	50.00
Nov. 3—Printing and cuts (Times-Journal)	8.80
Dec. 4—Tablet (Mrs. Gladstone)	50.00

Feb. 8, 1917—Tablet (Mrs. Gladstone)	50.00
Feb. 20—Plates and printing (Times-Journal)	44.65
Tablet photographs (A. J. Fryer)	23.50
April 15—Tablet (Mrs. Gladstone)	200.00
April 28—Membership to Historic Landsmark Association	5.00
Printing Annuals — (Times-Journal)	50.00
Sept. 21—Tablet (Mrs. Gladstone)	25.00
Sept. 30 — Printing Annuals (Balance of Times-Journal account)	52.55
	$561.50
Sept. 30—Bal. in bank	33.67
	$595.17

Since then, we have received in fees from the Misses Livingstone $1.50, and a cheque from the Government for $100.00, so our balance tonight, Nov. 30th, 1917, is $135.17, there having been no expenditures.

All of which is respectfully submitted.

M. J. L. BLACK,
Secretary-Treasurer.

Audited and found correct.

Historic Landmark About to Vanish

Much of the Old History of Fort William Centers Around the McKellar Homestead, which Was Built Fifty Years Ago, and Was the Home of Fort William's First Mayor, and the Social Center of the Settlement for Many Years.

From the Daily Times-Journal, January 26, 1918

The sale of the old McKellar home, which was put through last Monday by G. R. Duncan, recalled the old days, and in order to get some of the details pertaining to its construction authoritatively, the Times-Journal looked up Peter McKellar, who is one of the family that built and occupied the house, which has been bought by George A. Graham, to be moved from its present site. Mr. McKellar related the following history of the house:

Early History

"I came here with my father, Duncan McKellar, and brother John, from the Ontonagon copper country in 1863, although our home had been in Middlesex county, Ontario, before we went to the copper country. After we were here for five years the other members of the family came, and my brother, the late John McKellar, and brothers, had the old house built in 1868, just fifty years ago. I could not say how much it cost to build as in those days work was done differently from what it is nowadays. The main part of the house is about 23x42 feet, and was originally built of hewed logs, tamarac and spruce, the timbers being about six by ten inches. There are nine rooms in the house, and it is two stories high with a solid stone foundation. The only finish on the interior originally was plaster over the logs. This was later improved by being lathed and plastered on the inside and sided with boards on the outside. Several years later there was a frame addition built to it on the southwest side, which was used as an office.

Forest at Union Depot

"The logs for the construction of the house were taken from the fine forest that grew back where the union station and Syndicate avenue now are, extending back to the Neebing River. The strip along the Kaministiquia River had been a clearance made by the fur trading companies perhaps 150 or 200 years ago, on what is now a part of the site of east Fort William. This forest of tamarac and spruce had grown up into great tall trees, all as straight as it is possible for trees to grow, and so dense that the sun could scarcely shed its rays into the midst of it. There was only one team of oxen in the country then and they were used to haul the trees to the required place. The work was done by the Indians, and the house was a good warm one too.

Few White People

"There were only a few families of white people here in 1863. They were Capt. Robert McVicar and family, Governor John McIntyre and ourselves. These early settlers established a reputation for themselves of being real hosts, as every stranger who came to this part of the country was looked up by them and made to feel at home with this early colony of white settlers.

"The Hudson Bay company had a small dock, about 100 feet long, in front of the fort, but only small vessels of less than five feet draft, could get in here as there was a sand bar at the mouth of the Kaministiquia river. In 1868 the first dock that was ever built at the head of Lake Superior was constructed. It was situated about one-quarter of a mile east of Current River and was of crib construction. It was built by the Thunder Bay Silver Mining company. It's length was 180 feet, and all the early boats called at the mining dock. At that time there were only three or four real buildings in Fort William,

besides the fort and mission buildings, and none in the Prince Arthur Landing town plot in 1863.

Real Mining Begun

"In 1868 real mining was commenced, when the Thunder Bay and Shuniah silver mines were operated with a force of 75 or more men. It was this year, too, that the real building of the present Port Arthur was begun. It was started by James Dickson and James Flaherty, who arrived with supplies on the steamer Algoma. The former opened a general store under the management of Thomas Marks, and the latter started a restaurant. These were needed to supply the demands of the silver mining industry, which was increasing by further discoveries, such as the Silver Harbor, the 3A mines and others. Many are under the impression that the Dawson Road works caused the start of the boom at Port Arthur, but there was little or nothing doing on the Dawson Road until 1869, when preparation was made for Col. Wolseley's expedition. Seven miles of wagon road were built out from Port Arthur in the summer of 1867, and the work was stopped. I traveled on snow shoes twice over the old trail and the Seven Mile Road from Dog Lake to Prince Arthur Landing the winter following the building of the new road. These are facts confirmed by written statements.

Story of the Old Homestead

"The old McKellar homestead was occupied continuously by the family until the property was sold to the Grand Trunk Pacific railway company in 1908, which road later became known as the Canadian Government railway, and which company gave orders to have the house removed recently. The house of late years had become badly delapidated as far as vandals were able to do it harm, but the general structure remains in a good state of preservation."

The McKellar Family

Besides the parents, Duncan McKellar and Margaret Brodie, his wife, there were nine members of the McKellar family. In order they were, beginning with the eldest: John, Susan, Mary, Peter, Effie, Donald, Archie, Katie and Margaret. Mr. and Mrs. McKellar, senior, lived in Fort William for some time. The father died here in 1875, at the age of 68 years. The mother died in 1890 at the age of 77 years. Those of the family still living are: Susan, the widow of the late Archie McLaren; Mary, Peter, Donald, Katie, the wife of F. C. Perry; and Margaret, widow of the late Edward Deacon. Mrs. Deacon had three children, two sons and one daughter. Of these the daughter is married to Dr. C. E. Spence; one boy, Donald, was killed in the great war in 1916, and the other son, Edward, is returned wounded and unfit for further military service.

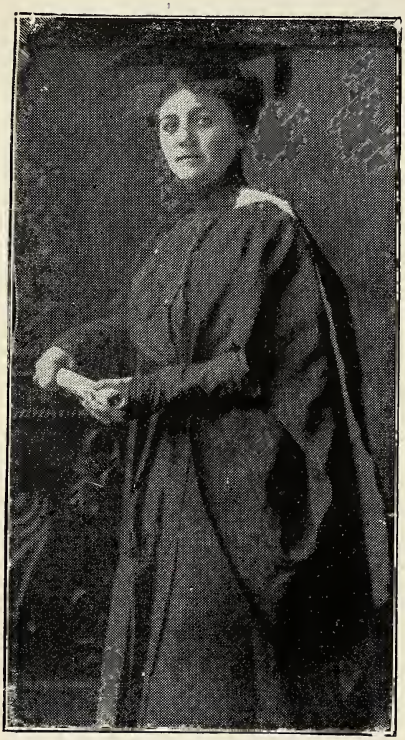
First Mayor of Fort William

Of the deceased members of the family the best known was possibly the late John McKellar, who was the first mayor of Fort William, and served six years in that capacity. He was highly esteemed as a citizen of Fort William.

The passing of the old house which Mr. Graham, the purchaser, says must be torn down, has a particular interest for the real old timers of Fort William and Port Arthur. There are many people still living at the head of the lakes who recall the pleasant pioneer days, and review the occurrences of those days with a great deal of satisfaction. Everybody knew everybody else, and there seemed to be one spot on earth where the brotherhood of man existed in reality.

NOTE.

Captain Duncan McKellar, father of Peter and Don McKellar, two of Fort William's most respected pioneer residents, was the holder of two commissions in the Canadian militia which are still extant and in fairly good state of preservation considering their age. Captain McKellar obtained his commission as such in the 12th battalion of the Middlesex militia in 1837, and was with the active forces in command of a company at Windsor during the rebellion of 1837-38. He continued as an officer for twenty years. Both his commissions bear the signature and the seal of office of James, Earl of Elgin and Kincardine, "governor-general of British North America and captain-general and governor-in-chief in and over the provinces of Canada, Nova Scotia, New Brunswick and the island of Prince Edward, and vice admiral of the same."



MRS. P. McKELLAR

MRS. E. B. OLIVER

School History of the Canadian Head of the Lakes

FORT WILLIAM

The earliest date at which we are able to show anything in the way of an endeavor to make the young idea shoot is the year 1860, when Miss Victoria McVicar, daughter of Captain R. McVicar, postmaster at Fort William, was acting as tutoress to the children of the Hudson's Bay Company's officers located at Fort William. Later, in 1862-63, Miss Brennan of Ottawa, sister-in-law of John R. McVicar, land agent at Fort William, taught. The school room was a small frame building of dimensions 12 by 15 feet, with wooden seats and benches, located on the ground of the Hudson's Bay Company. The company owned the building and had it fitted up as a school room. The pupils, as before, were the children of the Hudson's Bay Company's officers. Miss Brennan lived with her sister opposite the Mission and walked back and forth the one and one-quarter miles daily from her home to the school. The pupils were about ten in number.

In the year 1870 Rev. Mr. McFarland taught for the Hudson's Bay Company and on the Sabbath conducted public worship.

SHUNIAH

In the year 1873, the municipality of Shuniah was organized, of which Fort William and Port Arthur (then Prince Arthur's Landing), were parts. Previous to the organization of the municipality a private school had been opened in Prince Arthur's Landing, taught by Miss Alice Warner, daughter of Ebenezer Warner. This school Miss Warner conducted at her own residence located on South Water Street near the corner of Pearl Street. She had about eighteen pupils.

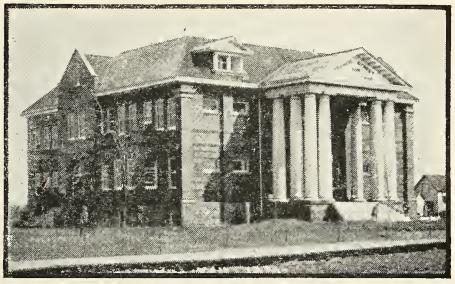
After the municipality of Shuniah had been organized, one of the first acts of the councillors was the authorization of the establishment of three school sections in the municipality, the by-law for this purpose being number five in the transactions of the municipality. These school sections were defined as follows:

No. 1.—The village of Prince Arthur's Landing.

No. 2.—All that portion of the Township of Neebing lying east of lot 12 including the reserve in front of said Township of Neebing.

No. 3.—The Ward of Thunder Cape.

In each of these sections three trustees were to be elected. The first election was held on September 1st, 1873. For section one, the following were elected: Messrs. Jas. H. Woodside, John Park and W. C. Dobie. The last named served continuously as trustee until he resigned thirty years later. We are indebted to Mr. Dobie



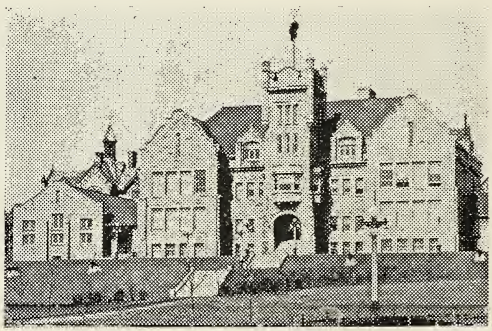
One of Fort William's Eleven School Buildings

for much information given in this paper. We are unable to find who were elected trustees for sections two and three.

The organization of the municipality and the election of trustees gave the school work an impetus. The population was increasing and the scholars must be cared for. The trustees of section one rented a little house on Park Street and engaged Miss Warner, who it will be remembered, taught her own private school until that time. The school opened with about twenty-five pupils on the roll. The salary of the teacher was about three hundred dollars. A second school was opened in section one upstairs over a blacksmith shop in the government reserve near the corner of Cumberland and Van Norman Streets. The number of pupils was about thirty.

house, which was a frame building erected in 1873 of a size 16 by 22 feet, located on McVicar Street where the Gordon Ironside and Fares warehouse now stands. The building was fully equipped with seats and benches. It was used for church service on Sundays. A Miss Groom was the first teacher (1874). Miss Groom's fame was abroad in the village as editor of the famous "Perambulator" a hand-printed newspaper, which was, we believe, the first to be published at Thunder Bay. Later Miss Alice Warner succeeded Miss Groom as teacher, and still later Miss Kinsey taught.

In 1878 Miss Kate McKellar (now Mrs. F. C. Perry) our highly esteemed fellow member of this society, took over the duties as school teacher in the original school. Her salary was the princely sum of $162.82. The trustees, however, were not slow to



The Collegiate, Port Arthur

Later, in 1874, bylaw number five was amended by adding the Township of McIntyre to section one. Still later the original bylaw was again amended (bylaw number 22) changing the name of school section number two to section one of Fort William in the Municipality of Shuniah.

EAST FORT WILLIAM

The organizing of the municipality found the trustees at Fort William, according to section two, Shuniah, ready to work as were those in section one. Through efforts on the part of Fort William citizens, money was raised to build the first school

see the value of her work for in 1879 her salary was $350.00. She was given a government grant that year of $29.00 as shown by the McKellar account book.

WEST FORT WILLIAM

In the year 1870 the "Daughters of Mary" opened a school for Indian children and others at Fort William mission. The work was continued under these auspices until 1885. Sister Josephine Martin was the Sister Superior. The Sisters of St. Joseph took up the work in 1885 and continued the Mission schools until 1908 when the Grand Trunk Pacific Rail-

way was granted the land. A complete history of the Mission school has been furnished this society in the excellent paper by Miss Robin, so more will not be said regarding this branch of the work.

A second school was opened in the section at West Fort William in September, 1875. Miss Delphine Fregeau was the teacher. She had about twenty-five pupils. Mr. Fred Fregeau was janitor at a salary of $2.00 per month.

SHUNIAH

At the present time we are unable to get data regarding the school development of the third school section viz: Thunder Cape. Soon after the organization of the municipality of Shuniah the Thunder Cape Ward withdrew from Shuniah municipality and formed a separate organization for school purposes.

PORT ARTHUR

In section one at Prince Arthur's Landing in 1874 the trustees decided to make a change and they rented the basement of the Methodist Church, corner of Waverly and Algoma Streets. The pupils were moved from both the schools aforementioned. The first teacher here was Mrs. Thos. Woodgate, Senior, mother of Trustee Woodgate.

Within the year, so fast was the population growing, the trustees decided they needed a real school building. A site of two acres had been granted by the Provincial Government where the Central School stands today. A deputation went to the council and after much persuasion succeeded in obtaining a grant of $1,000 to build a school. The contract was at once let to Mr. Neil S. Shaw. The school, built on the present site of the Central School, had two large rooms, one above and one below. The upper room was reached by a covered stairway at the rear of the building. Mr. W. C. Dobie had the pleasure of handing Contractor Niel the check for $1,000, the contract price, receiving in return the key of the building. This building was completed in 1875. It was moved about the year 1900 to its present site next door to the Baptist Church where it is still doing duty as a private residence. The teachers of the new school were Mr. E. P. Langrill, principal, and Mrs. Woodgate who had taught in the basement school.

FORT WILLIAM

In 1881 Fort William ceased to be part of the Municipality of Shuniah and became part of the Municipality of Neebing. The teachers kept changing. Miss McCallum, who, we understand, is still teaching in British Columbia, taught for some time. Mr. W. McLean taught for a number of years at the West End School. Later Mr. J. F. Cullen taught in the East End School.

EAST FORT WILLIAM

In 1887 a fine two storey school house 24 by 30 feet was erected on Lot 7, the corner of Victoria Avenue and Simpson Street, where the Ross Block now stands. The lower floor was completed with seats and benches for a school room, and the upper room completed and seated for church purposes, open to all denominations. Mr. John Ritchie was principal and is still active in educational work, being a school inspector for Port Arthur District. Two years later this land was sold to W. J. Ross and the building was moved to site on North May Street near Myles Street where it was still used as a school. Later the building was sold to Mr. L. L. Peltier who moved it to the lot immediately south of the post office where it still stands. From the proceeds of the sale of Lot 7 school property, the site of the present Central School, bounded by North Syndicate, Myles, North May and Leith Streets, was purchased from McKellar brothers in March, 1894. A brick school building costing about $29,000 was erected on this site in the same year.

PORT ARTHUR

Returning to section one, Port Arthur, we find they also had been making progress. About the year 1884 a front addition of brick veneer was added to the two-room school afore-

mentioned giving a total of six rooms. Mr. Langrill was still principal. Miss Christie and Miss Bowerman were others who taught. The salary of the principal was about $500, of the other teachers about $350. About the year 1900 the original building was moved and another addition of eight rooms built making a total of twelve rooms. Mr. A. W. Wright succeeded Mr. Langrill as principal. He taught about three years and was followed by Mr. Armstrong and later by Mr. B. E. Coleman. There were about four hundred scholars in the twelve rooms.

EAST FORT WILLIAM

Mr. P. J. Pilkey was the first principal of the new Central School at Fort William, holding the position until 1901 when he became principal of the High School. He was followed by Miss Spark, Mr. Geo. Bloomfield, Mr. S. C. Woodworth, Mr. W. W. Southon, Mr. J. Underhill and Mr. A. E. Southon. A supervisor of education was appointed in 1908, Mr. S. C. Woodworth being the first appointee. Following him were Mr. E. E. Wood and Mr. W. W. Southon.

Mr. Chas. Beyer became janitor of the Ann Street School, West Fort, and the down town school in 1888. He retired from the position of janitor of the Central School in 1909. He is still engaged by the board of education as school gardener.

WEST FORT WILLIAM

In 1894 Mr. W. W. Bridgman became principal of the West End School and taught until 1905. Among those who taught under Mr. Bridgman were Miss Louisa Fregeau, Miss Graham and Miss Lottie McDougall, now wife of Dr. M. B. Dean.

The High School had its beginning in the continuation classes which were held in the McKellar brothers' building on May Street (the old public school building), commencing in 1899. Messrs. J. J. Taylor and S. W. Mathews were engaged as teachers. In 1900 the town council obtained permission from the legislature to hold high school sessions in the public school building and the continuation classes became high school classes.

The high school board was formed in 1900 and was made up as follows: Chairman, Dr. T. S. T. Smellie; Vice-Chairman, John King; C. L. Hallett, J. McLaren, Wm. Newcombe, D. McGillivray and W. H. Whalen, and S. C. Young, secretary-treasurer.

In 1901 the high school classes were moved from Central School to Ogden School which had been built in 1899. Mr. Pilkey followed Mr. Taylor in 1901 as principal and Mr. Mathews was succeeded by Mr. E. E. Wood in 1902. Mr. A. J. Ogilvie, the present specialist in moderns and history, taught one year at this school. Mr. Colhoun, now city librarian at Calgary, Alta., was also on the staff. The High School was moved to the present building on Catherine Street in 1907, and later became a Collegiate Institute. Mr. Wood accepted the position of public school supervisor in 1910 but returned to the principalship of the Collegiate Institute in 1912. When Mr. Wood left the school in 1910, Mr. W. J. Hamilton was appointed principal. Mr. Hamilton accepted the position of inspector of public schools for the district in 1912.

WEST FORT WILLIAM

In 1903 the school board authorized the purchase of a site for a larger school in the west end and in 1904 bought the present site on Francis Street for $700.00. They then asked the council for $12,000 and built a four-room school. This school was opened in 1905 with Mr. Cole as principal. Later in 1905 the site of the original school on Ann (King) Street was sold.

FORT WILLIAM EAST

St. Stanislaus Separate School was built in 1902, Isabella School in 1907, Drew and St. Peter's in 1909, Franklin in 1909, St. Martin's and Wayland in 1910. Additions have been built to several of these school buildings since they were first erected. At the present time there is a total enrolment of about 4,642 pupils and a staff of 101 teachers in all the schools of the city.

PORT ARTHUR

Port Arthur has also kept pace in the erecting of schools for the increasing population. The North Ward School was erected in 1905, the South Ward School in 1906, the Current River District School in 1914, the Alberta Land Company's Inter-city

School in 1914 and in the same year the beautiful Prospect Avenue School was erected.

The Port Arthur High School, like that of Fort William, had its beginning in a room in the Public School. This was in the year 1887. In 1888 a High School was built and used till 1908 when it gave way to the present magnificent Collegiate Institute which overlooks Waverly Park.

There is at present in the Port Arthur schools a total enrolment of 2,121 pupils and a staff of 62 teachers. Mr. I. H. W. McRoberts, B.A., is the present supervising principal. Mr. W. B. L. Howell, B.A., is principal of the Collegiate Institute.

SLATE RIVER

The first school held in the Slate River District was in the McClare shanty in the fall of 1892 by Mr. J. F. Cullen. The first school house (log) was built on lot 15, concession 3, Township of Paipoonge, in the same year. The first trustees were Messrs. Henry Grant, Henry Parsons and D. McGregor, chairman.

CARLOTTA S. McKELLAR

JESSIE M. OLIVER

Thanks are due Miss Stafford, Mr. Coo, Dr. Oliver, Mr. Peter McKellar, Mr. W. C. Dobie and Mr. McGregor of Slate River, for information furnished on this subject. Carlotta B. Spence (now Mrs. Peter McKellar), one of the undersigned writers, taught in Central School, Fort William, from September 1st, 1900, to June 30th, 1901. Jessie McQueen, now wife of Dr. E. B. Oliver, the other undersigned, taught in Fort William from September, 1907, to 1911, and in Port Arthur from 1911 to 1913.

Some Reminiscences of Early Days in Fort William

The following excerpt from an address delivered by Mr. H. Sellers, before the Historical Society, will be found very interesting. Mr. Sellers lived for many years in Fort William and his statements are therefore authoritative:

"At that time we needed no tablet to commemorate where the site of the Hudson Bay post stood. It was still very much in evidence. The stockades and all the houses still stood in their original places, largely composed of other than their original inhabitants. The Richards family were still there, but the rest of the dwellings were occupied by men who held official positions in and about the Canadian Pacific railway and were used as boarding houses for the men who were at that time building elevator "A." However, the H. B. post proper held no official representative of the Hudson Bay company, the main part or populous portion was at what was then called the "Town Plot" or west Fort William now. Elevator "A" still stands, though not the office, that edifice being an old box car too antiquated even at that time to be of any further service on the road. I might say that this was the prevailing style of architecture on the Canadian Pacific railway at that time for offices.

At the Town Plot was the railway terminus, round house, machine shop and the usual equipment that pertains now to a place of the importance of Schreiber or White River. The Neebing Hotel was also located there. This palatial structure exists now only in history, but at that time attained continental fame as a political scandal at the time of the MacKenzie government, equaled only by the Sir John A. McDonald government scandal of four years previous. This hotel was built to accommodate the engineers of the Canadian Pacific railway during the time of its construction (Mr. Pratt and others), but was later occupied by other employes in much the same manner as the Hudson Bay post at Fort William proper had been. It was destroyed by fire a few years later. Otherwise it might have had a place in our chronicles as one of our landmarks.

As to the site which is known as Fort William today: The industries were Graham and Horne's mill, Carpenter's saw mill, the Canadian Pacific coal dock, situated below where elevator "C" now stands, and elevator "A" which at that time, comparatively speaking, and in the minds of the few who lived here then, almost rivaled Mount McKay in grandeur. At all events it was more looked at. So much, by way of introduction, which seems to me necessary to lay the scene, as it is of the social aspect and pleasant life I wish to contrast then and now.

We were, as compared with Port Arthur and the Town Plot, only a few, the names that come readiest to my mind being the McKellars, McIntyres, Perrys, Livingstones, Carpenters, Botsfords and John McLaurin. This was thirty years ago. Afterward, slowly, as the place grew, came others. Mrs. Sellers and the writer came to live in Fort William in the spring of '87 and occupied the house at the junction of the McKellar and Kam rivers. We lived there several years and rank them as the most enjoyable of our lives. Possibly we were easily satisfied, but we had a good deal of pleasure, a genuine healthy pleasure, with all with whom we came in contact. We all went to the same church. We had to, as all denominations used the same building, for the excellent reason that there was no other. This was the school-house at which Miss Kinsey (who later married Will Botsford), officiated as teacher to about twenty pupils during the week. We had the use of the school-room for the purpose of divine worship on Sundays, usually in the afternoon; Mr. Shearer, Mr. Machin or a college student who

came along being all alike welcome. It mattered not what denomination, we were all alike, and denominationalism only developed as we became more numerous and prosperous. John McKellar was king, and what he said was about as good as law, and to him most disputes were voluntarily submitted. They were usually decided quickly and quietly at that time, but later, under increasing pressure, as the population became greater and more unrest became prevalent, there were more differences of opinion, etc., more lawyers and other appurtenances of prosperity. I once heard Mr. McKellar make a remark in a moment of exasperation at having to decide something that had resulted in a difference of opinion between two parties, which I have often laughed at and still enjoy it. It was this: 'Confound it, we were all right until we had parsons and lawyers come to live amongst us." I want to say here, that, despite any change in conditions, in spite of the great influx of succeeding populations and prosperity, John McKellar held the position to the day of his death. He was the recognized head of the town and, later, the city of Fort William.

Aside from his official position as mayor, very many people came to him with their troubles and would rather have him settle between them than the courts, and in my experience I have never seen a decision made by him that was not respected and accepted.

Later at the Canadian Pacific station there were two Irishmen who kept hotels, Pat Manion and Gorman. They were interminably quarreling and constantly coming to John to ask him to settle their differences. I remember on the last occasion John felt about fed up on it. He took off his hat, scratched his head, and studied them both for a minute. He finally said slowly, with his Scotch accent: "Well, I don't know what the British government can do with 10,000,000 of you in Ireland when I can't pacify two of you out here."

I have gone further into the above than I intended and am afraid I have digressed from my subject. I started in to say that there being so few of us, we were mutually inter-dependent with each other. With the McKellars, McIntyres and Perrys the latch-string was always on the outside and we went anywhere at night, to each other's houses, with or without an invitation. Cards—whist mostly—played ad lib. This was played so well that no ordinary player dared attempt it. Occasionally it was played for prizes but personally I drew nothing but infuriated looks from my partners.

Music, however, was our long suit, and we had at times a very fair glee club, meeting at McKellar's and McIntyre's and later at Mrs. Geo. Grahams. Peter McKellar was usually conductor. He was also, I think, the conductor of the choir at the small school house and later when the larger school was built, where the Bank of Montreal now stands. When the first Presbyterian church was built, Mr. Geo. Ross took charge and Excell's Anthem books came into vogue, and Mr. Ross made up a really excellent choir. An adjunct to this choir was organized by the indefatigable D. W. Mitchell, and became known as Choir B. It was composed of F. C. Perry and himself. Their repertoire was not extensive, their most telling number being the anthem "We'll Hunt the Buffalo." Mr. McKellar was soloist, assisted by choir "B." I think they gradually drifted apart, but Mr. McKellar is today our worthy president, and Mr. Perry is a respected member of our society and any further information that is desired on this subject may be obtained on application to them.

Railway Builders of Canada

By MISS SARAH STAFFORD

Between railway construction and cathedrals there is a vast difference, but there is one thing they have in common and that is: many hands have created them. The cathedrals of Europe have bequeathed undying fame, yet no man's name is linked with them; they are the work of generations and are the expression of genius, high ideals and religion. Leaders they had to have who could plan and carry through the organized work of railway construction. Such men as Sir John A. Macdonald, Laurier, Mount Stephen, Strathcona. Van Horne, Shaughnessy, Wm. McKenzie, Hays and many others stood back of these builders of a mighty heritage. Strange that Canada at this one time, within a near radius of each other, should produce three men destined to leave their name engraved on the page of Canadian history. William McKenzie was born at Kirkville, Ont., in 1849, and had been a school teacher, store-keeper and lumberman before opportunity knocked at his door. Donald Mann was born four years later at Acton, Ont., near the old home of James B. Hill of railway fame. Donald Mann was brought up for the ministry and when twenty-one was a foreman in a lumber camp. At twenty-five he joined the rush to Winnipeg. Behind these two great leaders came a shadowed army of workers who were indispensible: The explorer who went through the wilderness braving steep percipices and blizzards in search of a lower grade; men with the pick and shovel, a mighty army shifting and changing; the English navvy, the Irish canaller, the Chinese coolie, the Swede, the Italian, the Ruthenian, housed in noisome bunks, then fleeced by employment agents, often plundered by sub-contractors, facing sudden death by ignorance of dynamite, or slow death by fever—these were the men who carried on the humdrum work every day, track mending, ticket punching; engine stoking, patiently paying taxes on endless bonuses. These shadowy army of workers were not least among the railway builders of Canada.

William McKenzie and Donald Mann were both Canadians and had been trained in railway construction —the engineering capacity of the two partners was great. Branch lines were thrown out from east to west, to British Columbia, to Quebec and throughout Ontario great dominating systems grew apace. The United States reached out for a share of Canadian traffic, the Great Northern interests secured a footing in the east and the New York Central in the west, and for every mile which the United States railroads controlled in Canada the Canadian roads controlled six in the United States. The Canadian Northern has a direct railway between east and west which is used for the handling of freight; they have also a direct connection between Winnipeg and Duluth through Fort Frances and are planning to have a route to Great Britain by way of Hudson's Bay. This has also opened a market in Western Canada for the use of fisheries. The Canadian Northern lines cross the boundaries of Manitoba into the Northwest Territories. It received grants from Ontario to bring lines between Port Arthur and Sudbury. In 1910 the Canadian Northern Steamships, Limited, were used, and a description of how it had done so much to open the great door of the west and her power in meeting the grain trade, and the history of Port Arthur is indissolubly linked with the Canadian Northern Railway. The Canadian Pacific Railway transcontinental had located its principal plant in Fort William, but for a time it conducted its package freight shipping at Port Arthur, but through a disagreement, the management of that road moved it back to Fort William.

It was the boast of the man who at that time presided over the destinies of the C.P.R. "that he would make the grass grow in the streets of Port Arthur." His boast almost was fulfilled. That it was not completely

realized is in all probability due to an agreement made between the council of Port Arthur and the management of the Canadian Northern Railway by which the vigorous new road was secured to the city of Port Arthur.

The Canadian Northern possibly appreciated the opportunity when the Canadian Pacific Railway removed its equipment out of the municipality of Port Arthur. At any rate, as the lines of the C. N. R. were being rapidly completed to a junction between the west and Lake Superior, a situation was created making it of mutual benefit to the company and the city that the terminals of the line be located in Port Arthur. Accordingly an agreement was effected between the council and the management of the Canadian Northern Railway, and out of that agreement has arisen the splendid plant possessed by the Canadian Northern Railway in our midst, and which enterprise is the means of providing employment to such a large proportion of our people.

The Canadian Northern agreed that all wheat moving to the east over its lines should go through Port Arthur. To implement that pledge, an elevator of 1,500,000 capacity was to be erected. The building was completed in the autumn of 1901. In 1904 its capacity was increased to 7,500,000 bushels. Even this addition proving insufficient to accommodate the rapidly increasing tide of grain from the west, the elevator was further enlarged in 1913 to 9,500,000 bushels—practically ten million bushels—making it the largest consolidated elevator plant in the world.

The terminal elevator has a track capacity of thirty cars, and it has been estimated that under conditions of urgency 600 cars of wheat a day could be unloaded. With cars averaging 1,000 bushels, that would mean 600,000 bushels, elevated, weighed and binned in one day of two shifts. The grain is taken in hoppers from the cars to the top of the building where it is weighed and distributed into the bins. When transferring to a lake vessel the grain is taken from the bottom of the bin, elevated to the top, is weighed, conveyed to a shipping bin and from thence by shipping legs "spouted" into the hold. There are five shipping legs to each of two working houses, each leg having a capacity of from 8,000 to 10,000 bushels per hour. Under ideal conditions 100,000 bushels of grain could be unloaded from this elevator in an hour.

The C. N. R. coal docks have a dock frontage of 600 feet, accommodating boats of any length now on the lakes. Depth of water at dock front 25 feet; storage capacity, 500,000 tons Bituminous and 160,000 tons Anthracite coal; equipment, four Mead Morrison unloading rigs with two-ton clam-shells, unloading capacity 700 tons per hour; one bridge with two one-ton hoists and buckets, and one bridge with two two-ton hoists and buckets; annual capacity over 1,000,000 tons.

The first unit of the dock was completed and the company commenced operations in the year 1906.

The purpose of the company is to handle and store coal (but not to buy and sell) arriving from eastern lake ports for consumption in Western Canada and New Ontario. The operations consist of discharging coal from the ships through the handling plant of the dock, either direct to railway cars or to storage on the dock. If the coal is discharged direct to storage, the company picks up and reloads the same to cars for transport by rail.

The present storage capacity (called winter storage) consists of 160,000 tons of hard coal stored in specially constructed storehouses equipped with handling machinery called "hard coal sheds" and filled ground storage capacity for 500,000 tons of soft coal in the open. The practice is to handle over the dock approximately double the storage capacity each season, as about one-half of the total is loaded from the ships over the dock direct to railway cars. The coal handled over the dock in 1913 (May 1st to December 31st), exceeded one million tons; about one-half was for the requirements of the Canadian Northern Railway and the other half commercial coal belonging to coal dealers who are customers of the dock.

The method of unloading coal from boats is by means of four hoisting towers, each with a capacity of 200

tons per hour, or a total unloading capacity of 800 tons per hour. A cable car system carries the coal from the towers and dumps it in any desired place, either on the open storage ground by means of travelling bridges or in any particular bin in any hard coal shed.

The Prince Arthur Hotel, erected in 1910, is a splendidly equipped six-storey fireproof building, overlooking the railway station. Its appointments are such that none of the hostelries of the older cities can do more to satisfy the needs of exacting travellers. The rotunda is carried to the full height of two storeys; around its walls are a chain of mural paintings portraying the building of the Canadian Northern into the city. The hotel is designed to give the maximum of comfort to every guest. Each bedroom is twenty feet long and each room is an outside room. The first three floors are finished in mahogany, while the upper floors are weathered oak. The dining room is located on the first floor, approaching from the rotunda by a marble staircase. The service, provided by capable attendants, is only equalled by the excellent cuisine.

So, through the Canadian Northern Railway, Port Arthur resumed to a great extent its proud position on the Superior waterfront. But it lacked the immediate connection by rail over the Canadian Northern to Toronto, Ottawa, Montreal, Quebec and other eastern centres. In the autumn of 1911 a beginning was made upon the construction of that section of the main line between Sudbury and Port Arthur. There were approximately 600 miles of almost unbroken wilderness to be spanned. The work was pressed forward so vigorously that in the autumn of 1913 it became apparent that the road would be completed as far as the physical connection between the cities was concerned, by the end of the year. As a matter of fact on December 30th a special train carrying the official heads of the Canadian Northern Railway departed quietly from Toronto with the intention of making the run through to Port Arthur over the lines of the company. On New Year's day Sir William Mackenzie drove the last spoke on the line at Little White Otter River, 254 miles east of Port Arthur. The city of Port Arthur organized a banquet to celebrate the completion of the tying in of the rails between the Queen City and this point, and the banquet was held amid general rejoicing on the part of the citizens.

The early predictions were reviewed at some length, and compared with the development of the railway and city up to that time, and prophesies as to the future indulged in. Then, in mid-summer of 1914, came the war.

The Canadian Northern did not cease its constructive program. Its lines have been completed from Atlantic tidewater at Quebec to the Pacific at Vancouver, and Victoria. It possesses in that main line the easiest gradients of any road of similar national importance on the continent of North America, or in the world for that matter. It has opened up vast areas to settlement and development. In the Clay Belt to the east of us it has installed the nucleus of the big industrial project at Foleyet and it is the intention, when the time is opportune, to extend the scope of that enterprise to other poins in the Clay Belt.

Port Arthur must be benefitted by every expansion that takes place in the plans of the Canadian Northern Railway enterprise. We are its central divisional point. Our city stands at the point where the cars and the ships meet, which is a development that should not be overlooked. In 1902 the citizens of Port Arthur welcomed the first Canadian Northern train to this city. The community of interest which became a fact then, has increased as years have gone by, and it may not be doubted that the welfare of Port Arthur and Fort William must be favorably affected by the further development of the Canadian Northern Railway and the territory which it serves.

MRS. J. M. SHERK, (GAY PAGE)
Who contributed "Legendary Lore of Lake Superior" and compiled "Early History of Port Arthur" from books presented by Miss Cross.

Miss Margaret Cross Adds Valuable Records

A very valuable addition to the historical records collected by the society is the gift of a History of Prince Arthur's Landing, or Port Arthur, with a list of industries of that place in the year 1883. The book was published and compiled by Steen and Boyce, of Winnipeg, and has a preface by the publishers.

"All the statements made and figures given in this story of 'The Silver Gate and Her Leading Industries', have not been guessed at," the preface says, "but gained by personal investigation. Capitalists will find in this port a place where they can invest money and in a short time double the same. Manufacturers, merchants, mechanics and laborers will find it a good business point and a pleasant place to live."

Messrs. Steen and Boyce have been proved good prophets.

The book gives the early history of Thunder Bay district and the story of the first voyagers around the north and west shores of Lake Superior, and passes on to the history of Port Arthur, beginning with the year 1641 when the missionaries of the Society of Jesus established a mission and, fifteen years afterwards, De Grossateer and Raddison explored the northern shores, and passed on to Rainy River and Lake of the Woods. In 1678 Daniel Greysolon built a house near the mouth of the Kaministiquia, and commenced trading in furs with the Indians. This was the beginning of the great North-West fur trade. Near this house was the rendezvous of the North-Western fur traders who formed the North-West Company in 1805, disputing rights with the Hudson's Bay Company.

From 1805 to 1857 business done in vicinity of Prince Arthur's Landing was confined to fur trade, and in 1857 the S. J. Dawson expedition was fitted out to open the route to the Red River country.

The spring of 1870 was one of excitement when Col. Wolsley landed on his way to quell the rebellion in Red River, and, on asking the name of the place which was called "The Station," he asked that it be called Prince Arthur's Landing, in honour of the young prince, now the Duke of Connaught, who had recently visited Canada. This year was one of great progress and ten buildings were added through the enterprise of Messrs. Thomas Marks, N. K. Street, W. F. Davison, W. A. D. Russell, and others.

In 1872 a government survey was made of the town site and the surrounding country organized under the name of the Municipality of Shuniah, composed of MacGregor, McIntyre and Thunder Bay townships. The first dock was constructed and was leased by W. H. Carpenter & Co.

In 1874 the Canadian Pacific Railway scheme was occupying the attention of all, and the hopes of Port Arthur received a staggering blow when Fort William was selected as the point from which to commence construction. In 1876-7 the work of construction was carried on; in 1879 Purcell & Co., with Thomas Marks as partner, secured a contract for 113 miles of the C. P. R., drew supplies from the town and so business became lively. In 1881 real estate had a boom, and by 1882 trains were running to Winnipeg. Finance, real estate and professional interests form the material for the next chapter, and the pages bear the names of: Thomas Marks, who established a business in fur trading in 1870; D. F. Burk, whose advent is dated 1875; W. T. Davidson, who, with Thomas Marks, opened a store in 1870; A. L. Russell, D. L. S., who landed in 1869; H. K. Wicksteed, C. E.; the Ontario Bank, established there in 1875; Judge R. Laird, appointed in 1878; Peter Nicholson, mine owner, 1871; Keefer & Cameron, composed of Thos. A. Keefer and E. R. Cameron, M. A., lawyers, 1883; S. W. Ray, 1876, Ontario Bank accountant; W. H. Laird, occupying position of registrar from 1879; T. Ware, barrister;

R. J. Edwards, architect; Fred Jones, 1875, postmaster; Peter Nicholson, collector of customs, 1874; N. T. White, L. D. S.; Albert McGillis, J. A. McDonnell, M. D., W. G. Bryson, M. D., and J. T. Clarke, M. D., father of W. J. Clarke.

The list of manufacturers includes the names of: Geo. H. Kennedy, W. and J. Jeritt, Woodside Bros., Vigars Bros., Jones and Wetmore, Angus Campbell, Conrad Gehl, Daniel Coveney, P. S. Griffin, G. W. Brown & Co., Smith & Mitchell, Anderson & Muir, M. J. Dillon, Fred Daniels, and Samuel Willcock.

The mercantile business was conducted by: Street Bros., D. McKenzie & Co., Marks, McKay & Co., A. W. Thompson & Bros., Conmee & Thompson, A. M. Cooke, J. E. Saucier & Co., L. U. Bonin, J. L. Meikle, Henry Nicholson, J. H. Bartle, W. Eades, A. E. McGregor & Co., T. S. T. Smellie, M. D.; O'Connor & Co., W. J. Clarke, George Clavet, Duncan McDonald, Neelin & Co., J. T. Cooke, Henry Foote, Daniel Campbell, S. J. McLaren, David Hall, Mrs. Meikle, E. G. Debernardi, W. Rodney, J. P. Hale, T. R. Musker, and Leishman & McGregor.

The hostels were: Queen's, Pacific, Mining Exchange, Shuniah House, Club House, Cosmopolitan, Scandinavian, Lincoln House, W. H. Parker restaurant, American Hotel, and J. T. Pope's restaurant.

Agencies were represented by: Geo. T. Marks, J. T. Ruttan & Co., James Dickson, Robert Maitland, J. Flaherty, and T. D. Ledyard.

The newspapers were: The Thunder Bay Sentinel, established 1874 by Thomas Egan; Evening Herald, 1882, Harvey & Knight, publishers and proprietors.

The public school was organized in 1873 under E. P. Langrell, and the present schoolhouse erected in 1874, with 160 on the roll. Principal M. N. Armstrong had Miss Bowerman as assistant.

The churches: Father Baxter arrived in 1872, and Rev. P. Hamel was resident priest in 1883. The convent built in 1881, had Rev. Mother Pazzi in charge, with five sisters of the Order of St. Joseph. The Presbyterian church had Rev. James Herald as pastor; Rev. Allan Bowerman, B. A., was first Methodist missionary, 1871, with M. N. Armstrong, S. S. superintendent.

Mining, lumbering and fishing interests were in the hands of: General Wild, James McLaren, T. A. Keefer, Peter McKellar (Fort William), C. T. Bates, T. and G. T. Marks, H. A. and F. S. Wiley, and W. H. Laird.

Wm. Margach was timber inspector for Canadian Government and J. Dickson, fishery overseer.

The Thunder Bay Historical Society

NINTH ANNUAL REPORT

Papers of 1918

The Thunder Bay Historical Society

Officers

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President - - - -	Mr. Peter McKellar, F.G.S.
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Secretary-Treasurer - -	M. J. L. Black

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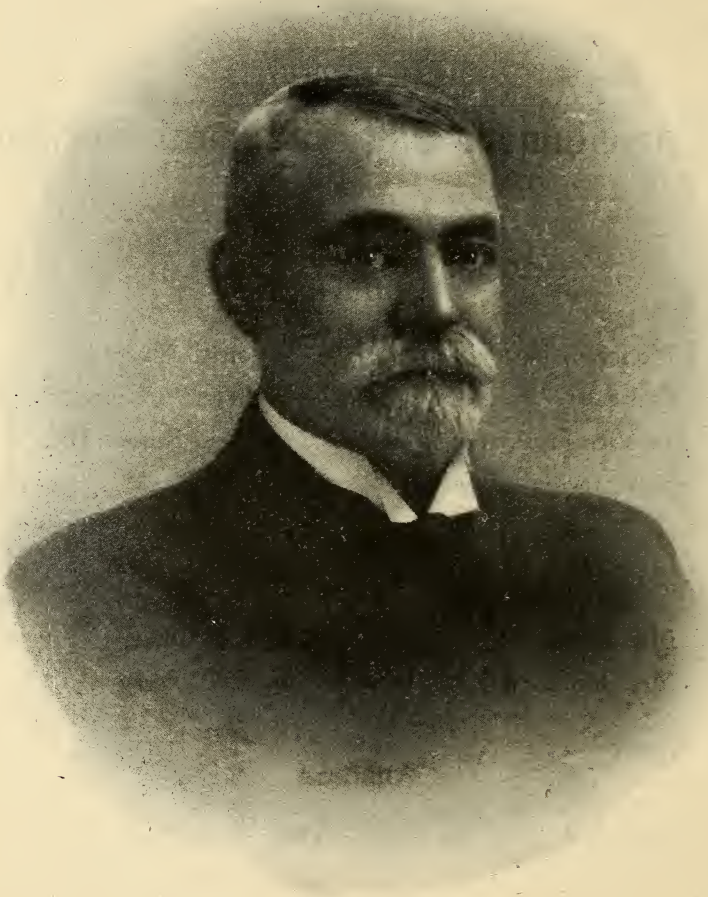
Mrs. G. A. Graham	Mrs. F. C. Perry



Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

MR. PETER McKELLAR

Ladies and Gentlemen and fellow members:

I am pleased that I can, in this, the tenth annual meeting of our Society, record that the world war is ended, and with it, the fearful slaughter of life that has been incessant during the last four years. Autocracy has been destroyed, and buried deep, we hope, for all time. Christianity and freedom have won the greatest and most glorious human victory that has been recorded in history.

In the meantime, Joy and Grief go hand in hand together. Grief for the loss of the brave men and women who have suffered and died to save us and the coming generations from slavery, and joy, that we have been favored by the help of God to win the great war.

I might mention that the November meeting was held over until December on account of the epidemic of influenza.

It is strange, but true, the great murderous world war ended in the midst of an unknown and unaccountable deadly plague, the Spanish Influenza, and it appears to have invaded all nations. It is like the "La Grippe," with other dangerous complications, and often terminates in death very suddenly. Doctors and nurses were comparatively scarce, so that untrained women had to be brought into requisition, and bravely responded. Schools and public places in general, were closed for weeks. In some families, only orphan children survived the "Flu," so that the suffering was pitiful. This locality, Thunder Bay, suffered much like other places, but it seemed to be more severe in Winnipeg. I may mention a few outside reports to show general conditions in other places.

"The Toronto Globe, Dec. 14th, reports 6,000 deaths in the Samoa Islands, out of a population of 35,000. Somoa is situated south of the Equator, in the South Pacific Ocean.

"Toronto, Jan. 3.—During the last three months, influenza and pneumonia took a toll of 7,158 lives in the province of Ontario. In October the death rate was the highest, 3,105 persons succumbing to the malady. In November the number fell to 2,608, while last month there was a further decrease to 1,658.

"The continued prevalence in some localities would indicate a recurrence of the epidemic," says the monthly report of the provincial board of health, which was issued today. The cities and towns reporting the greatest number of deaths, including some late returns for November, are as follows:

"Toronto 232, Hamilton 183, London 26, Sault Ste. Marie 28, Ottawa 15, Windsor 38, Kingston 13, St. Catharines 39, Peterboro 32, Port Arthur 23, Fort William 30, Niagara Falls 11, Guelph 27, Welland 21, Sarnia 11, Sudbury 77, Kitchener 12, Wallaceburg 43, Uxbridge 19, Huntsville 15, Midland 11, Collingwood 12, Fort Frances 16, Rainy River 8, Dunnville 11, Dundas 8, Kenora 9, Trenton 8 and Pembroke 8.

"The statistics are compiled from the returns of the undertakers."

At the Medical Convention last month, in Chicago, doctors disagreed as to the value of innoculation for influenza, or the nature of the influenza germ. It is to be hoped that science will have discovered the antidote for the "Flu" poison before a possible recurrence of the plague.

SHIPBUILDING

Two fine wooden steamers, the "War Sioux" and the "War Nipigon" were built, and launched into the Kaministiquia River this summer, and large crowds of people witnessed the christenings. These boats were built by the Great Lakes Dredging company and were the first large boats built in Fort William.

Again, during the summer 1918, there have been built twelve fine steel steamers (mine sweepers) for the French government by the Canadian Car & Foundry Co. in Fort William.

They were all finished and launched before the end of November, and is reported to be a record-breaker in fast boat building.

I may mention the sad story of two of these boats, the Inkerman and the Corisolles, that were lost with their precious French marines, numbering about 78 souls. All were lost. They left Fort William, on the 23rd of November, rejoicing in their expectation of soon reaching their homes far away; but, alas, they met their homes in the stormy waves of Lake Superior. One of the saddest events recorded in the history of the Great Lakes.

PREHISTORIC RELICS

I may mention the discovery made in the valley of the Kaministiquia river last May of prehistoric relics of bones and copper instruments. I, being the President of the Thunder Bay Historical Society, investigated the matter. The relics were discovered in a deep excavation that was being made by the Canadian Car & Foundry Company for launching the steel boats (mine sweepers) that were being built for the French government. The relics were found at a depth of 40 feet below the surface in a stratum of clay, sand and silt, about 80 feet north of the Kaministiquia turning basin and about 10 feet below the surface of the River. The indications pointed it to be of historical value. The discoverers kindly agreed to let me place the samples on exhibition in the Public Library and get a scientific report made of them. The Librarian, Miss M. J. L. Black, kindly agreed, and I got a fine photograph made of the fifteen pieces, on a plate on a scale one-fifth natural size. A copy of the photo was mailed to the President of the Geological Society, Ottawa, enquiring as to what should be done with them. The Acting Director, Mr. Wm. McInnes, recommended boxing them, and sending them direct to the Geological Museum, Ottawa, where a thorough examination and report would be made by capable Palaeologists and Archaeologists.

I sent the samples and the information requested, and they have been referred to at later meetings. The report by the Director of the Geological Society on the result of the examination of the samples has been read, and will appear in a paper in the Ninth Annual.

PETER McKELLAR.

MISS M. J. L. BLACK

SECRETARY-TREASURER

Secretary-Treasurer's Report

MISS M. J. L. BLACK

Fort William, Dec. 27th, 1918.

To the President and Members of the Thunder Bay Historical Society:

Mr. President and fellow members:

I have the honor to present the following report as secretary-treasurer, for the year 1917-1918:

During the year, we have had six regular meetings, the dates, speakers and subjects, being as follows:

Oct. 27, 1917—Mr. Peter McKellar; Mining on Silver Lake.

Nov. 30—Miss Stafford; Canadian Northern Railway.

Feb. 1, 1918—No special speaker.

Feb. 22—Mr. McKellar. Brief incidents relating to mining on Thunder Bay previous to 1870.

April 12—Sergeant-Major Gorman; second battle of Ypres.

Sept. 27—Mr. McKellar; some archaeological information regarding this locality.

All of these addresses were most enjoyable, and were greatly appreciated by our members. We have eighteen members in good standing, with a regular attendance of about fifteen.

In the death of Mr. Donald McKellar our society suffered a very great loss. He was always greatly interested in the work of the society and was always willing to help in every way. As a member, and a friend, we miss him greatly.

Financially, our society is in an excellent condition. We have reason to congratulate our president on his success in lessening the debt on the tablet. At the present date, it will soon be entirely paid for. Our financial statement, covers the official year, Oct. to Oct., and is as follows:

RECEIPTS

Oct. 1, 1917, bal. in bank	$ 33.67
Fee (Misses Livingstone)	1.50
Government cheque	100.00
Fees—Mr. and Mrs. Oliver, Misses Stafford and Grant, Mr. and Mrs. McKellar, Mr. and Mrs. Graham, Mr. D. Davies, Mr. and Mrs. John King, Mr. and Mrs. MacEdward, Mrs. Sherk, Mrs. Layburn and Miss Pamphylon	12.50
Donations: W. S. Piper	50.00
Alderman Edmison	5.00
Mayor Murphy	25.00
	$227.67

EXPENDITURES

Mrs. Gladstone, payment on monument	$125.00
Times-Journal, printing annual	91.25
News-Chronicle, advertising	1.20
Oct. 1, bal. in bank	10.22
	$227.67

The following memo, brings our statement up-to-date:

Received:

Government grant	$100.00
Donation, G. R. Duncan	10.00
Donation, E. S. Rutledge	5.00
Donation, Clarence Jackson	25.00
Donation, R. E. Walker	15.00
Donation, G. W. Brown	5.00
Membership fee, Mr. and Mrs. J. E. Rutledge	2.00

We have paid out $50.00 on account for monument, leaving us with a balance in the bank, tonight of $122.22.

We have paid Mrs. Gladstone $825 on account, leaving a balance still due of $175.00.

All of which is respectfully submitted.

M. J. L. BLACK,
Secretary-Treasurer.

The Decennary Anniversary

THE PRESIDENT

It seems desirable that the work accomplished during those ten years should be briefly reviewed. We have been working under difficulties, as comparatively few, very few, of the population of the Twin Cities have become interested in the work. The Society is affiliated with the Provincial Historical Society, and invested with charteral powers. The work should be promoted and the early history preserved, to instill patriotism into future generations.

We have accumulated a considerable amount of valuable material to help writers and historians in their work, as well as interested individuals who love their country.

We have published nine Annuals, containing many matters relating to the country, more especially to the District of Thunder Bay. The papers prized the most are those written by the present and past pioneers. Next, the papers written by experts or persons most familiar with the various branches of industry upon which they write. For example, for municipal matters, Mr. J. J. Wells, many years tax collector; for railways and harbors, Mr. A. L. Russell, C.E., and the pioneer surveyor and engineer in Thunder Bay, and so on.

We have distributed many copies of these Annuals to individuals in and outside of the District, as well as to many historical societies and scientific institutions throughout Canada and the United States. In return we have received many publications.

We have gathered anecdotes, pictures, photographs, pre-historic relics and early local newspapers, including a file of the "Thunder Bay Sentinel" from its inception, 1875 to 1894, about twenty years, only a few copies are missing. Also a list of historic landmarks: as the Sea-Lion, Sleeping Giant, Point deMeuron, Pot-Holes, etc. The dates and localities of local public works, as turning the first sod of the C.P.R., pressing the first button of the first electric power, etc.

The following is a list of the papers, writers and illustrations appearing in the Annuals:

Contributors of Papers to Annuals of the Thunder Bay Historical Society.

FIRST ANNUAL

1. Alexander Calhoun, Secretary—Preface to the Thunder Bay Historical Society.
2. Peter McKellar, F.G.S.—Introductory Address.
3. A. L. Russell, C.E., D.L.S.—Col. Wolesley's Expedition.
4. Fergus Black, B.A., M.D.—Legend re Thunder Bay, in verse.
5. John McLaurin, pioneer—Early home-making in Thunder Bay.
6. John King, Esq.—Re Early Railway Construction, C. P. R.
7. Miss S. Stafford—Ode to Lake Superior.

SECOND ANNUAL

1. Mary A. Slipper—Secretary's Report.
2. Miss C. C. Grant—Treasurer's Report.
3. Donald McKellar, Esq.—Re Military Expedition, 1870.
4. Miss B. Dobie—Girlhood Days of Earlier Port Arthur.
5. Harry Sellers, Esq.—Grain and Elevator's History in Twin Cities.

THIRD ANNUAL

1. Miss C. C. Grant—Secretary-Treasurer's Report.
2. Miss M. J. L. Black—Re Public Library.
3. A. A. Vickers, Esq.—Indian Treaty in Fort William, 1859.
4. Dr. T. S. Smellie,—Re Relief Society in Thunder Bay.
5. F. Fregeau, Esq.—Journalism in Thunder Bay.
6. Mrs. F. C. Perry—Re Pioneer Newspaper.
7. Miss Mary McKellar—Pioneer Poem.

8. Peter McKellar, Esq.—Contest for Terminus of C.P.R. between Thunder Bay and Nipigon Bay.
9. Miss Sarah Stafford—Port Arthur in Ye Olden Time.
10. W. J. Hamilton, School Inspector—Early History of Silver Islet.

FOURTH ANNUAL

1. Miss C. C. Grant—Secretary-Treasurer's Report.
2. Miss M. J. L. Black—Secretary-Treasurer's Report.
3. Miss M. Slipper—Early Port Arthur Boom.
4. Peter McKellar, Esq.—Otter Head Tin Swindle.
5. J. J. Wells, Esq.—Municipal History of Fort William.
6. Miss J. Robin—Fort William Mission.
7. Donald McKellar, Esq.—Early Mail Service in Thunder Bay.

FIFTH ANNUAL

1. Miss M. J. L. Black—Secretary-Treasurer's Report.
2. Miss B. Dobie—Pioneer Women of Port Arthur.
3. Peter McKellar, Esq.—Re Twin City Harbors.
4. D. Smith, Esq.—Re Newspapers.
5. Dr. E. B. Oliver—Department of Health.
6. W. C. Dobie, Police Magistrate—Atlantic Voyage 69 Years Ago.

SIXTH ANNUAL

1. President's Address.
2. Secretary-Treasurer's report.
3. Peter McKellar, Esq.—The Original Kam. Club.
4. A. L. Russell, D.L.S.—Brief History of Fort William, Middle of XIX. Century.
5. A. L. Russell, D.L.S.—Brief History of Port Arthur.
6. Peter McKellar, Esq.—Fort William's Early Newspapers.

SEVENTH ANNUAL

1. President's and Treasurer's Addresses.
2. Peter McKellar, Esq.—Historical Landmarks in Thunder Bay.
3. Peter McKellar, Esq.—Turning First Sod of C. P. R.
4. Times-Journal—Shipping Trade of Fort William and Port Arthur.
5. Miss M. V. Moberly—Looking Backward.
6. Gay Page—Legendary Lore of Lake Superior.
7. Times-Journal — Unveiling of Monument.

EIGHTH ANNUAL

1. President's and Secretary-Treasurer's Reports.
2. Times-Journal—Historical Landmark Vanishes.
3. Mrs. P. McKellar, Mrs. E. B. Oliver—Early Schools of the Twin Cities.
4. Miss Sarah Stafford—Reminiscences of Fort William. Railway Builders of Canada.
5. Miss Margaret Cross—Valuable Records.

SOUVENIR, 1914

1. Peter McKellar, Esq.—Re Fur Traders.
2. The Inscription on the Obverse Side of the Tablet.
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Our chief work has been the erection of a monument to commemorate the fur-traders, the real Canadian pioneers, and the locality made famous by their works on the Kaministiquia River in Thunder Bay.

In 1912 the society appointed a committee to look into the matter and formulate a plan for a suitable monument. The tablet was decided upon and a contract drawn up with Mr. D. Gladstone of the Marble Works, Fort William, in 1914. The stipulated price was $1,000.00 for the tablet, not including the environment.

The granite tablet was being made in the quarries in Scotland and was cut out and polished when the great world war broke out. The Scotch manufacturers would not be responsible for completing the contract, which called for the engraving of 2,000 letters. The tablet, unfinished, was shipped direct to Fort William. Mr. Gladstone had to take the work in hand, which required a very long time. It is sad to relate, Mr. Gladstone took ill and died before the work was completed. Mrs. Gladstone got it finished in 1916.

The work was being done by voluntary subscription and we did not expect to raise funds during the fearful conflict. Unexpectedly, however, small amounts continued to come in, so that the contract was nearly fulfilled by the close of the war.

The tablet was finished and prepared for unveiling in early October, 1916. Mrs. John King and Mrs. G. A. Graham moved that we approach Sir George E. Foster, who was expected

in Thunder Bay in a few days, and ask for his favor in this worthy cause.

On the 12th of October, 1916, Sir George E. Foster, Minister of Trade and Commerce, availed himself of the pleasure of "unveiling" the great tablet, while the members of the Thunder Bay Historical Society had the honor, the joy and the satisfaction of witnessing the crowning ceremony of the unveiling of the monument. A beautiful photograph was taken during the unveiling and was copyrighted.

The president of the Historic Landmarks Association of Canada wrote me in October, 1916, asking for a copy of the chief historic land site in Thunder Bay, as the Historic Landmarks Association desired to have it incorporated in the first series of the directory, which was then in course of preparation. Mr. A. L. Russell and myself had been appointed to attend to the historic land sites, and had prepared a plan of the old Hudson Bay Company's post, a plot of 15 acres. We mailed this plan as well as the unveiling pictorial view. The latter was selected for the directory and given a prominent place.

In closing, I wish to thank all our co-workers for their continued help and I am sure that all will join me in sincere thanks to our faithful secretary, Miss M. J. L. Black.

PETER McKELLAR.

The Enterprise Mine

NOTES FROM THE ROYAL COMMISSION'S REPORT

This property consists of Lot C, in the Township of McTavish, in the District of Thunder Bay, in the Province of Ontario, and contains four hundred (400) acres, less the right-of-way of the Canadian Northern Railway, which passes through it.

The property was discovered in May 1865, and a shaft was sunk to a depth of about 200 feet. The following particulars are taken from the Ontario Government Report: "Report of the Royal Commission, Mineral Resources of Ontario (1890):"

"In May, 1865, Messrs. Peter and Donald McKellar discovered an important vein of galena cutting the indurated red marl of this (Nepigon) formation at a place about three miles west of Black Bay, in what is now called the Township of McTavish. The property has been successively named, "The North Shore," "Lead Hills," and "Enterprise Mine." The vein runs about north 60 degrees east, and the red marl is here associated with grey sandstone; but red granite, which is largely developed in this region, rises as a low bluff about 300 yards to the north of it and was encountered at a moderate depth in working the vein. The gangue is quartz, calcspar and barytes, and the total width of the vein is from six to eight feet, of which from three to four feet consisted for some distance of solid galena, with a little copper pyrites and vein matter. The mine was worked for one year, and a considerable quantity of rich ore was shipped to the United States. According to assays made by Prof. Chapman it contained an average of $17 worth of gold, and $2 worth of silver to the ton."

The same report, at Page 147, also refers to this property: "Mr. E. B. Borron—Lead is not as frequently met with on Lake Superior or Lake Huron as copper. The most promising vein I have seen on either lake was that at Black Bay already alluded to as the one in which Prof. Chapman found the first gold. This was afterwards called the Enterprise Mine, and work was commenced upon it shortly before I resigned my position as mining inspector. From Mr. Blue's descriptive catalogue of the mineral exhibit of the Province (Ontario) at Cincinnati, page 29, I see that a shaft has been sunk to a depth of over 200 feet, and some 200 tons of ore taken out, but that it did not pay on account of the ore having to be sent to Swansea to be smelted, and that in consequence operations suspended about 12 years ago."

The Ontario Bureau of Mines report, 1916, Part II, Page 15, refers to this property thus: "A rich vein of lead ore occurs in a pale red indurated marl. Prof. Chapman says of it: 'The vein consists of a gangue of quarts, with enclosed portions of wall-rock, and some heavy spar, etc., carrying a very strong lode of intermixed copper pyrites and galena. The vein itself appears to average about ten feet in width; but at present it is to a great extent uncovered. The copper pyrites and galena, although scattered more or less throughout the vein, run principally in a solid lode, of at least four feet in width. The course of the vein is about N. 65 degrees E.; and so far as this can be determined in the present undeveloped state of the vein, the dip, or underlie, is towards the southeast, at an angle of about 80 degrees.' In one sample, he found 8.10, and in another 11.62 per cent. of copper. One of these samples also yielded 47.56 per cent. of lead. Another gave 38.35 per cent. of lead, nearly one ounce of silver, and half an ounce of gold to the ton of lead."

Attached hereto is a memorandum of assays made on behalf of the parties then interested in the property.

This property is situated on the Canadian Northern Railway, about 35 miles east of Port Arthur. The ore could be shipped to Port Arthur by rail, and there transferred to steam-

ers for shipment to refineries in Ontario or England.

Dated at Port Arthur, this 19th day of February, A.D. 1918.

(COPY)

Assays From Mining Location C. Township of McTavish, District of Thunder Bay

Newark Smelting & Refining Works —Certificate of Assay, Ed. Balbach & Son, 225 River street, corner Van Buren street.

Newark, N.J., Aug. 11, 1885.

Mr. Geo. R. Wallace, Port Huron, Michigan:

Dear Sir:—We have assayed the sample of ore marked Algoma, received August 6th, and find it to contain 1 oz. silver per ton of 2,000 lbs; 26.8 per cent. lead. Yours truly,

ED. BALBACH & SON,
Per H. M. Duffen.

From the same firm:

Mr. Geo. R. Wallace, Port Huron, Michigan:

Dear Sir:—We have assayed the sample of ore marked Enterprise, received August 6th, and find it to contain: 8-10 (.8) oz. silver per ton of 2,000 pounds; 31.5 per cent. lead; 9.5 per cent. copper. Yours truly,

ED. BALBACH & SON,
Per H. M. Duffen.

Chicago Smelting & Refiining Company—Works, corner Clark and 40th streets. General offices No. 114 Dearborn street. Abner B. Thomas, President; Barton Sewell, Secretary-Treasurer.

Certificate of Assay

Chicago, Aug. 11th, 1885.

This is to certify that I have carefully assayed for gold, silver, lead, copper, the sample of ore deposited by GEO. R. WALLACE, and marked Enterprise (office No. 2252) and have found the same to contain to the ton of two thousand pounds: gold, .1 oz. (1-10) (valued at $20.67 per oz.); silver, $2.06; lead, 34 per cent.; copper, 8.5 per cent.

GEO. T. DOUGHERTY,
Assayer.

From Chicago Smelting and Refining Company.

Certificate of Assay

This is to certify that I have carefully assayed for gold, silver, lead, the sample of ore deposited by GEO. R. WALLACE, and marked Algoma (Office No. 2251) and have found the same to contain to the ton of 2,000 pounds: Gold, .1 (1-10) oz. (valued at $20.67 per oz.) $2.06. Lead 28 per cent.

GEO. T. DOUGHERTY,
Assayer.

New York Metallurgical Works — 104 and 106 Washington street; E. N. Riotte, Manager, Mining Engineer and Metallurgist.

New York, September 9th, 1885.

Memorandum of Assay of Ore, marked Albion, for Geo. R. Wallace, Esq.

Test of low-grade ore—assayed for gold and silver.

Office No. 5,787 showed trace of gold and silver, 17.6 per cent. of lead. Gold value per ton of concentration of above showed (office No. 5788) $5.00; Lead, per ton, 80 per cent. Very respectfully,

The New York Metallurgical Works,
E. N. Riotte, Manager.

(Seal).

Office of G. A. Mariner, Analytical Chemist and Assayer, 81 South Clark street, Rooms 49, 51 and 55.

Chicago, Ill., Aug. 24, 1883.

This certifies that I have assayed for GEO. R. WALLACE, a specimen of ore marked Lady Mary, for gold, silver and copper, with the following result, per 2,000 lbs.: Silver, 9.5 oz., value per ton $12.25; gold, traces found; copper, 16.65 per cent. (Not assayed for lead).

G. A. MARINER,
Analytical Chemist and Assayer.

Chemical Laboratory and Technical Mining School. J. L. Phillips, 25 State street, New York, Consulting Engineer, Examiner of Mines, Mineral Assayer and Metallurgist. In practice 43 years.

New York, April 7th, 1884.

Assay certificate for GEO. R. WALLACE, North Shore Lake Superior, Ontario—Location C. Results of fire assay: Lead, 60.1 per cent; Silver, $2.35 per ton.

J. L. PHILLIPS.

Early Mining

BY MR. PETER McKELLAR

A paper by Peter McKellar regarding certain matters relating to early mining discoveries on Lake Superior, more especially in the District of Thunder Bay:—

Many of the incidents herein referred to would be lost to history if not recorded by McKellar brothers.

These reports can be relied on as being practically correct, as same are confirmed by written statements.

In the early eighteen-sixties there were no real mining developments being carried on on the north shore of Lake Superior, but many years previous, in about 1845-46, there were extensive mining transactions being conducted on the Canadian side of the Lake. Native copper mining was flourishing about that time on the American side.

In 1845, as is shown by Sir Wm. Logan, the Prince's Bay Mining Company started mining operations on Spar Island, west of Thunder Bay. The vein was a spar vein containing copper glance ore, with, in places, a considerable showing of native and silver glance. A few shafts and drifts were mined and a large block of land, measuring about two by five miles, and containing about 6,000 acres, was purchased, but mining operations soon ceased.

About that time, being in the years 1845 and 1846, certain Montreal capitalists formed a company. "This company engaged Prof. Forrest Sheppard, with a large party, in the spring of 1846 (about the time the Prince's Mine was working), to explore and locate mining lands on Lake Huron and Lake Superior. During the summer they had located some eighteen blocks of land along the coast—the Jarvis and Silver Island locations included—each block being about two by five miles." (The above is quoted from "Mining on the North Shore of Lake Superior, 1874.")

These great areas of mining lands, like those of the Prince's Bay lands, were allowed to lie undeveloped, free from even government taxes for about twenty years, or until after the Thunder Bay silver mine was discovered by the McKellar brothers in 1866.

The richness of the ore of the new discovery created an unusual amount of excitement on both sides of the international line. Premier John Sandfield MacDonald at the next session of parliament of the provincial government of Ontario, passed an act levying ten per cent. royalty on silver. Prospectors and mining capitalists took great exception to this and they succeeded in creating a furore in and out of parliament, so that the government finally decided to go in a body, as many members as possible, to Fort William and investigate the silver deposits themselves, and find out whether it would or would not justify the continuation of the royalty.

Mr. Richards, the commissioner of public works, was appointed chief, and the beautiful steamer "Chicora" was engaged for the expedition. I judge that from sixty to seventy M.P.P.'s took advantage of this trip. The weather was beautiful and the members of the party played around on the Fort William green like kids.

After a boat sail and tramp of about two miles over a bush trail, the party arrived at the silver mine. I being the discoverer and in charge at the time, there were many questions asked of me regarding same.

After examination and consultation, the members as well as the commissioner came to the conclusion that the industry was an uncertain quantity, although the ore lenses were unusually rich, being two to three thousand dollars to the ton. They were irregular in size and quantity through the quartz veinstone, as we pointed out to the commissioner.

These rich bonanza ores, hitherto unknown in this country, became common in the later discovered mines, as in the case of the Silver Islet, the Beaver, the Badger Mines, etc.

We also explained that the development of these mines depended chiefly upon American capital, and that the Americans had a strong antipathy to royalty, and would have nothing to do with it.

Mr. Richards stated that there were large tracts of land owned by private parties in this country and the government was receiving nothing from them and must get a revenue to help developments. The government could see no way of getting this revenue except by means of a royalty.

A short time later I inquired from the commissioner why the government did not tax the land the same as the American authorities did, whereupon he explained that the lands had been sold out and could not lawfully be taxed. Personally I could not understand why the government could not tax any private lands. The commissioner inquired from me as to the method of taxation on the American side, and I informed him that the tax was two cents an acre on all private owned wild lands.

The commissioner did not intimate what would be done in the matter, but at the following session of parliament the royalty was rescinded and replaced with a tax of two cents an acre on all private owned wild lands.

The mines prospered afterwards and many new silver mines were opened up in the district, such as the Shuniah, Silver Harbor, 3-A, and the famous Silver Islet mine, etc. This constituted the second mining boom.

More information regarding mining activities in Thunder Bay, from the beginning of mining on Lake Superior up to 1874, will be found in the Pamphlet "Mining on the North Shore of Lake Superior, 1874," by Peter McKellar. I will be pleased to present a copy of this pamphlet to the Society.

To go back to the early part of the eighteen-sixties, as previously referred to, there was no practical mining being done in Thunder Bay.

The McEachern brothers (Duncan, Malcolm and Edward), Edward being better known as "Ned Duncan" the noted native copper prospector of the South Shore of Lake Superior. He had been for a time prosperous, but eventually failed. He moved across the lake to Thunder Bay with his brothers to try and retrieve his lost fortune. The McEachern brothers continued their prospecting along Thunder Bay and Black Bay for two or three years with very slight success. They mined many pits on the fissure veins in the locality and discovered a large mass of galene ore (about two tons in weight in the cariboo vein in the winter of 1863, about two miles west of Granite Point and Black Bay.

The fissure veins around Thunder Bay and Black Bay carry in places beautiful amethysts in the vogs. About the year 1862 the McEachern brothers mined about two tons of amethysts and loaded them into their little vessel in the fall and took them by water to Toronto where they tied up to the wharf for the winter and peddled their samples around the city.

Toronto at that time was small, and it is reported that the amethyst industry was a marked feature on that occasion, and that the vendors spent the money regardless of value.

Dr. Marott of Montreal shipped about two tons of the Thunder Bay amethysts to the Montreal market about three or four years later with good results. Since that time the amethyst business has been dormant.

Of course the amethysts are not worked out at the present time, and never will be, but as they are followed down in the vein fissures their cost increases. The surface samples were mostly all loose in the vogs and inexpensive to mine.

In the spring of 1865 my brother, Donald, and myself were prospecting for mines on the west side of Black Bay when we discovered the famous Black Bay Bonanza, Enterprise Mine, which after a partial development we sold to Mendlebaum and Company for $24,000, $4,000 of which was paid to Judge R. K. Turner for a prior claim.

The company sunk a deep shaft and stoped hundreds of tons of ore. They also built a seven-mile tramway from the mine to Black Bay. The company shipped about two hundred tons of ore to Swansea for treatment. I was informed by Mr. Kingsmill, the company's solicitor, that the first shipment to Swansea yielded $53 per ton,

but a later shipment only yielded $18 per ton; be that as it may, mining operations ceased the following season.

An analysis by Prof. E. J. Chapman gave the bonanza ore, lead 47 per cent., copper 8.11 per cent, and the copper ore rib on the wall yielded 21 per cent. of copper, averaging about $17 gold and $4 silver to the ton.

These veins intersect the indurated marls and sandstones of the Nipigon or Keewanean Rocks, as well as other underlying rocks.

After the discovery of the Enterprise bonanza, we, the McKellar brothers, extended our explorations westward from Black Bay to, and past, Silver Lake and Loon Lake.

On that occasion, in 1865, we discovered the well known hematite iron deposits immediately west of Silver Lake. This ore occurs in flat beds of irregular thicknesses with varying percentages of iron. The rich layers yield as high as 68 per cent. to 69 per cent. of iron practically free from deleterious elements. These ore beds occupy a position near the base of the Animikie formation and will, undoubtedly, be uncovered by mining in many other places between Loon Lake and Thunder Bay. A few of these deposits near the Bay have been found, purchased, and are being held for future development.

In the smelting of the Atikokan and other magnetic ores these Silver Lake hematites will be valuable associates.

After the discovery of the iron we made several mining tests of the deposits and in 1880 sold the south-west 225 acres of Location No. 1 to some Buffalo and Chicago capitalists for the sum of $7,000. In 1905, 25 years later, we sold the other half of the location for a similar sum of $7,000.

About the time we discovered the iron deposits we found spar veins carrying a promising showing of the ores of copper, lead and zinc, lying to the south and east of Silver Lake. At that time these metals were comparatively low in price, not more than one-third of what they are worth today. We examined these veins carefully and opened a few pits on them. We also sunk a shaft 16 feet deep on vein No. A, on Location No. 2, Herrick's survey. From the showing we decided that the purchase of these deposits would be a safe investment although it would probably take some years to come in.

These lead and zinc veins of Silver Lake, Black Bay and Dorion Township belong to a series of fissure veins that are connected with the Great Geologic Fault of Silver Lake. I believe also that in this series of fissures are found the only real Thunder Bay amethyst veins of the country. It is only in the portions of these fissures that intersect the granitic or silicious rocks that you may look for amethysts. Of course it is known that these fissures as well as other true fissures intersect all rock formations alike, as Silicious, Caearious, etc.

I have seen many of these fissure veins in the localities above mentioned, namely Silver Lake, Black Bay and Dorion Township. They invariably show more or less of the ores of lead, zinc, copper and iron. No doubt there are many of the exposed veins that I have not seen, and many more under cover. It seems certain that valuable mines will be discovered and worked among these veins. The Enterprise bonanza ore lode and also the Caribou lead bonanza above mentioned belong to them.

These mines were worked about 50 years ago when the metals were extremely low in value, and may yet be developed profitably. I noticed that the Silver Lake ores, as those in No. A. vein, are much more regularly distributed through the whole vein-stone than those in the Enterprise and Caribou veins and, I think, will prove a much more valuable milling ore.

It will be noticed that I have given, in a few instances, the price paid for mining locations, to give the reader some idea of the character of the deposits.

The above are only a few of the prominent incidents and conditions relating to the first and second mining booms in the district of Thunder Bay which reach up to about 1870. Herein I do not touch on the third silver boom of the eighteen-eighties, as the Beaver, Badger, Silver Mountain, etc.; nor of the gold boom as the Huronian, Empress and Lake of the Woods mines; nor of the other mines as the Sulphur, Northern Pyrites mine; nor of the Atikokan Iron mine.

PETER McKELLAR.

With the "Little Black Devils"

BY SERGT.-MAJ. G. W. GORMAN

PART ONE

An overseas volunteer battalion marching cheerily and confidently through the broken City of Ypres to a place of honor in the British battle-line; to a place of extreme danger, where, in the words of General Sir Horace Smith-Dorrien, "The enemy was always truculent. The battalion is trained to the minute. It has experience in defensive trench warfare gathered at Ploegsteert and Fleurbaix. The men know their officers and have full trust in them; the officers have had opportunity to test and approve of the sterling mettle of the men. Officers and men, back in the Homeland, have worked and played together; now they are a unit for the defence of national honor. They carry the standard of an ancient regiment into battle for the motherland of Britain.

The volunteer battalion is crouching behind the meagre protecting walls of earth North of Ypres. Enemy hordes are pressing forward; through the use of forbidden gases they have created a gap in British lines and this gap commences on the left of the volunteer battalion's position. To gain Ypres the German must throw his forces through the gap but the open door to success in the move is dominated by the volunteers from overseas. On comes the enemy for the gap. He gets rifle and machine gun fire from this opposing battalion. To get through, it seems, this resistance must be broken. Shell fire is directed on the volunteers, now practically isolated; rifles bear on the trenches, then deadly mortars; gas, the fearful weapon shunned by national agreement but inhumanly requisitioned by a dishonorable nation, is blown into the fortifications. Surely now the volunteer battalion must give path to the attackers. So thinking, the Germans come again with a weight of men to batter a way and send the British to rout. Deliberately the volunteers answer the order for rapid fire. Back falls the German host. For a day and a night the struggle for the key to the door of Ypres goes on. The volunteer battalion has that key. If it can hold it until heavy reinforcements are swung up the German offensive will come to naught. Everything now depends on that line of earthworks away out in the front. It would appear that no living thing could abide there. All the deadly machines of war batter away at it. But the Prussian is forbidden to pass; forbidden by a determination in resistance that will be remembered in history as an outstanding incident of the war. In that forward flung line, grim men, aged years by hours of fearful strain, face a foe; they sway with the gas sickness; dead lie in the trench bottoms; wounded men nurse their hurts in silence. This was a fearful and deadly business but the German would not win a way into that gap while the volunteer battalion held the responsibility—AND THE GERMAN DID NOT. Reinforcements came when the defenders were at a last desperate effort, when only a few remained to kill of that noble thousand before the German would claim victory.

The volunteer battalion has won a name. It is in first rank with other British regiments of glorious history. In terms of blood it paid the price of success; it is now counting the cost. More than half its strength sapped; officers and men dead on the field; many missing—that term of uncertainty that may mean hope or despair; very many torn and bleeding and maimed; very many sickened of the deathly bronchitis gas. All that are left of that splendid body of vigorous men lie exhausted and nerve racked in a field of "dug outs" where, like gophers, they seek occasional refuge from a shell fire that still follows them. A thousand went into battle—Four hundred came back!

This, in a brief sketch, is the story of the Eighth Battalion, 90th Winnipeg

Rifles. It is their story of the April battle of Ypres. The full description will be possible only when the narratives of its individual members are woven into fabric; when all of the very many incidents of valor of officers and men are collated, it will be possible to make the history of that battle, as the Eighth fought it, complete. These will take time to gather and they will fill a volume. They will tell how each unit did its valiant work—how sections and platoons fought under impossible conditions; how the wounded were tended; how ammunition and food were provided; how the machine gun section stayed to the end; how the Commander, Lt.-Col. L. J. Lipsett, set a valorous example, and how he was ably followed by all his officers; how the transport ran the gauntlet of death through Ypres during the terror of its destruction by shell and fire; how the signallers were practically wiped out repairing communicating telephones; how the scouts kept touch with the enemy and his movements; how the base stores were saved from Ypres; how many decided to stay with the wounded when headquarters was taken by the enemy. It is a noble and stirring story and claims a lead in the battalion's history for April.

Leaving rest billets at Gadswaervelde on Wednesday, April 14th, the battalion was carried on converted London buses to Vlamertinghe and from there walked through stately Ypres, reaching the trenches past St. Julien the same evening, relieving part of a French Division.

The defences were light earth works, as the continued firing had precluded construction. Immediately, however, efforts were put into effect to improve the locality and the good training at other portions of the line were of no avail. Forty-eight hours were spent in the trenches, when the battalion was brought back for two days' rest in barns near the famous Yser Canal. On April 19th the Eighth returned to the firing line. Smith-Dorrien's words were true. The enemy here was always busy, consequently companies were constantly on the qui-vive. On this occasion Number One Company took left position, Number Two in centre, and Number Four on right. Third Company was in reserve about three hundred yards back and at battalion headquarters.

Developments commenced immediately. The enemy was especially active with trench mortars particularly, known as "Black Marias." In daytime these shells could be detected in flight, and in a measure avoided. Shrapnel came thicker than usual. It was apparent that the Germans were working on a movement. It is now known that the actual attack was on program for April 19th, but unfavorable winds prevented the use of the gas upon which they relied. Shelling increased in intensity and the battalion stood to all through the 20th and 21st with only slight snatches of sleep, and even these were disturbed by frequent alarms. All through these hours of tension the battalion was industrious in adding to the defences. There were no traverses existing and they were commenced in order to provide protection against enfilade fire. However imperfectly finished they later served in some measure to help the battalion during later stress. Trench bombardment increased in ferocity on the 22nd and the battalion suffered the loss of Captain Burton, Captain Weld and Lieut. Raddall, wounded. Count kept by some of the men places the number of shells at 260 in two hours. That attacks were being pushed on the left was known by the continued rifle fire. Anxious and alert the 90th stood to arms all that night. At 3.30 in the morning of the 24th the Germans were observed to release quantities of heavy, yellowish gas opposite the trench occupied by Number One Company. It stole out mysteriously towards the Third Brigade lines and the lines of the Eighth battalion.

What was this vapor? The battalion was soon to know. This was a new and devilish war device. It was wafted into the Eighth trenches, and many gallant fellows, unable to breathe, sank down in stupor from which many never roused. Only the stronger men manned the parapets. As the breeze was playing directly into the trenches the effect was paralyzing. Unfortunate Highlanders were forced back by this fearful pall, and with the retirement of friends from the left the Eighth found itself in danger

of being surrounded. Germans, quick to see the advantage, delivered an attack on the front line, at the same time sending a big force off to the left, which opened a fearful enfilade fire on the leading company. Simultaneously they were observed to bring out heavy reinforcements from a wood about opposite to Number Four Company.

These various developments were dealt with by the Eighth admirably and with such good effect that the movement of envelopment and endeavor to break into the opening on the left were defeated. Suffering from fumes as they were, the gallant Ninetieth delivered a withering fire on the front in terms of continued orders for "Five rounds rapid." Machine guns at the same time sprayed death on the reinforcements coming from the wood, and Number One Company, with its trenches cut and levelled by the shell fire which still played, dealt with the enveloping movement to the left.

Reinforcements were in great demand as the ranks were sadly thinned by this itme. Germans knew it too because their batteries threw a curtain of shrapnel directly behind the lines. Help, to reach the trenches, must pass through the teeth of it. Lieut.-Col. Lipsett delivered the order for Number Three Company to advance. Captain Bertram and Lieut. O'Grady with two platoons from H. Q., Captain Morley with his two platoons from reserve billets, thereupon formed their little force into platoons. Then, calling for extended order he waved his hand forward in the understood signal for advance. It was like a parade; it was an inspiration. In perfect order the platoons extended and, led by their commander, headed into the curtain of lead beyond which their comrades lay. The boys commenced to fall; slipping down here and there it didn't seem real that they were hurt. There was never a groan from them, never a complaint; moreover, the advancing line wavered not an inch, but pressed resolutely forward and reinforced Number one and part of Number two company. It was seen that considerable advantage could be gained by occupying a trench section evacuated by the Highlanders and over there Captain Morley sent Lieut. McLeod with some of his men. This met a move by the enemy in occupying a piece of trench still further to the left, from which they had delivered an effective enfilade fire.

Now the Germans massed attention on driving away the Eighth battalion, which was the only obstacle in the way of a very extensive advance which might have given Ypres itself to the attackers. It was at this particular juncture, when exhausted men fought against weariness, poison, shell and an enemy outnumbering the little garrison five to one, that a query came from headquarters asking how the 90th was faring, and if the position could be maintained. Lieut.-Col. Lipsett consulted his company commanders, saw his battalion standing to arms, eyes heavy, lips cracked, bodies racked, but in spirit unconquerable —his response, epigrammatically suggestive, was:

"The Ninetieth Can Hold Its Bit"

The fight waged on. Attacks were six times hurled back, and when darkness fell the trenches were as shambles. But they were a successful bar to enemy advance. Just before the sun sunk and died, a final effort was made to overcome the position. The Germans clambered over their trenches, and with nervous little cries grouped themselves for a charge. Fire was reserved from the Eighth position until its effect would be most deadly at short range. A bugle blurted. With cries of "Neuve Chapelle, Neuve Chapelle," the grey clad figures came forward many deep. Then the 90th cut into them with a low fire, every bullet must have gone home. The masses broke once again and fled back. Had they continued forward they would have met a line of fixed bayonets.

Canadian official eye-witness, describing the course of events in a despatch delivered shortly after the battle has this to say:

"On Sunday afternoon, he (meaning the Second Brigade Commander, General Curry), had not abandoned his trenches. There were none left. They had been obliterated by artillery. In such a brigade it is invidious to single out any battalion for special praise, but it is perhaps necessary to the story that Lieut.-Col. Lipsett, com-

manding the 90th Winnipeg Rifles, 8th Battalion of the Second Brigade, held the extreme left of the position at the most critical moment.

"The battalion was expelled from the trenches early on Friday morning by an emission of poisonous gas, but recovering in three-quarters of an hour, it counter-attacked, retook the trenches it had abandoned, and bayoneted the enemy. And after the Third Brigade had been forced to retire, Lieut.-Col. Lipsett held his position, though his left was in the air, until two British regiments filled up the gap on Saturday night."

It is here positively stated with full proof, that the Eighth battalion did not give up its trenches to the enemy. On Sunday the shrunken force was ordered to retire, when its place was taken over by a British Territorial regiment. Acting under orders the battered Ninetieth withdrew what remained of Numbers One, Two and Three companies. They had been relieved. It was now daylight and number Four company could not be relieved and held its ground and continued the fight all day Sunday until deserted by the battalion on its right and left, until surrounded and cut down by the enemy. Captain Northwood, Lieuts. Frank Andrews, Lloyd Owen and Bell were alive and unwounded when surrounded at dusk on that eventful Sunday and we have every reason to suppose they are now prisoners in the hands of the Germans. It is stated that Captain Northwood, seeing the impossibility of his retaining the trenches any longer, and knowing that an attempt to retreat would bring annihilation to his command, told his men that surrender was inevitable and said that any one who wished to take the fearful risk of attempting escape could do so. Two of his platoons, under Sergt. now Lieut. Knobell, who were in a specially favorable place, got away with heavy losses, but the gallant Northwood and his officers stayed with their men to the last.

Seeing his position, Lieut.-Col. Lipsett went ahead of his withdrawn force to view the ground, and when he came back, a shrapnel hole through his cap, airily swinging the inevitable cane, this is what he had to say:

"Boys, I think if we move up to the front again we can lick those fellows ahead."

At this time the survivors of the battle, hungry, sleepy, hardly able to drag a leg or lift a gun, were lying in a turnip field, machine gun and rifle fire clipping off vegetation and creating a sighing breeze that spelled death or maiming for those who dared to lift a head.

But the gallant lads stood up and following their Colonel and officers prepared to try and regain their old position. In excellent order the mutilated battalion advanced but found the enemy entrenched in such numbers that to take back the original line was impossible. Therefore, the 90th dug itself in a short distance behind original headquarters depot, which was a ruined farmhouse. The cellar has been used as regimental office and headquarters sleeping place. It was here that Sergeant-Major W. M. Robertson came by severe wounds. A shrapnel, landing square in the house, inflicted such severe hurts to arms and legs that his removal was impossible. Tenderly he was bound and carried below to where a number of wounded from all battalions were being cared for. Major W. A. Munro described the cellar as being full of wounded and sick and the headquarters staff was kept busy giving emergency aid. When the battalion was ordered back, after the Territorials had come up in relief, headquarters was abandoned. The wounded could not be carried and it is a noteworthy instance of devotion that Sergeant Bovell and Private W. A. Currie remained behind in that cellar to continue attention on the wounded. Private George Topp too, who had always been servant to Sergeant Major Robertson, refused to leave his master. All fell into German hands. Major Kircaldy, Adjutant, while directing reinforcements, had also been struck down, but although carrying a severe shrapnel wound in the chest, walked to Poperinghe for attention. He set a splendid example of coolness under fire. Major Mothersell's work as regimental doctor, stands out luminously. Deliberate, as always, he went among the wounded, even out in advance of the trenches, and was ministering in-

defatigably, reckless of his own life. Finally, a trench mortar sent over a shell that dropped near the faithful surgeon. It threw him in the air and caused injuries of the spine. He was removed to hospital by his assistants.

When on the Wednesday the battalion was withdrawn to reserve billets a short distance out of Ypres, after the days of continuous fighting, no rest was available. Fiendishly, shells followed the weary troops. Small wonder huts were regretfully abandoned and trench tools brought to play. And in little cellars word was awaited for the move, an expected and longed for move, to a rest place where there were no shells and where it would be possible to recuperate in health and nerve force. But it was not until eight days afterwards that this order came.

The reaction was keen. From the highest excitement the world affords —stalking human game—to rest and quiet thought, had an effect of bringing home the losses that had been suffered. But they were offered up to a noble cause with willing sacrifice.

To make special mention of particular instances of bravery and devotion is to give a start to the collection of the very many stories describing the deeds of the gallant Ninetieth on the Ypres field of battle. With these stories will be supplied a map of the battle ground, so that, in future days, visitors from Canada, with a deep heart interest in the blood-soaked Ypres district, may go from place to place described, and be reminded of the deeds performed by their sons in the memorable April of 1915.

The machine gun section played a most conspicuous part in the series of engagements and the severity of its losses must indicate the manner of its performance. Seven men mustered out of the forty that entered the trenches, when the companies, with the exception of number four, were relieved of duty by the Territorials. The machine gun section had to remain behind on duty as the incoming reinforcements were not provided with guns. The deadly effect of their operation can be judged from the fact that in all cases the heaps of dead Germans before the trenches prevented the guns from traversing. Sergeant Aldritt, number four company, worked his machine with such deadly success that the corpses piled six deep before him. He was alone at the gun. His assistants were killed. When prepared ammunition gave out he filled the belts himself, and then, with an earnest calm, continued to shoot into the massed enemy ranks. The last that was seen of him was an heroic figure, half smothered in poison fumes, automatically pumping away, on duty to the last. It was understood that Sergeant Aldritt, because of his special abilities, was to have been granted a commission, and has been recommended for a V. C.

Another splendid example of heroism under fire is furnished in the case of Sergeant Major F. Hall, of number three company. A wounded man, not of his own regiment, lay in front of the trenches. He was calling for help, waving his arm feebly. Sergeant Major Hall, knowing that several unsuccessful attempts had already been made to bring the man in, and knowing the Germans to have marked the spot, went calmly out. He never came back. Previously his presence and example had been an inspiration to the company. Sergeant Major Hall, too, had been chosen for a commission.

Then there is the story of Sergeant Joe Simpson, orderly room clerk. He was at Brigade headquarters with messages. There, at the same time was the General in charge of counter attacks. He wanted important despatches, carrying instructions dealing with the immediate situation, delivered to a number of battalion commanders along the lines. Turning to the Sergeant he asked him if he would take out a patrol. Sure he would. The Sergeant didn't exactly know what a patrol was, but he listened to instructions, and grasped the importance of his mission. He was given four men as assistants. The despatches were carried in his left breast pocket and in the event of his death or wounding the men were instructed to take the papers and proceed. In the first half hour a shell struck near the messenger and knocked him against a tree, breaking a rib and severing some

muscles in his left side, but he got up and kept ahead. It took twenty-four hours to deliver those despatches. In that time he had no food or sleep, and it must be considered that for three days previous he had had little of either. On his return, reporting success, it is related that the General looked up in surprise—gratified surprise. He hadn't expected to see the sergeant back again, so difficult and dangerous was the commission.

The relation of these incidents will be continued another time, as they are brought forth from the natural reserve of the gallant members of the Ninetieth. This history for April will now deal with the provisioning of the troops during this trying period, and with the transport of material to the fighting line. The bombardment and ruination of Ypres has a place in the narrative, because Ypres was, at the time, or, at the beginning of the battle, the base of battalion supplies. Members of the transport and quartermaster's staff saw all of the horrors of that awful bombardment, and suffered themselves of its effect.

PART TWO

The great city of Ypres was bathed in the setting sun of April 22nd. Peace was abroad; only distant guns spoke of war and they seemed quieter than usual. Soldiers lounged and smoked, chatted and laughed with civilians. A day's work was done and all were enjoying the warm evening. Children laughed and played about. Strife and destruction seemed remote, there was no thought of danger. That was about 5.30.

Before six o'clock the city was mad. It was Pompeii in a death agony. It was a city under shell fire. Houses falling, flames mounting, explosions shaking the earth, a populace crying to Heaven for relief. It was Hell. A tranquil evening of summer became a night of horror. The beginning of the destruction of fair Ypres is a hideous dream in the memory of those who witnessed it and felt of its effects.

The Eighth battalion transport, quartermaster's stores, and post office were in Ypres, near the north-east corner. They were together on a main thoroughfare leading out to St Jean and St. Julien. Had the Germans broken the Canadian line and beat a way past the 90th's position, they might have marched down that same road, a victorious army of occupation. When the first shell dropped near the city center at 5.30, it was thought that the Germans had thrown over one of their periodic reminders. Very few minutes brought home the illusion of such an idea. Huge shells, each capable of wrecking beyond recognition a four-storey building, plunged into the place at the rate of one a minute. Many of the Ypres staff of the battalion were out at the time and those in stores and transport were advised to get outside the town and await the quietening. They would have waited many days for a cessation of shelling.

When, after the first half dozen shells, the people realized what was going forward, panic set in. The exodus commenced. Thousands of people who had lived in Ypres throughout the war, thousands of new arrivals, tempted by the apparent tranquility of the neighborhood, soldiers of the allied armies. All took the same trail—the one road out of town to safety. It is a narrow street running down to the canal lead. On reaching the Yser Canal it turns left and runs out to Flamatinghe and Poperinghe. At the bend the massed refugees passed through a screen of shell fire that drove them mad. One woman, idiotic, jumped in the canal. That turn of the road quickly became known as "Dead Man's corner." It is wonderful that under such conditions the troops on duty were able to keep hold of their discipline. It was infectious to run wild. I saw strong men pulling women and children aside to get past the gate of hell and out into the country. Past that corner swept thousands, from all parts of the city they came. Some were strong in their fear, others tottered from the fumes of gas shells; old people were in the majority. There were many, very many women, and most of them carried or led children. That night and these scenes may mark the future lives of those little ones who escaped. The horror of the storm of explosions could be expected to turn

the brain of a strong man. The crashing and rending of bursting shells, the cries of wounded innocents, the crackle of burning homes, the fixed look of nameless terror on all faces—these speak of Ypres on the memorable 22nd.

Transport wagons of the Eighth were ready loaded at 5.30 and these were rushed out an hour earlier than usual as a measure of safety. In charge of Quartermaster Sergeant Blurton they lay outside the city until darkness deepened, and then proceeded towards the trenches, passing through a hail of shrapnel all the way, as the roads were marked by the German gunners. On this night, under such conditions of grave danger, the transport was called upon to carry through a phase of its work, which is extremely heroic, but not spectacular. All those on the column had the one thought: "We must get this grub to the boys." They plodded on, the feeling they endured being that of a man continually struck at without being able to hit back. It was a noble and inspiring sight to see the doggedness of the party, each company being represented by its quartermaster-sergeant. On this occasion they were Bowden, Townsend, McDonnell and Rea. Arriving at headquarters the wagons "off-loaded," and started on the return journey. Company quartermaster-sergeants remained behind for a time to distribute rations and they had to walk back. In the meantime the transport had reported back to its old billet, which had several times been struck, and directed by Lieut. Firmstone, quartermaster, the entire unit moved out to a field about one and a half miles from town.

Going back to events earlier in the evening: It was midnight when the transport made its move. The city was rapidly emptying and the great exodus was at its height about 6.30 p.m. Old people and sick people, many of whom had been bedridden for years, or had perforce remained near the family stove, brought up the rear of this big army of refugees. There were many sights to make the heart sick, but most of them passed in the confused panorama. I saw one old man, evidently past eighty years, trundling a wheelbarrow in which was an old lady of equal age, with her feet bound up. She was perhaps his wife. He would stop to rest every ten feet, but none offered to help; individuals attended strictly to their own business. I saw a woman with four children, all crying and standing helpless and undecided near "Dead Man's Corner." A Canadian staff officer, Major Guthrie, rode up, and took her sympathetically in hand. He placed the little family in care of an Eighth Battalion corporal, with instructions to have the helpless party placed in safety. Mother and little ones were accordingly conducted to a farm house, which was filled with terrified refugees, including many men. The man in charge, answering the question if the woman and children could be placed there, said he was very much touched by their condition, he almost cried. It seemed that the little family would be forced to stay out in the night, but by the convenient process of throwing out of the house several of the men, and insisting on admittance for the party, the situation was changed. The owner of that house was introduced to practical charity.

After the refugee masses passed the "Dead Man's Corner" they felt a new kind of torture. Knowing this road to be the only practicable one from Ypres, the Germans had directed on it a shrapnel fire with fine accuracy. It drove the poor civilians into the ditches. They even flocked into the fields, running here and there and bewildered by the menace which followed them everywhere.

Blocked roads created difficulties for the army transport systems. Motor ambulances, ammunition carriers and even guns were held up for some time. Towards nine o'clock, however, the refugee army had passed through Vlamatinghe, leaving the thoroughfare open for work. Then commenced racking hours for the transports of several departments. To reach the scene of strife they had to pass through the gauntlet of Ypres. Death did not stop them. Splendid deeds of self sacrifice were performed. Horses, struck by flying shells, and even men, were hurriedly placed aside while the work went forward. It was inspiring

to see these convoys dash through Ypres, men low on the horses' necks, with the blaze of burning buildings throwing the lurid light over all. Many were left behind in Ypres. Even now, two weeks after the first bombardment, bodies remain in the city, the majority civilians.

When the Eighth battalion transport was located in comparative safety in a field, the task was to get together all the individual members of the staffs who had been unable to make a rendezvous. These were scattered over the countryside, even company quartermaster sergeants, passing through Ypres that night didn't know where central headquarters were. It was a needless risk of life to have a man placed at the stores to act as guide, so one was posted at a junction of the Vlamatinghe road at which all coming from Ypres would be scanned. In this way all stragglers were picked up before the following noon, including the company quartermaster sergeants who had passed the night in a barn between some of the British batteries and the German lines. The constant passage of shells over that barn caused a veritable wind.

On the 23rd the task of removing stores from Ypres was commenced. This was particularly hazardous, the bombardment being still in full force. With commendable coolness the transport drivers and quartermasters' staffs went into Ypres and salvaged all perishable supplies and those in immediate demand. These removed, the clothing and mail were rescued. Every single article was carried away to safety and it is marvellous that during the several days of salvaging not a single casualty was suffered.

Meanwhile, supplies were transported regularly each evening to the trenches. On only one occasion did the victualling department fail to connect with the battalion, and then the hot stew, carried up in the mobile cooker, was distributed among members of a territorial battalion. These trips with food and comforts for the fighting lads were full of adventure and risk. Special efforts were made by the enemy to obstruct the roads, and it is subject for marvel that only one casualty was suffered. Private Backhurst, driver, was caught in the back with shrapnel. The loss in horses totalled three. That other battalion transports were not so lucky can be gathered from the fact that many horses and limbers were passed on the roads, perforce abandoned. The Eighth lost one transport—the officers' mess wagon.

Fair luck continued with the battalion, because not an hour after it left a field to which it originally moved from Ypres, to a safer place near Vlamatinghe, several shrapnel were popped over which killed horses of a succeeding transport.

During all these days of stress in and about Ypres, the greatest anxiety was felt for the battalion, and this was heightened by the vague reports which reached the outside. No actual news was available until the remnants of the gallant force marched from the trenches on the ninth day from the day it occupied them. Stragglers would come in and they told incoherent stories of decimation. It was known that the French African troops had retreated from their trenches and territory which lay between the Canadian left and the Yser Canal, because on the night of the 22nd they came streaming down the roads to Ypres, throwing away arms and equipment, and helping by their example to add to the terror of the refugees. It must be remembered, however, that these soldiers had received the full effect of the gas, used for the first time, and some excuse is provided for their action.

The shelling and bombing of the transport and stores, which had resulted in many moves, as the range was established, eventually bred a "don't care" feeling among the staff. As one Irish boy epigrammatically put it:

"What's the use of dodging? These shells you hear coming over have already gone by." That's a philosophy, however, which has not generally been accepted. I remember—and this is an actual occurrence—seeing a piece of shell travelling along the Ypres-Vlamatinghe road, which was no doubt a piece of a Johnson from

a Ypres explosion. It rushed along for all the world like a very fast cricket ball and the way it was dodged was a wonder of agility. It was brought up by a tree in which it stuck and was still hot when dug out. Another thing: the Germans had a trick of putting two shrapnel shells over the road in one place in quick succession. Hearing the first, travellers would immediately drop in a convenient ditch for protection against the second, and transport drivers would whip up to get past the danger zone.

It is well known that Ypres and district were full of spies at the time of attack and the way the shells dropped near transports and passing guns, and even ambulances, betrayed evidence of inside information. Several informers were arrested on the 22nd and 23rd and I saw one man escorted out of town by military guards. He was an old peasant apparently. One would not have suspected butter of melting in his mouth, as the old wives say.

Taking it all round, those of the Eight battalion who were in Ypres during the bombardment, and who duty took them through its streets littered with dead and dying experienced a phase of the battle which will entitle them to say, with the gallant boys of the trenches: "Yes, I was there."

G. W. GORMAN.

21366 Com. Geo. Gorman,

8th Canadian Battalion.

Prehistoric Relics

BY MR. PETER McKELLAR

The following paper is a copy of the report by Mr. Harlan I. Smith, Director of the Geological Survey, Ottawa, of the prehistoric relics found in the valley of the Kaministiquia River, 1918:

Geological Survey, Ottawa,
November 21, 1918.

Mr. Peter McKellar,
403 John Street,
Fort William, Ontario.

Dear Sir:

On my return from the field, a copy of your letter of August 7th, 1918, addressed to William McInnes, Directing Geologist, Geological Survey, Canada, was referred to me for attention. I have only now completed my examination of the material, and my consultation with the palaeontologists regarding the bones.

In reply to your request for advice as to what to do with the specimens, I would state that we would recommend and be very glad if you would present the five copper specimens marked c1, c2, c3, c4 and c5, to the Museum of the Geological Survey, Canada, where they will be available to students at all times. In case you are agreeable to this plan please send us specimen c1. I may state that there is certainly no place in the world where these specimens will be better cared for in the interests of Canada, and that there are only a few other places in Canada where they would be likely to be found, with full data, if found at all. If you had a really permanent museum with a fully trained archaeologist or museum man in charge in Fort William, I would advise that the specimens be kept there, but that, I regret, we can hardly expect for many years.

Is it your intention for us to keep the 8x10 photograph of the bones and copper specimens? We would very much like to keep it in our files, and if possible to have another copy.

Your letter to William McInnes, dated August 16, and the box of specimens (bones marked on specimens and on photograph, B1—B10, and B12—B15 inclusive; four copper objects marked on specimens and on photograph, C2 to C5 inclusive; fine sand and clay from forty-foot layer, marked E1; hard stratified clay from sixty-foot layer, marked E2, and piece of wood found near bones) mentioned therein, was also referred to me.

I have also received a copy of a section with legends prepared by you to show the location of the site where the specimens were found, a copy of your letter of September 5-1, and a newspaper clipping. Please let me know what newspaper the clipping is from, and if we may keep it.

According to Dr. Lawrence M. Lambe, Vertebrate Palaeontologist of the Geological Survey, and Mr. Sternberg, Preparator of Palaeontological specimens of the Survey, the bone marked B11 on the photograph is of a cloven footed animal, possibly a buffalo or a specimen of domestic cattle. This bone was not with the specimens sent to me and without it further report is difficult.

Bones marked B1 to B10, and B12 to B13 inclusive, Dr. Lambe and Mr. Sternberg both pronounce to be those of the horse and not petrified. Mr. Sternberg is convinced that most of them belong to one individual, and probably all of them belong to the same individual. Bones marked B14 and B15 appear to have been on the surface of the ground for some time, and apparently were not found with the horse bones marked B1 to B10, and B12 to B13 inclusive. In fact, the rib marked B14 seems to have been cut with a saw, which instrument is unknown among prehistoric North American tools. The bone is probably very recent and cut for meat since white men came to the region.

The point with flanged tang made of copper, marked C1 on the photograph, is characteristic and typical of prehistoric Indian handiwork. Many

like it have been found. They belong to a rather highly developed and comparatively recent culture.

The piece of wood bears two cuts that appear to have been made with an axe, but it is apparently of no value as there is no means to tell positively whether the cuts were made with a prehistoric or modern axe.

Please let me know which of the specimens, if any, you wish returned. We will be glad to keep the specimens made of copper if you will kindly present them to the Museum of the Geological Survey, Canada, and will discard the piece of wood and bones, and submit the nodules and samples of clay (E1 and E2) to the Geologists, unless you wish to retain them.

Was the Stanley Avenue sewer find 600 feet north of the bone and copper find in the turning basin excavation of the Canadian Car and Foundry Company?

The cone-shaped point (C3) made of copper is of a typical form, as is also the large adze. Both are very good specimens. The two hooks appear to have been cleaned.

Was the hole in the adze (C2) made by workmen before it was discovered or since? One would hardly think a pick would be driven through such a heavy piece of copper with the usual digging stroke. Who found each of these specimens?

Would it be possible to secure further data about the skeleton found on Mountain Avenue, and if possible any or all of the bones and other specimens?

I would be very glad to receive any further facts about the four finds of which you wrote, and as complete an account as can be sent of all the other archaeological finds made in Canada. If you will treat of each find separately it will greatly facilitate my work. I enclose copies of the notes I have made from your letters for our files. We place one copy under locality and one copy as a cross reference under each subject mentioned, as indicated on the left margin of each item. I have been working on the distribution of prehistoric copper objects throughout Canada, and these items are consequently very welcome. I do not wish to publish the distribution of prehistoric copper work in Canada while there are prospects of easily securing additional items. Please let me know if you can where each of the specimens now are, giving full name and address, with catalogue number, if any, of each specimen.

Would it be possible to secure any or all of these specimens for the Dominion collection?

You can be of great service to Canadian archaeology if you will continue to send me accounts of archaeological discoveries, description of specimens, with maps and photographs and specimens when possible.

Yours very sincerely,

HARLAN I. SMITH.

(COPY)

Dec. 4th, 1918.

To the Director, Geological Survey,
Ottawa, Ont.

Dear Sir:

I received your report of the relics, bones and copper discovered in Kaministiquia Valley, Fort William.

I am thankful to you for your report. It explains the conditions very well. I will try and answer the points presented as soon as I can gather the information.

Inclosed please find a short statement by the Times-Journal of Fort William.

Yours truly,

PETER McKELLAR.

In excavations made by the Canadian Car and Foundry Company, Limited, for launching ships, at a depth of about forty feet below the surface and eighty feet north from the turning basin in Kaministiquia river, Fort William, Ontario, July 27, 1918, prehistoric animal bones (about 12, marked B1 to B10 and B12 to B15), a spearhead (marked C1 on photograph), made of copper, and a piece of wood, were discovered. The enclosed photographs will give a good idea of the specimens. (Mr. Peter McKellar, 403 John street, Fort William, copy of letter and photograph, August 7, 1918; letter, August 16, 1918, and copy of letter September 5,

1918.) (Newspaper clipping, September 30, 1918.)

Only one photograph was received. (Harlan I. Smith).

8x10 photograph of bones, B1 to B13, and copper objects, C1 to C5, by Fryer's Studio, Fort William, sent by Peter McKellar.

The bone marked B11 on the photograph is of a cloven-footed animal, possibly a buffalo, or a specimen of domestic cattle. (Mr. Lawrence M. Lambe, and Mr. Charles W. Sternberg, Geological Survey, November 20, 1918.)

The bones marked B1 to B10 and B12 to B13 inclusive, on the photograph, are of the horse, probably all and certainly most of them are of one individual. (Lambe and Sternberg, November 20, 1918.)

The bones marked B12 and B13 on the photograph appear to have been on the surface of the ground, and apparently were not found with the horse bones marked B1 to B10, and B12 to B13 inclusive. The rib marked B13 seems to have been cut with a saw, which instrument is unknown among prehistoric North American tools. It is probably very recent and cut for meat since white men came to the region. The forty feet of deposit over where these specimens are said to have been found, must be very recent, or the objects must have been placed in the deposit recently. (Harlan I. Smith.)

In the Stanley Avenue sewer, copper was found about six hundred feet to the north of where the bones and copper objects were found in the excavation made in 1918 by the Canadian Car and Foundry Company, Limited, in the Kaministiquia valley, Fort William, Ontario, about forty feet below the surface. About 1913, a cone-shaped point made of copper, two hooks made of copper, a flanged adze made of copper (marked C2, C3, C4 and C5 on photograph) and many other tools made of copper were discovered. Some of these were presented to the Thunder Bay Historical Society. (Mr. Peter McKellar, 403 John Street, Fort William, copy of letters, August 16, 1918, and September 5, 1918).

The site is given as six hundred feet distant in same geological horizon. (Copy of McKellar diagram, McKellar letter, September 5-1).

The two hooks are nearly square in cross section, tapering to a point at each end, have small hooks at the top; the shaft is nearly straight with a turn slightly sharper than a right angle to form the hook, and an obtuse turn near the end of the hook, and appear to have been cleaned with acid. A hole in the adze appears to have been made by the blow of a pick harder than the usual digging stroke, and may have been made after the adze was found. (Harlan I. Smith, November 20, 1918.)

At a number of places in the Kaministiquia Valley, besides in the Canadian Car and Foundry Company excavation, the Stanley Avenue sewer, Mountain Avenue, and McKellar Gardens, points for arrows, tools made of copper, etc., have been found. (Mr. Peter McKellar, 403 John Street, Fort William. Copy of letter, September 5-1, 1918.)

The Thunder Bay Historical Society

Tenth Annual Report

9

PAPERS OF 1919

TIMES-JOURNAL PRESSES, FORT WILLIAM, ONT.

The Thunder Bay Historical Society

TENTH ANNUAL REPORT

Papers of 1919

The Thunder Bay Historical Society

Officers

Honorary President - -	Hon. George E. Foster
President - - - -	Mr. Peter McKellar
Vice-President - - -	Mr. A. L. Russell
Secretary-Treasurer - -	Miss M. J. L. Black

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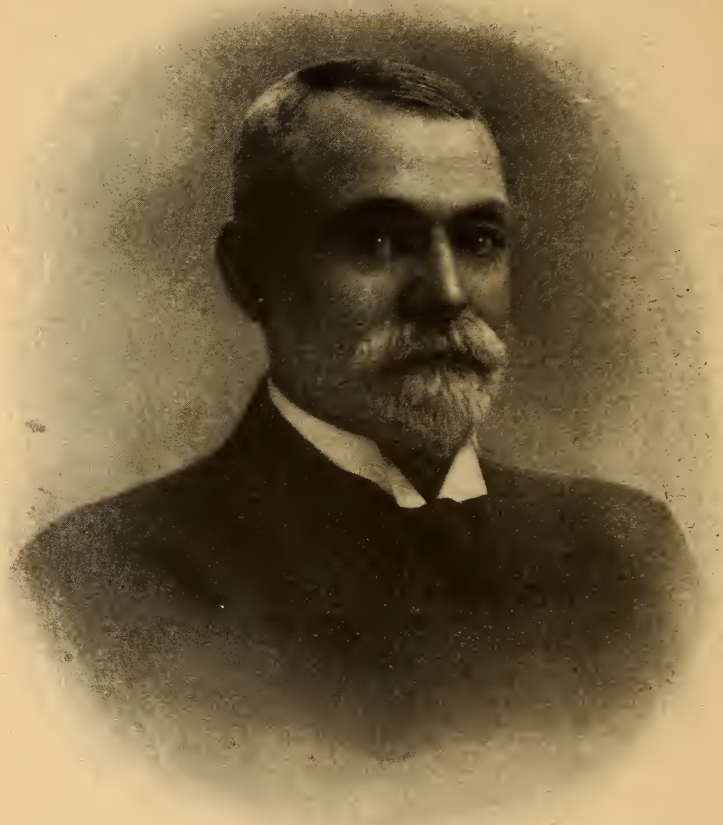

Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

Annual Address, 1919

BY THE PRESIDENT

Fellow Members, Ladies and Gentlemen :

I am pleased to meet again to celebrate the Eleventh Annual Anniversary of the Society. During the last five years, the world has passed through the most fearful crisis known to history. The Canadians were early on the battle field and faltered not, nor stopped, until tyranny was overthrown and Freedom ruled triumphant. We have much reason to be proud of the achievements of our women at home and the bravery of our men on the battlefield. The unrest after the war has been significant of much trouble, but I hope and trust that when the Court of the League of Nations is consummated, that troubles will be allayed and great wars cease for ages to come.

The Canadian Car & Foundry Company contracted with a British Columbia firm to build a steel boat, Kingsley to carry freight for the Pacific trade. It was beautifully finished for passengers. It was completed early in November, and sailed for Halifax on the 15th. Later on it was to pass through the Panama Canal, and on to its destination, Vancouver.

I am pleased that the "Flu" epidemic has not occurred again this year, as was feared by many.

We have got the Fur Traders' tablet all paid up. We are now planning to raise money to publish the "Pioneer Souvenir," and secure funds to beautify the environments of the tablet, for which we have secured a fine plan. The "After the War" unrest may deter the matter for a time.

I am sorry that it falls on me to record the death of the late Miss Belle Dobie, one of our faithful workers. The many valuable papers from her hand, appearing in our annuals, truly testify to her devotion and merit.

A few important papers will appear in this annual, to the writers of which, including Miss M. J. L. Black, I wish to extend my sincere thanks. I also wish to remember our other faithful members, who continue to do good work.

Yours,

PETER McKELLAR.

MISS M. J. L. BLACK
SECRETARY-TREASURER

Secretary-Treasurer's Report

MISS M. J. L. BLACK

Receipts.

Oct. 1, 1918.	
Balance on hand	$ 10.22
Government grant	100.00
Membership fees	20.00
Donations to monument fund	163.00
	$293.22

Disbursements

Payment on monument acct.	$205.00
Printing annual	82.25
Affiliation fee with Historic Landmarks Association	5.00
Oct. 1, 1919, balance in bank	.97
	$293.22

Meetings were held on the following dates :

Dec. 27—Mr. P. McKellar. Resume of history of our society.

Feb. 7—A report of finding some old letters.

Mch. 7—Mr. P. H. Godsell, Indian Life. Major W. J. Hamilton, Ypres.

April—Miss Eugenie Robins. The Jesuit Mission.

Oct. 31—Dr. E. B. Oliver. The 1919 Influenza Epidemic.

M. J. L. BLACK,
Sec'y-Treas.

E. B. OLIVER, M. O. H.

The Influenza Epidemic of 1918-19

By EDWARD B. OLIVER, M. O. H.

In presenting a short history of the epidemic of Influenza of last year, it seems to me that it might be valuable, for purposes of comparison and for enlightenment regarding the disease, to review briefly the history of past epidemics.

It is necessary that one should not confuse the ordinary "La Grippe" with Influenza. While they are virtually one and the same disease, the former is the name given to sporadic cases while the latter is applied to the epidemic form. It is, of course, with the latter that we are dealing here.

Epidemics have been recognized since the 16th century. There can be no doubt that they existed long before that, but were not then recognized as Influenza.

During the last century pandemics occurred in 1830-33, 1836-37, 1847-48, 1889-90. The last one cited above began, as did the one of last year, in the far east and rapidly extended to the west. Apparently in neither the epidemic of 1889-90 or that of 1918 was any part of the globe unvisited.

The epidemic of which I write struck Canada in September and gradually travelled west. The first cases of the disease were reported in Fort William on the 7th day of October. 1918.

They were employes of the Canada Car Co. and lived at the Alexandra Hotel. They had but recently come from Montreal, where the disease was prevalent. They were removed to the McKellar Hospital where they were placed in an isolated ward.

As the number continued to increase, I got in touch with Dr. C. N. Laurie, M. O. H. of Port Arthur, and we discussed the advisability of taking measures to endeavor to lessen the incidence of the disease.

On Thursday, October 17th, a joint meeting of the boards of health of Fort William and Port Arthur was held in the Council Chambers, Port Arthur. All members were present.

Mr. J. R. Lumby was elected to the chair.

This joint meeting passed resolutions drawing the attention of the individual to the point that the disease was spread by contact, and that people should avoid crowds; closing certain places and prohibiting gatherings; empowering Drs. Oliver and Laurie to institute a quarantine; making influenza a reportable disease, and asking the co-operation of the managers of the Street Railway, Ship Yards and Car Works to help prevent over-crowding on the street cars.

The same day, October 17th, a call was sent out for volunteer nurses to enroll under the Ontario Volunteer Health Auxiliary, the organization of a local branch being contemplated.

I might say that previous to this I had addressed the nursing division of the St. John Ambulance Brigade on the work that might have to be done. Later I called the whole Brigade together and addressed them on Influenza, going into detail about the history of epidemics and treatment of the disease.

The branch of the auxiliary was formed and I gave them three talks as outlined by Dr. McCullough, Chief Officer of Health. These Lectures were given on the 22nd, 23rd and 24th. A good response was made to the call for volunteers.

I was asked also to be at meetings of the board of education and separate school board. After discussing the advisability of closing schools, both boards voted to remain open. Nurses were employed to visit the schools.

On Sunday, 27th, the cases were on the increase, Mr. Cowell, of the McKellar Hospital and the Mother Superior of the St. Joseph's school appealed to me for help. The only way I could obtain it was by closing the schools, which I did, releasing the nurses and teachers. They, in the main, responded, to the call. In fact,

one of the fine features of the fight was the work done by the school teachers and others who volunteered.

At the meeting of the joint boards of health, the disease as you have seen was made reportable. Our cases were reported from October 21st. I am allowing fifty cases as the number appearing before that date.

The first death occurred on October 13th, 1918.

The apex of the epidemic was reached November 9th with seventy-three cases reported.

The board of health met frequently during the weeks of the epidemic and endeavored to deal with each emergency as it arose.

An emergency hospital was opened in the basement of the Public Library and chronic cases brought over from the McKellar Hospital. Other beds were gotten ready but fortunately were not needed.

A soup kitchen was opened at the Central School from which nourishing dishes of all kinds were sent to the various parts of the city.

What complicated the situation was that Scarlet Fever broke out both in the McKellar Hospital and in the St. Joseph's Boarding School, where one hundred children were ill with the flu. In all, thirteen cases of scarlet fever occurred at the school and nine at the McKellar Hospital. An annex was added to the isolation hospital and all cases from the school and hospital were sent there. The cases were fairly mild, there being no deaths.

It is worthy of note that the greatest number of flu cases occurred in houses that were not in the best sanitary condition. The ventilation was often poor or else there was none. The floors were dirty, the inmates were not clean of body and the appearance of the home in general often showed that no attempt had been made to carry out the first principle of personal or household hygiene. Nature's laws were not obeyed and nature exacted her toll.

Statistics which follow show that those who came to the city for treatment often came too late.

STATISTICS—INFLUENZA DEATHS

	M.	F.	Under 1 yr.	1 to 4 yrs	5 to 9 yrs.	10 to 19 yrs	20 to 29 yrs.	30 to 39 yrs.	40 to 59 yrs.	60 yrs & over	TOTAL
Total Deaths including Non-residents	79	46	9	9	4	13	41	30	17	2	125
Non-residents Died here	25	10	1	-	1	5	17	7	4		35
Non-residents Died out of town but reported here	2			1		1					2

Deaths by Months	Oct.	Nov.	Dec.	Jan.	Feb.	Mar.	April	Total
	14	64	18	8	2	15	4	125

The death rate, taking the number of cases reported, 1005, is 12.43 per cent for all deaths here and 8.75 for residents alone. It is my personal opinion that for every case reported there were three or four that were not reported so that the real death rate would be nearer 3 per cent or 4 per cent.

There were four hundred and twenty-nine patients admitted to the McKellar General Hospital up to November 30th. There were sixty-six deaths. Twenty-two of those that died were in the institution less than three days.

MISS E. ROBIN

The Founding of Fort William Mission and The Jesuit Missionaries

By EUGENE ROBIN

The founding of Fort William Mission on the bank of the Kaministiquia river dates back to 1848, on the arrival here of the two Jesuit Missionaries, Fathers Fre Miot and Jean Pierre Choni.

Fort William had then passed from camp and trading post to a Fort and had been the starting point of the voyageurs en route to the far west, as early as 1669, du Luth had established a trading post here. Hence, Fort William, as the commercial gateway of the Great West has a history extending many years back.

One might feel inclined to wonder at the late arrival of the Jesuit Missionaries to establish a Mission and Christianize the Pagan Indians here, when it is known to the readers of Canadian history that the Jesuits had founded Missions and labored among the different tribes of Indians on the Great Lakes early in the 17th century. But there were obstacles, trials and tribulations which the Missionaries encountered in the pioneer days of Canada, which undoubtedly retarded the progress of Missionary achievements. One certain reason, the Chroniclers tell us, the Missionaries were too few; hence, some posts were left vacant. In a letter to friends in France, one writes, "Our Missions are getting on as usual, but we are in dire need of Apostolic laborers."

Before continuing my narrative of the Fort William Mission, it may be of interest as an introduction to dwell for a few minutes on the Jesuit Missionary labors in Canada before their arrival at Fort William to establish a permanent mission. In taking a brief glance here, it will be seen in fact of what perils the work of evangelization has all too frequently pursued.

The first Jesuits to set foot on Canadian soil were Fathers Pierre Biard and Ennemond Masse who arrived at Port Royal on the 22nd of May, 1611. They had come from France to evangelize the Indian tribes of Acadia. After three years of Apostolic labors among the Abenakis in Acadia, trouble arose with the English, brother du Thet was mortally wounded in the conflict and the Jesuits sent back to France in 1613.

In 1625, however, another detachment of Jesuit Missionaries, Fathers Charles Lallemant, Enrne Mond Masse and Jean de Breboeuf arrived at Quebec where they were hospitably received by the Recollets. They built a modest residence on the spot where Cartier had erected a fort in 1535-36. In company with others, Father de Breboeuf had gone up the Huron country, where he was later brutally murdered by the Iroquois in 1649.

The Jesuits at Quebec were scarcely initiated in their missions when Quebec was taken by the Kerkts, and in 1629 the Jesuits were again compelled to return to France.

Canada was once more restored to France, and the Jesuits returned in 1632. They founded a college at Quebec in 1635. They established centers along the St. Lawrence and other French posts in Canada, but their great passionate desire was the conquest of the Pagan Indians. The Fathers had left France to convert the Indians; on that work their hearts were set and for that purpose they embarked in frail canoes, dared the rapids, explored unknown rivers and exposed themselves to the treacherous arrows of the Iroquois. Many of them losing their lives after enduring extreme tortures and martyrdom at the hands of the Pagan Indians.

Ready to follow the wandering tribes through dense forests, they had pitched their tents among the Papinachois of Lake St. John; in the Huron and Iroquois countries; on the shores of lakes Huron, Michigan and Superior. Here on the shores of these great lakes we find the noted Jesuit missionary and explorer, Father James

Marquette, and many others whose names stand forth conspicuous in Canadian annals.

One chronicler tells us, "it is a wonderful narrative," "These Apostolic men went forth into the most distant recesses of the vast territory and through untrodden solitudes in the face of appalling dangers and hardships incredible carried the light of the Gospel to the remotest tribes." Mr. Kip, a Protestant minister writes, "Their lives were made up of fearless devotedness and heroic self sacrifice."

After the disaster of the plains of Abraham many of the Jesuits returned to France. Only twelve or thirteen remained in Canada from their once flourishing missions. Of these, four remained at Quebec, two at Montreal, and six or seven in the Missions.

As years passed on, death claimed these few, among whom were Fathers du Jaunay and Casot. Father Casot, the last survivor of that small band died in Quebec in 1800, Father du Jaunay having died a few years before.

With the death of Father du Jaunay the last Jesuit who visited theWestern Indians on the Great Lakes, the Jesuits Apostolic labors on the north of the Empire ceased.

The Nipissing situation on the route where the voyageurs passed on their way to the west. were from time to time visited by a passing missionary, but many of the more remote tribes, who had once been Christians, relapsed into paganism, during long years or neglect or captivity. It was not until the middle of the 19th century, that the Jesuits recalled from France resumed their missionary work on the Great Lakes.

In 1842 at the urgent request of Monseigneur Bourget Bishop of Montreal, the Jesuits returned to Canada. Among the new founders, was Father Dominique du Ranquet, who later came to the Fort William mission. The new arrivals opened a novitiate in Canada, and little by little colleges, residences, and Indian missions; teaching, preaching and evangelizing as before. Evangelizing the Indians in the remote corners of the empire, driven there by the progress of civilization.

It may be noted here, that it was also at the urgent appeal of Bishop Bourget of Montreal that the Oblate Fathers arrived at Montreal in 1841. They had come from France to labor in the Canadian missions, especially the Red River colony and the far West. It was to join the Oblate Fathers that the young novitiate, Alexander Tachi passed through Fort William in 1844, and later became Archbishop of St. Boniface.

In 1836 the Abbie Proulx had visited Manitoulin Island and had established a flourishing Mission, but the work became too strenuous for one missionary, consequently an appeal was made to the Jesuits and brought in 1844, Father Choni.

In the summer of 1846, a number of men had gone up to the mines recently discovered on the shores of Lake Superior. The Jesuit Fathers were then contemplating the founding of a new mission, which was in fact, commenced two years later by Father Choni at Grand Portage on Pigeon River, and that same year, 1848, Fathers Fremiot and Jean Pierre Choni arrived at Fort William and founded a permanent mission here.

Father Fremiot made his sojourn at Fort William and labored among the Indians here. Father Choni sought the Indians in distant regions. He went from tribe to tribe, in his bark canoe in summer, touching on all the islands along the lakes; and on snow-shoes in winter, visiting one by one the Indian huts along the rivers or in the depth of the forests, evangelizing the wandering tribes of the wilds bordering on the lakes.

When after many months of long tramps, enduring hardships and privations, he returned to the Mission, fatigued but happy for his efforts and labors had not been in vain. Father Choni found repose with Father Fremiot under the humble roof of the Mission residence. Here the two missionaries confided their trials and consolations. It must have cost the missionaries many a pang to surmount the promptings of nature in the savage wilds of pioneer days, remote from comfort and civilization; but the life of a missionary imposes sacrifices

which are borne cheerfully in his labor of love for the glory of God.

The little chapel of the Immaculate Conception, Fort William, was very humble. An Indian hut served as chapel, wigwams scattered in the neighboring forests, not far removed from the site of our present progressive city; when spring brought back the hunters from their winter's hunt, a few tents pitched on the shores of Thunder Bay was all the flock assigned to the care of the Jesuit Missionary.

Three years had elapsed since the arrival of the two missionaries. Father Fremiot had not, like Father Choni, had as painful apostolic courses but his mental sufferings had been greater. Three years of unremitting toil and devotion on the part of Father Fremiot had not succeeded in conquering the obstinacy of the Indians at Fort William, who, with a few exceptions, still persisted in their paganism. "They would not accept the white man's prayer." With these difficulties, Father Fremiot found solace in his trials, at the more successful scene of labors of his brother missionary, Father Choni. He at least had had many neophytes. An old chief long given to all the superstitions of his tribe, had been converted to Christianity; an unhappy wandering Indian family had found happiness in the practice of religion; a widow and her three daughters had followed Father Choni to the Mission, where they could dwell in peace near the little chapel. Several groups of Ojibways had received him with joy and had begged him to return soon and teach them how to pray.

One evening in late autumn, in one of their wanderings about the Mission, they sat on the shores of Thunder Bay, and with the last rays of the setting sun in the distant horizon, had just ended the recitation of their breviary. They loved this site, one of the Fathers relates. They admired the grandeur and majestic beauty of nature on the shores of Thunder Bay. There is so much majestic beauty at that hour of the day in the vast regions of the Great Lakes in the blue skies of that district.

It was the last time perhaps that Father Choni gazed upon this scene; he was leaving on the morrow—would he ever return? He knew not. These apostolic journeys were so full of danger.

Before his departure the two apostles had again discussed the obstacles to the conversion of the Indians at the Mission, their obstinacy in their paganism.

I have tempted all, confided Father Fremiot. A few neophytes had given me confidence, but they have returned to their nomad life and primitive habits. The women fear that the "Great Spirit" will cause their children's death. "What medicine man will cure our children," they ask, "if we accept the white man's prayer?" "Does the black robe wish us to die that he tells us to renounce the Indian medicine?"

"With these obstacles add to that the disorders caused through some of the traders, their superstitions and their dance, tell me," asked Father Fremiot, "can we conquer such rebellious hearts?"

Father Choni replied encouragingly, with that confidence which he placed in all his designs. Confidence which in moments of difficulty he trusted calmly in God's Providence. "We shall conquer." Father Choni's words seemed prophetic. Several weeks elapsed and a new era began at the little Mission. A few Pagans attended the instructions given by the missionary at the little chapel; others who had till then, obstinately refused to see the missionary, became more friendly; obstinate old men desired to be instructed.

Yet, despite all these encouraging facts, the Indians were by no means conquered. There was still need of great patience and endurance. Ever attentive to the requirements of his Indians, Father Fremiot labored on.

Then apparently came the appointment of Father Choni as Superior at the Mission, for in 1852, Father Dominique du Ranquet arrived at Fort William to take charge of Father Choni's scattered missions in the district and vicinity of Fort William. Father du Ranquet, who had arrived from France in 1842, had

labored among the Indians at Manitoulin Island and other posts on Lake Huron, in company with Father Choni, previous to Father Choni's arrival at Fort William. The journey to Fort William was still a difficult one and occupied many days.

A brother co-adjutor who was also on his way to Fort William, had not arrived in time to join the vogageurs' expedition and had to wait several months at Sault Ste. Marie for an opportunity to resume his journey to Fort William.

The trials which Father du Ranquet encountered exceeded what he had previously endured in other missions. The region was still a wilderness with no regular communication with the outside world, inhabited only by the Hudson's Bay Company and its employees; the coureurs de bois, trappers and Indians and half-breeds.

There were still troublous times with the Indians at the Mission. Great were Father du Ranquet's difficulties with the Indian band at Fort William, especially the old Chief (Peau de Chat).

In the midst of these tribulations their existence was extremely simple. The residence was still very primitive. Their chief nourishment, fish and game, potatoes at rare intervals.

From observations and relations we get a glimpse of Father du Ranquet's missionary life in this district during his two sojourns at Fort William, 1852-59, and again 1860-78.

Some of the pioneer residents still remember Father du Ranquet towards the last years of his last residence in Fort William, during which he was Superior.

Many remarkable circumstances accompanied Father du Ranquet's sojourn in this district, but I shall mention only a few which will serve to show his rare qualities of endurance and courage during his long interminable journeys alone, with no one but his Divine Master to witness his rude apostolic journeys.

The missionary visited on foot or in a canoe, a literal area of 350 miles. Add to this the excursions to the interior, at Savanne (70 miles), at Lake Nipigon (100 miles), Long Lake (180 miles north). And south he went to Isle Royale and descended far into Minnesota. He visited Grand Portage, on Pigeon River. It is said that the Indians do not hesitate to call a missionary under the slightest pretext, even were it from a distance of 300 miles.

One day while en route to one of his missions, probably towards Nipigon, he was told that an Indian was dying from the effects of an encounter he had had with a bear that he had killed. Father du Ranquet went alone in a canoe, taking with him the strict necessaries and what he required to say Mass. At 11 a. m. his canoe upset at a short distance from the shore; he swam ashore, pushing his canoe before him, but lost his gun and his chapel. Undaunted, he entered the forest and after a few hours' walk he was beside the sick man. Finding the Indian so poor, so destitute, he returned without having taken a morsel of food. The evening found him back to the spot where he had left his canoe a few hours before; he reversed it and lay under it for the night; resumed his journey the following morning, regretting the calamity that had caused the loss of his chapel and his gun. He returned slowly, paddling more and more feebly, arrived at a dock of a Mr. Finlayson, exhausted from his long fast and tramp. Great was the surprise of those who advanced to greet him, as they saw him stagger, faint and pale, unable to speak. In haste, a chicken was killed, broth prepared and given in small quantities.

Without this narrative given by Mr. Finlayson, who wrote himself, and related this incident to Father Choni at the Mission, not a word of this would have been known, as Father du Ranquet carefully concealed and never himself made known the least details of the hardships and sufferings he endured unless he knew them to have been observed. One cold winter evening, returning from distant Missions, Father du Ranquet arrived at the Mission, his long beard covered with frost, held his lips pressed close together; so feeble was he that Father Choni was for the moment undecided whether to give him extreme unction.

On another occasion he had walked several days and arriving in the vicin-

ity of the Mission, he met a Canadian who asked him to visit his dying wife. Exhausted though he was from a prolonged fast during his journey, the father followed his guide during a quarter of an hour, and collapsed upon entering the house, and had to be taken to the Mission without having recovered consciousness.

"These are only a few incidents from his life made up of fearless devotedness and heroic self-sacrifice which may seem an exaggeration in our present day of comfort and ease.

Years passed on, years filled with continuous work among the Ojibways. There had been troublous times at the little Mission; several times the chapel and residence had been prey to flames; but the missionaries labored on devotedly and tenaciously with renewed courage. From its primitive state, the chapel and residence had risen to more pretentious and comfortable buildings.

Nine years after the founding of the Mission, Henry Roule Hind of the Canadian Red River Exploring Expedition of 1857, gives the following narrative of the Jesuit Mission at Fort William

"The Mission of the Immaculate Conception is under the charge of the Rev. Father Jean Pierre Choni, S. J., who has resided on the banks of the Kaministiquia for nine years. There are already congregated from 30 to 35 houses substantially built of wood; in their general arrangement and construction they are far superior to the log houses of Canadian pioneers in the forest. Many of them have gardens attached to them, a few of which were in a good state of cultivation; some small fields fenced with post and rail were in the rear of the most thriving.

"Father Choni's room, into which we were admitted, gave us a clue to the prosperity, cleanliness and appearance of industry which distinguished the Mission. A young tame partridge was hopping about the floor when we entered. A number of books occupied a small table in one corner, the other was taken up by a turning lathe, and various articles manufactured by the priest were lying about the room. A low bed covered with a buffalo robe filled another corner, and while we were conversing an old chief dressed in scarlet cloth quietly entered and placed himself on a chair by the side of a small carpenter's bench, which filled the remaining angle."

Mr. Hind further says:

"Our Iroquois being desirous of going to Mass at the Mission on Sunday, Aug. 2nd, several of the party accompanied them, and witnessed the rather rare spectacle of a numerous and most attentive Indian congregation engaged in Christian worship.

"The chapel is a very spacious and well constructed building of wood with a semi-circular ceiling painted light blue. The walls were panelled to the height of about four feet, and altogether the interior arrangements and decorations exceeded our anticipations, and everywhere showed the industrious hand or intelligent direction of the Rev. Father Choni. The Indians forming the regular congregation were arranged in the most orderly manner; the left side of the chapel being appropriated to the men and boys; the right to the women and girls. The boys and girls were placed in front of their seniors. The men were provided with forms, the women sat on the floor. The utmost decorum prevailed throughout the service, and the chanting of both men and women was excellent, that of the squaws being remarkably low and sweet. Few of the male portion of the congregation took their eyes from the priest or their books during the service. The squaws drew their shawls or blankets over their heads and showed the utmost attention. The priest delivered a long sermon in the Ojibway language with much energy, and seemingly with the greatest fluency. After the ordinary service of the day was over, being before requested by one of our party, he delivered an admirable sermon in French. His style language, and manner were of a very superior order, and the drift of his words seemed to go far in his shadowing forth the philanthropic impulses which sustained him in his solitary work of love, so remote from society, comfort and civilization."

Thus we learn from Mr. Hind's

above narrative that the Mission had made rapid strides, both spiritually and materially, during the nine years of the Jesuit Missionaries' residence at Fort William, despite the many difficulties they encountered at the beginning, and though there were still at that date, 1857, a few pagan Indians in the vicinity.

After many years of devoted missionary labors at the Fort William Mission, and other Missions in the district of Thunder Bay, as also on the shores of Lake Superior, assisted by Father du Ranquet, who succeeded him as superior at the Fort William Mission, Father Jean Pierre Choni died at Wikwemikong, December 14th, 1878, in his 70th year.

Father Dominique du Ranquet, whose missionary career has already been sketched, and who resided at Fort William until 1878, died at Manitoulin December, 1900, in his 87th year.

The Orphanage at the Mission

In the fall of 1870, four Sisters of the Order of the "Daughters of Mary," whose Mother House is in Paris, France, came to the Mission and opened one of their homes, where a number of orphans and little waifs of the district as well as those of the Mission, found shelter under the loving care and protection of the Sisters. They instructed and educated the Indians here, and after 15 years of faithful labor were recalled by their superioress. The Daughters of Mary were succeeded by the Sisters of St. Joseph, who opened their Mission House in 1885. Their zeal and devoted care of the orphans at their present home on Franklin street is too well known to the people of Fort William and vicinity to make any further comment. Therefore, as the story of the Fort William Mission has been told before, I shall not dwell longer on the foundation of this historic spot which has, like many other of Fort William's historic sites, given way to industrial and commercial demands.

EUGENIE ROBIN,
March, 1919.

MR. P. H. GODSELL

The Ojibway Indian

By P. H. GODSELL

When Champlain and the Puritans first landed on the Atlantic coast they found this country rather thickly populated with various tribes, sub-tribes, and bands of the numerous Algonquin family.

The Wampanoags, Narragansetts, Nipmunks, the Micmacs, Abenakis, the Montegnais were all branches of this stock, speaking what was practically the same language though split up into innumerable dialects. The Algonquin family was the most numerous on the continent of North America, and, for centuries prior to the coming of the white man, had been slowly spreading in a northwesterly direction. They were a hunter race, living chiefly upon fish and the meat of Bear, Moose, and other game that was then quite plentiful, only a few of the more settled tribes of the New England coast making any pretense of cultivating the soil, and then raising only small quantities of corn and maize. These Indians, while never conspicuous for their gallantry or martial proclivities yet produced practically all really great chieftains known to the student of Indian history, notably King Philip, Pontiac, and Tecumseh. To a great extent, however, their characteristics were the result of environment. Two branches of this stock, the Cheyennes and Blackfeet, crossing the Mississippi, and traveling steadily westward amongst what were mortal enemies, gradually changed from a scattered race of peaceful fish eaters, into a warlike and somewhat better organized band of meat eaters, living and clothing themselves from the buffalo.

The very conditions that these people were forced into contact with, developed in them all the finer and most heroic virtues that the Indian race is capable of attaining, their fighting days ending barely forty years ago.

The Ojibway, however, faced very different conditons, probably due to some extent to his dislike for warfare, he was driven by his neighbors into the semi-arctic wilderness of the north where, living from the proceeds of the chase and net, it was impossible to reside in communities, as a result of which, the Ojibway Nation was so only in name, as there was no central organization or government, the tribe itself being split up into further tribes, sub-tribes, bands, and finally families, each band being prone to look upon itself as a Nation, and to look upon the neighboring band with suspicion and aversion. Almost every large lake became the social centre of one of these bands, which, while scattered through the surrounding forests during the winter on their individual hunting grounds, would ultimately meet at the end of the hunting season at the lake, where they would live in idleness and plenty for the summer months, scattering again in the fall. No attempt would be made to pay friendly visits to the neighboring hands but each band would hold aloof from the other.

The Eastern Ojibway, differed in many respects from his northern relatives, as they were always at blows with their Iroquois enemies. The French settlement of Canada soon supplied them with a market for their furs, and annual journeys were made from the summer camps by the more progressive hunters to Montreal, though as often as not these expeditions ended in disaster, owing to the Iroquois practically controlling the trade routes, and lying in wait for the Ojibway fleets.

As the French strove to subjugate the Five Nations, they gradually penetrated the interior and established trading and missionary posts under the auspices of the Governor of Canada and the Jesuit Mission at Michillimackinac, and Detroit, to control the trade of this tribe amongst others.

About the time that the French were pushing their trading operations from the East, the Hudson's Bay Company

established themselves in the Bay of that name, and in a short time the more northerly Ojibways of the Thunder Bay District commenced to traffic with them, so that while the Eastern Ojibway was making his way with the previous winter's catch of fur towards Montreal, the Thunder Bay Ojibways were journeying to James Bay, where they continued to trade until the advent of the North West Company.

Amongst a people leading a hunters' life, a large extent of territory is necessary to support each individual, and as a result of these conditions, (as previously mentioned), the population of each band was necessarily widely scattered, each family having its own hunting grounds, which were handed down through the descendants, each family having what was looked upon as proprietory right to their hunting grounds which was fully recognized and faithfully observed. Little social development could be expected under these circumstances, and as to government there was practically none, each individual being in the nature of a law unto himself, which disposition was further fostered from infancy, as a child was rarely corrected and almost never beaten. It would be expected that under the circumstances there would be very little harmony in the life of an Indian village. Yet such was not the case, for the Indian had developed a religion, which, while not very beautiful, and immeasurably removed from the Indian religion as represented by sentimental poets and novelists, yet served its purpose to an even greater extent than our own; as an Indian community was usually most peaceful, and theft and murder were almost unknown. The Ojibway had his own code of ethics as well as etiquette, and was a far closer observer of both—in his way—than the white man.

I will enlarge further in the proper place as to the nature of the Ojibway religion, and the causes for its close observance.

I have remarked that there was practically no government to an Indian community, and this is so. There is a strong element of hero worship in the soul of an Indian, that permits him to be swayed to a surprising degree by one whom he generally respects and admires; as a result, the government of these people, such as it was, was often of a patriachal nature. Usually there would be at least one man in each band who had to a higher degree than others, developed the Indian virtues, and of sufficient strength of character to gain the respect of the majority, in which case this man would gradually assume the lead in everything relating to their every day life. At the same time he could only rule or sway his followers as long as he followed their desires, any arbitrary show of power or authority would be immediately resented.

In other cases a man having an unusually large family or large number of sons would be almost certain to be the leader of the band.

In event of a breach of the recognized moral laws, neither the chief nor any other member of the band had power or authority to lay hands on the culprit, whose only punishment was public disfavor. In event of murder it would possibly become a blood feud between the two families concerned, though occasionally a present would be accepted as suitable atonement.

The Ojibway religion is an abstract thing and difficult to describe; the religious beliefs of even the most pagan today have passed through various changes until it has assimilated some of the teachings of the Roman Catholic faith.

It is very much open to question if any of the Algonquin tribes, or in fact any of the tribes east of the Mississippi had a belief either in a SUPREME being, or a future life prior to the ministrations of the Jesuits, nearly 300 years ago. This seems to be at odds with all preconceived ideas of the Indian religions, yet what better authority could one require than the early Jesuit relations, Charlivoix, Brebeuf, Parkman, and innumerable recognized authorities. True, he had numerous Manitous, but most of them needed propitiating, the idea of the Great Spirit, or gitche-Manitou, being an innovation of the Jesuits, as the nearest possible approach to our Almighty.

To the Indian mind, almost everything was imbued with life, the trees, the water-falls and rapids, his canoe, the grasses, the sun, etc. His own language yet implies it as even the verb has an animate and inanimate form to agree with the nouns; thus an object such as the sun being in the Indian mind animate, requires an inanimate form of the verb when referring to it. So also in his own mind he peoples the universe as being alive with different forms of malignant Manitous, Weedigoes, all of whom need propitiating, some of whom can be bent to his will in order to do evil unto others.

When a boy reached the age of seventeen, it was customary for him to fast for a number of days, then to absent himself from all his friends while he retired to a lonely part of the forest, built himself a sleeping stage, and awaited the appearance of what, to him, was to be his guardian spirit through life, to appear to him in his dream. Inasmuch as his whole mind would be preoccupied with this matter for weeks before he undertook the fast, and in the disordered condition that it would be in as a result of his abstinence, it would be just a natural sequence of events that he would dream of one of the birds or animals that frequented the surrounding forests. He would remain away from his father's wigwam until he dreamed of say the Eagle; then he would return home and tell his father that he had dreamed of this bird; the father, versed in these matters, might decide that the eagle was not a satisfactory guardian spirit or "Po-ar-gun;" in which case the boy would return, still without eating to dream of, say a Wolf, which, proving satisfactory to his father, he would thereafter look upon as bearing a strong protective influence over him.

One of the strongest elements in the Ojibway's religion which helped to maintain an ordered state of affairs, was the Indians' fear of being conjured by a person whom he had offended.

Every Indian in a greater or lesser degree was (and is still) supposed to have under his control various evils spirits, or medicine in the white man's language. Thus if an Indian offends another and becomes sick shortly afterwards, he will immediately cast around in his mind to see if there is any Indian he has offended, and recalling a case, will be convinced with the utmost sincerity, that the sickness has been brought upon him through his enemy employing his familiar spirits to his own downfall. In other words his enemy has conjured him, and he will either try to placate this supposed enemy with presents, or with his friends, start a counter-conjuring bout to cause the sickness to return upon the sender. This fear of being conjured is a most potent thing in Indian theology, and while tending to promote an orderly condition of affairs, yet often defeats its own object, as an Indian suffering from some disease will be convinced that some member of the community is responsible for his condition, thus causing an air of general suspicion and distrust. Indians shrewder than their fellows, play upon this feeling by making themselves masters of the occult and thus imposing upon the superstitions of their fellows to their own advantage, often using poison known to themselves, to further their ends; these men being known to us as Medicine Men.

One of their favorite feats is to consult through the spirits and foretell the future by means of the conjuring-lodge or "Cheesikan." The band having passed through a period of starvation and being still without food, the medicine man has decided to consult the spirits as to when and where game will be found to relieve their destitution. Selecting a number of long stout willow poles he picks out a glade in the forest where he proceeds to erect the medicine lodge. A circle is traced on the ground about four feet in diameter, and at about two feet distances around this circle, the heavier end of the poles are sunk deeply into the ground, the tops of opposite poles being bent over until they meet in the centre where they are tied, to add further solidity to the structure one or two hoops of green willow, the circumference of the lodge itself are bound tightly to the individual uprights; the whole framework being

covered with bark and skins, presenting the appearance of an elongated bee-hive. In the meantime the inhabitants of the village have all assembled around the lodge half hidden in the undergrowth and willows. The medicine man, carrying perchance, a rattle in his hands, enters on hands and knees while his assistant squats outside the now closed door and beats monotonously upon a drum. Soon the conjurer is heard loudly calling upon his Manitou for aid, his voice keeping time to the beating of the drum; louder and louder resounds the singing, and louder still the throbbing accompaniment, until the woods seem full of uncouth sounds and groans, while the terrified audience crouch down in their blankets and rabbitskins, as the lodge commences to sway to and fro, as if it also were imbued with life, and now all sound and movement ceases ,and the inmate of the lodge is heard consulting in an unknown language with the spirits, again the lodge sways drunkenly to and fro, again the drum throbs, then once again silence. A small voice this time coming apparently from the sky is heard in converse with the conjurer, still in an unknown tongue, questions are apparently asked and answered, until the spirit voice gradually dies away. Once again the woods resound with the unearthly groans and cries accompanied by the echo of the drum and the song of the medicine man, until the lodge ceases to sway and totter from side to side, and the conjurer bathed in perspiration, staggers into the open, and makes known to the fearful crowd around him, the intelligence received from the spirits whom all heard him converse with.

So much for the Indian's power of ventriloquism, yet even in the Indians' theology there is much that is strange and unexplainable to the unbelieving white man.

Amongst the slightly better organized Ojibways of the South-East, the various medicine men are all members of a grand medicine society known as the Medwiwin which was a powerful organization which largely controlled the movements of the tribe.

This then constitutes the religion of the Pagan Ojibway, who far from worshipping a Supreme Being, placates even the spirits of the rapids with offerings of tobacco cast into the waters and bears not the slightest resemblance to the poetical theology of the Indian of Longfellow or Schoolcraft.

And now for a glimpse into their social life and customs. During the winter there was hardly any social intercourse, each wigwam containing one or two families, being separated from ten to twenty miles from the hut of their nearest neighbor, in periods of the greatest plenty when one hunter would have been lucky enough to kill three or four moose, all the neighbors would be called upon to share the spoils. Then would follow a successive round of days and nights of continual feasting and eating, and all would be hilarity, while the hunters lolled around the wigwam in somewhat inelegant positions, smoking their small stone headed pipes and bantering one another with (unseemly) endless jests and stories.

Tiring of this means of recreation, one of the Indians after warming a tambourine shaped drum at the fire, and after one or two preliminary taps, would commence lujribously singing, while all accompany the time of the drum with the swinging of their shoulders, the singer interspersing his song with occasional witticisms which would never fail to evoke roars of laughter.

The last bone having been scraped the guests would return to their homes, probably with the knowledge that they would not have another meal until they were successful in snaring some rabbits, or shooting some game. Amongst the Ojibways the work was evenly divided amongst the men and women. As amongst ourselves the man supplied the food while the woman attended to the domestic arrangements, which meant visiting the rabbit snares and fish nets and cutting firewood and boughs to carpet the wigwam, carrying the water, attending to the cooking—not a particularly onerous occupation—and making and manufacturing rabbit-skin robes and clothing, mending her hunter's moccasins and lacing his snow-shoes. When

travelling she would undoubtedly carry the greater part of her home and household furniture upon her back, but then she had a broad and well developed back, and her lord and master was probably a mile in advance in pursuit of game with which to furnish the next meal.

(It was the custom when a girl reached puberty to provide her with an individual platter, spoon, knife, and drinking utensil, and to compel her to live entirely alone and in seclusion on some rocky promontory, or cave in the woods, for two or three weeks, her return to the band being the signal that she was in the matrimonial market).

Amongst a people so wayward even from infancy, and never corrected, it could hardly be expected that they would develop a strict moral code. They were an elemental people and swayed almost wholly by their desires, and needless to say there was no double code of moral ethics, hence the youth of both sexes was one of very considerable license; in many cases a more attractive girl contracting what may be termed two or three experimental marriages before she finally settled down to a life and old age of drudgery. Poligamy was and still is practiced, though only the more capable hunters were able to adorn their wigwams with more than one or two of the "fair sex."

The marriage ceremony was not at all imposing and usually constituted of a present or presents to the parents or brothers of the girl followed possibly by a feast and a dance around the inside of a specially prepared elongated wigwam having a fire at both ends, the orchestra being composed of three or four howling hunters beating upon tom-toms.

Each band of Ojibways is split up into clans, though little recognition is given to these by the Northern Ojibway; the clans are characterized by animal totemic names, such as the Loon, Kingfisher, Beaver, etc., descent being reckoned by the father, amongst the Southern Ojibways nearer the source of culture, marriage having to take place outside the clan, in other words a man with a Loon totem could not marry a girl of a Loon totem, but a woman of another clan, a Kingfisher or Beaver for instance. The idea of avoiding close marriage appears to be the real basis for clan exogamy. The Totem (Ndo'dem) seems to be regarded as an emblem which designates the group and of which members have the same pride as the British of the Lion, and the Americans of the Eagle. The totemic nickname probably originated from the abundance of some particular class of animal in the old hunting territories which later became a mark of identity for the proprietors.

The totemic system, however, only seems to have been thoroughly developed amongst the Iroquois, where it being properly observed, prevented intermarriage, and helped to hold the organization together, making the Federation of the Five Nations a real and lasting thing.

The marriage ties could be dissolved with as much ease and even less ceremony than they were consumated.

Love charms and love medicine were used by the younger people in cases of unsuccessful love-making.

Much has been written and credulously believed of the Indian character, a counterfeit image has been tricked out which might seek in vain for its likeness anywhere upon the face of the earth.

The shadows of his wilderness home and his own stoical reserve in the presence of a stranger has made the Indian a mystery and surrounded him with a glamour of romance.

The Indian character is a mass of contradictions. At once proud and distant, yet at the same time he will beg for a drink of whiskey or receive with every mark of pleasure the leavings of a meal handed him by a traveller.

The inordinate pride of an Indian sets language at defiance and he hates the very thought of coercion, a wild love of liberty and intolerance of control are the basis of his character.

He throws over all feelings a veil of iron self-control in the presence of strangers, yet around his own campfire this reserve is to a large extent discarded like a mask.

He does not desire to learn the arts

of civilization, yet the stern unchanging features of his mind cannot but excite one's admiration from their very immutability.

I have remarked earlier in this discourse, that the Ojibways were not a fighting nation, yet even so they were forced to do a considerable amount of fighting to hold the sterile arctic wilderness that was their home. From the earliest times the Eastern Ojibways was at blows with the Iroquois, who every spring without fail as soon as the rivers opened up, sent out their raiders.

These untiring warriors whose villages and hunting grounds were within the present state of New York, and who in their palmiest days, probably did not exceed two thousand warriors, covered one-third of the continent of North America with their war parties, so that the Ojibway, placed as he was, could not expect to avoid conflict with them. Amongst the Long Lake Band of Ojibways, living barely two hundred miles from Port Arthur, the older men still have vivid recollections of stories handed down from father to son of the incursion of these vindictive warriors, and point out to this day islands and points from which the Iroquois pounced on them as they paddled by in their canoes; or where they in turn surprised ambushed bands of Five Nation warriors. Again their traditions tell of their long summer trips with furs by canoe to Montreal, prior to their having dealings with the North West and Hudson's Bay companies, of their being pounced upon by the Iroquois whom they almost always defeated (sic), and of the Iroquois devouring the prisoners, a practise which it is known the Iroquois at one time resorted to. So that even the most inland of the Ojibway could never feel absolutely secure from the incursion of enemies. At the coming of the white man, the Assinaboins, a branch of the warlike Sioux, occupied the country extending westward from the head of Lake Superior. Gradually the western Ojibways drove the Assinaboins westward onto the Manitoba plains while they in their turn held the country that they had dispossessed their enemies of until they finally extended their territory as far west as the Turtle Mountains. Evidence is seen to this day of the effect of the continuous contact with enemies of the Western Ojibways, who are even yet intractable, haughty, and of a troublesome and vindictive nature. I am referring to the Indians of the Rainy River district west. The Northern Ojibway remain a quiet, pleasure loving and tractable people.

The Ojibway first came into historical prominence in the Indian War that followed the conquest of the French on Canada and the occupation by the British of the chain of frontier posts.

Repelled by the haughty and arrogant attitude of the British and inspired by Pontiac (whose mother was an Ojibway and father an Ottawa), the associated Ojibway, Ottawa and Pottawatomie tribes in June 1763, simultaneously fell upon the chain of frontier posts connecting the West with the East, St. Joseph, Ouiatenon, Green Bay, Michillimackinac, Detroit, Niagara, Presque Isle, Le Beeuf, Vernango, and Fort Pitt, were all attacked and all fell with the exception of Fort Pitt and Detroit. Detroit was then surrounded by the bands of hostile Indians who laid siege to the fort for a year and a half. Peace finally being concluded at Fort Quiatenon with George Croghon, Sir William Johnson's representative on August 27th, 1764. This was one of the most destructive of wars between the white and Indian races, as the temporary success that Pontiac met with caused most of the southern tribes of the Ohio to join his standard, even the Iroquois showing a strong disposition to swing over from their allegiance with the British, to the side of their erstwhile Indian enemies; only the strong controlling influence of Sir William Johnson, the first appointed Indian Agent, succeeded in preventing them from doing so.

Pontiac himself was murdered by a Kaskakia Indian at the instigation of an English trader named Williamson at St. Louis two years after his defeat.

The Ojibway again fought in 1812, but this time on the side of the Brit-

ish under Brock and that renowned Shawance chieftain, Tecumseh.

Not again until 1914 did the Ojibway appear upon the page of history, this time, again in arms, fighting on foreign soil amongst strangers against the unspeakable Hun, to uphold the allied cause and our own civilization.

And now to return to the everyday life of the Indian.

A little over a hundred years ago the North West Company, operating from Montreal, gradually extended its fur trading operations via Fort William, to the plains and forests of Manitoba and Saskatchewan, thus cutting off a lot of the Indian trade from the Hudson's Bay Company who still remained slumbering around the Bay. The effect of the inroads of the North West Company was immediately felt, and then at last, though not before being forced to do so, this company awoke and commenced feverishly pushing its posts and outposts inland all along the large rivers and streams, until Northern and Western Canada from Hudson's Bay to the Rocky Mountains was dotted with these posts. The company and the North West amalgamating, placed practically all the Indians in Canada with a well outfitted trading post within a few days' paddle of their wigwams. These posts were generally situated on the large lakes which were the headquarters of the different bands. Brigades of canoes and boats manned by Indian and French voyageurs made yearly trips with the season's returns of furs to the company's depots, returning with the season's trading goods.

This, then, brings us to the present day.

Every year in the early fall, all the Indians of each band will assemble about the same time at the Hudson's Bay Company's post on the lake which happens to be the headquarters of the band, where erecting their canvas tents and birch-bark wigwams, they will remain, each hunter waiting his turn to receive his fall outfit or advances.

Each individual Indian is known to the trader, his capability as a hunter, his reliability in the matter of payment of goods advanced him on credit, the size and requirements of his family, and the length of time that will expire before he will be able to bring in furs to trade. On the above basis, the trader will advance him goods on credit, amounting probably to from $100.00 to $300.00; in this manner every Indian receives an outfit of food, warm clothing, traps, blankets, etc., after which the wigwams and tents, dogs, squaws, blankets, and greasy children are all bundled into the small birch canoe, and the different bands and families commence their four to ten days' journey to their individual hunting grounds.

The number of canoes soon dwindles as some of them turn up the different streams and rivers, until one or two are left and then these too arrive at their destination. On the north shore of a small but deep lake, well stocked with fish, the wigwam is re-erected, nets are set in the lake, rabbit snares in the woods; and preparations are made for the winter. Soon the surface of the lake is frozen thick, and the whole surrounding landscape is covered in a deep mantle of white, a barely perceptable white feather of smoke against the still blue sky marking the location of the wigwam. For days at a time the Indian hunter, accompanied by his son, traverse the woods north and south, east and west, looking for signs, setting their traps and deadfalls, skinning the fur-bearing animals that he occasionally finds in his trap. At last he kills two moose, so decides to return to his wigwam, where arriving he makes known the good news. The moose are heavier than his house and household equipment, so he decides to move to the spot where the slaughtered moose lie. The wigwam is soon taken down and the goods being packed on toboggans and on the backs of his wife and daughter, they proceed on their way and have soon re-established themselves on a small stream close to where the carcasses lay.

The night has just fallen, and the inside of the bark wigwam is suffused with a ruddy glow from the bright fire burning in the centre; suddenly the dogs commence to bark, all

listen, and then they hear the distant tinkle of bells—welcome sounds—these must be the dog-teams from the post with food and trading supplies. The sound comes closer and out of the darkness a long black snake-like shadow emerges, followed by another, they are dog teams sure enough, and the arriving dogs scenting their fellows suddenly go crazy as giving tongue to a medley of barks and cries they rush for the wigwam and pounce upon the Indian dogs, who, however, quickly elude them.

Soon the dogs are chained, the toboggans unpacked and stood against adjourning trees, and the goods carried into the wigwam. The two Indian dog-drivers and the trail breaker enter the wigwam, and after shaking hands with the inmates squat cross-legged on the carpet of evergreen boughs which covers the floor of the lodge. A gift of flour, pork, tobacco, tea and sugar, is given to the hunter by the Indian who is in charge of the trading expedition, and all proceed to smoke while the squaws engage themselves in preparing food for themselves and their guests. Soon all the male inmates are busy discussing a meal of moose-meat, fish, and bannock, accompanied by copious draughts of steaming tea; while the women folk, as etiquette demands, await their turn to eat, until after the men have completed their repast, each Indian making it a point to eat absolutely the whole of the generous helping given him.

Everyone has eaten, the guide proceeds to build a fire outside, and to cook feed for the dogs, while the Indian trader opens up his goods on the floor of the wigwam. The hunters produce their furs, which are valued by the trader, who after collecting a portion of the advances given these Indians in the fall, then permits them to barter the balance still coming to them.

The trading operations having been concluded, the dogs fed, and current topics of interest having been discussed, all roll themselves up in their rabbit-skin robes with their feet towards the fireplace and are soon wrapped in slumber.

Before daylight all are awake, and in a short time food has been partaken of, the toboggans are loaded, the dogs harnessed, and slipping their feet into their snow-shoes, the drivers with their teams depart, following the trail of the guide, for the next Indian camp, perhaps twenty or thirty miles away.

Spring at last arrives, and the hunter and his family again move to the narrows in a lake where two other families are also camped.

Owing to the current here, the ice soon disappears, and soon are heard the cries of the ducks, geese and other wild-fowl, speeding north. Frequently they alight on this stretch of open water, and as surely a number of them fall to the guns of the alert Ojibways. Finally the lakes, creeks and rivers are all open, and snow and ice are almost a thing of the past. Some of the hunters are busy building themselves new canoes, and others in their birch barks, scour the surrounding lakes and streams. Game and wild-fowl are plentiful, and muskrats are killed in profusion along the grassy creeks; now an otter; now a beaver falls to their guns; and not infrequently a lean black bear adds to their accumulating store of pelts.

Wabigona Gisis—the month of June—arriving, the hunting season being over, preparations for a visit to the post are made, and in a short time all embark, their canoes well loaded with the proceeds of their spring hunts. Camping at night on the shore of a lake or river and setting their fish nets, the journey is slowly accomplished, but at last debouching from the mouth of a river, they see on a rocky promontory across the lake the whitewashed buildings of the post. Each family have their regular camping ground not far from the post, and here once more the tents and wigwams are erected. Soon the wigwam is filled with visiting friends and relatives who have arrived earlier and who are camped a short distance away.

The next day the hunters accompanied by their families repair to the trading post, where they are all made welcome and presented with tobacco, flour and tea. The furs are produced

valued by the trader, debts are paid and then follows an orgy of shopping; the hunters, squaws and children all take their turn at trading, until the furs have been bartered in their entirety. The store is full of Indians of both sexes and all sizes, some standing and many squatting on the floor smoking. The store is a general meeting place where new arrivals greet friends whom they last saw nine months before. This is the great social event of the year, and every few hours canoes of Indians are espied crossing the lake, some coming to the post, others to their camping grounds, first to erect their dwellings. Here the Indians all remain the greater part of the summer, fishing and hunting moose for a subsistance. The next great event of the summer is the arrival of the Indian Agent, to pay the treaty money, when the women and children in the glory of their recently purchased, and somewhat gaudy apparel each receive at his hands, their annual payment of four dollars per head.

The arrival of the Agent is received with numerous and intermittent volleys of gun-fire by the Indians, and from then on until his departure, dances and feasting are the order of the day.

Soon fall comes around again, and once more the Indian receives his outfit from the trader and returns to his distant hunting ground.

The Indian of today, clad in the nondescript graments of the whites, is an Indian yet at heart, yet shorn of all that is picturesque which made him so interesting.

The effects of civilization appear differently in the various bands. Most of the old customs are gradually breaking down, yet the most devout Indian Catholic believes in his heart in witchcraft, and the power of a man he injures, to do him evil.

The Roman Catholic religion is peculiarly suitable to his temperament, as very wisely the Jesuit Fathers permit him to remain as his forefather was; a child of nature, and do not attempt to civilize him beyond a certain point.

Education beyond a certain point, seems harmful rather than otherwise, though a mild course of education is helpful in teaching him personal cleanliness, and also to read and write in his own language. A knowledge of the English language is also becoming more necessary to the Northern Indian as civilization encroaches, in enabling him to, when necessary, work on the railroads and to engage in guiding tourists.

Beyond this the Ojibway Indian does not require training, as even though his mind were further developed, he would have few opportunities of employing his knowledge.

The Thunder Bay Historical Society

Eleventh Annual Report

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PAPERS OF 1920

The Thunder Bay Historical Society

Eleventh Annual Report

Papers of 1920

Thunder Bay Historical Society

Officers, 1920-21

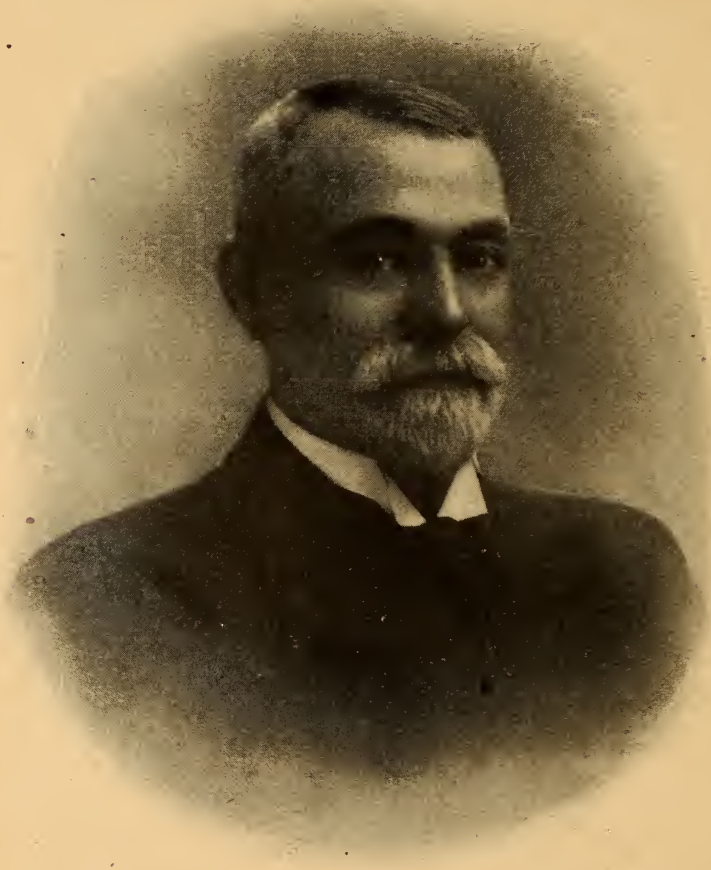
Honorary President - -	Hon. Sir George E. Foster
Hon. Patron and Patroness	Mr. and Mrs. N. M. W. J. McKenzie
President - - -	Mr. Peter McKellar
Vice-President - -	Mr. A. L. Russell
Secretary-Treasurer - -	Miss M. J. L. Black

Executive Committee

Miss Stafford	Mr. F. C. Perry
Mrs. John King	Dr. E. B. Oliver

Auditors

Mrs. G. A. Graham	Mrs. F. C. Perry



Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

Annual Address, 1920

BY THE PRESIDENT

Ladies and Gentlemen:

I am glad to meet you again at the close of a year that has been comparatively free from the desperate ravages of War, such as we had passed through during the previous five years.

It is strange that the World War opened out in the midst of great progress in education and science. It is to be hoped that the final result of the war will be the establishment of a successful international court of "League of Nations," under which humanity will enjoy the sweets of Democratic freedom for a time.

We have succeeded in paying off the debt of the Tablet, and hope to be able to beautify the surroundings soon after business affairs become normal.

I may say that we have continued in a mild way to advance the interest of the Society during the five to six years of international turmoil. We are continually adding to the records, precious papers from personal witnesses of the many stirring scenes of industrial trades, rebellions and wars, in the present and past days in this great North-west country. We are not "over particular." We secure gems bearing on our subject, that we consider worthy of preservation in our Annuals, from any reliable source.

I notice the Secretary has listed in this issue a lot of the materials belonging to the Society. There are a lot more of Annuals, Photographs, etc. in my possession to be turned in.

We are fortunate in having attracted to our ranks the prominent Factor of the Hudson's Bay company, N. M. W. J. McKenzie. His experience in the fur-trading business and localities is very extensive.

I may mention that we will miss our faithful Vice-President, A. L. Russell, C. E., who has removed back to his old home in Ottawa, for a time at least.

In passing I must refer to the conspicuous vacancy that has occurred in our social circle in the death of our much esteemed member, Mrs. E. B. Oliver.

I wish herein to express my sincere thanks to the members who are upholding the good work of the Society, and especially to Miss Black, our faithful Secretary-Treasurer. PETER McKELLAR.

MISS M. J. L. BLACK

SECRETARY-TREASURER

Secretary-Treasurer's Report

MISS. M. J. L. BLACK

To the President and Members of the Thunder Bay Historical Society:

Sir, and Fellow Members:

I have much pleasure in submitting to you the following report for the year, 1920:—

The outsanding event, was the final payment on the monument account. To our indefatiguable president the thanks of the society are entirely due, for this satisfactory clearing up of this obligation.

We had five regular meetings, as follows: On December 19, 1919, the gathering was of an informal nature, at which no address was given. On January 30, great interest and amusement was taken from the reading of the diary of the Rev. Mr. McKeracher, the first Presbyterian minister in Port Arthur. This interesting record was given the society by Miss Belle Dobie, who personally copied it for us, from the original, in the possession of Mr. McKeracher's daughter. On February 28, and again on May 14, the speaker was Mr. N.M. W. J. McKenzie, who gave two most delightful addresses the first being "Hudson Bay reminiscences," and the second, "A Personal Account of the Red River Rebellion," followed by an account of the Hudson Bay celebration in Winnipeg, on May 2, 1920. On December 3, a paper was read, the subject being "Tales Through the Ages from the Banks of the Kaministikwia."

We have a paid-up Membership of 21, and there has been an average attendance at our meetings, of eighteen.

During the year, we lost by death, a valued Member, in the person of Mrs. E. B. Oliver. Her presence is greatly missed at our meetings.

Our society is in affiliation as usual with the Historic Landmarks association, from whom we have received reports, and to whom it has been our privilege to give information of more or less historic value.

All of which is respectfully submitted,

M. J. L. BLACK,
Secretary.

THUNDER BAY HISTORICAL SOCIETY

Financial Report, 1919--1920

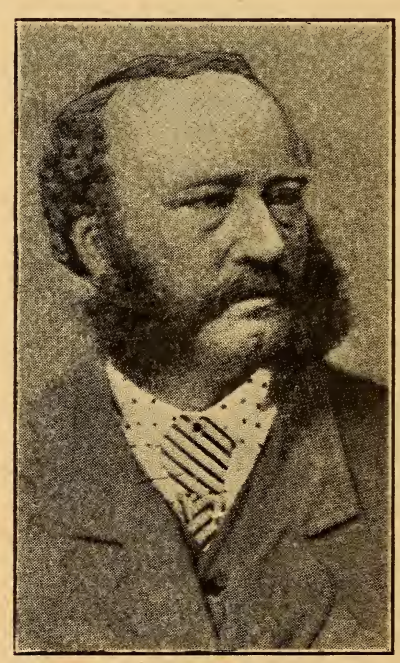
Receipts

Oct. 1919—	
Bal. in bank	$ .97
Government grant	100.00
Dec. 14—	
Mr. and Mrs. Hamilton	1.50
Dr. and Mrs. Oliver	1.50
Mr. and Mrs. F. C. Perry	1.50
Mr. and Mrs. McKellar	1.50
Mr. and Mrs. John King	1.50
Mr. Fred Fregeau	1.00
Miss Robins	1.00
Miss Black	1.00
Mr. James Davidson (donation to monument)	10.00
Mr. and Mrs. A. L. Russell	1.50
Miss von Boakstaele	1.50
Mrs. Sherk	1.00
Mrs. Norah Barnet (donation to monument)	10.00
Mr. J. F. Dale (donation to monument)	5.00
Miss Pamphylon and Mrs. Layburn	1.50
Miss Stafford	1.00
Mr. J. J. O'Connor	1.00
	$143.47

Expenditures

Dec. 30—	
Mrs. D. Gladstone	20.00
Feb. 11—	
C. LeCocq	4.00
Times-Journal	5.90
Historic Landmarks association	5.00
Times-Journal	93.50
October 15, 1920, Bal. in bank	15.07
	$143.47

M. J. L. BLACK,
Treasurer.



BERNARD ROSS

Fort William Interests in Smithsonian Institution.

By "GAY PAGE" Mrs. J. M. Sherk, Fort William

The Smithsonian institution, Washington, D. C., uses for a motto upon all its publications a thought expressed by the founder:—"Every man is a valuable member of society who, by his observations, researches, and experiments, procures knowledge for men."

The writer remembered these words when, in preparing the report of the activities of the members of the Canadian Women's Press club, to be read before the convention of Canadian women authors, journalists, and artists in black and white, at Montreal, in October 1920, her attention was called to the fact that only one of the two hundred odd members had given "research work," as qualification for membership. So, more to keep that lone one company, than anything else, she added as a report of personal work a note on the help she had been privileged to give to the Smithsonian Institution in this direction. On reading the report she found that the new president, Miss Lucy Swanton Doyle, of Toronto, as well as the retiring president, Mrs. Arthur Murphy, of Edmonton, known on more than one continent as "Janey Canuck," and others present at the congress, were deeply interested in the subject and asked the Historian to give a detailed story of her research work. Then the words of the motto took on a new meaning and seemed to endow the humble newspaper woman with a claim upon society as "a valuable member," as she had been instrumental in procuring for the Washington institution a record of one of its most valued contributors to the exhibits demonstrating and illustrating the habits and customs of the North American Indians in Canada—Mr. Bernard Rogan Ross.

In order to give some idea of the value of the article contributed by me to the Smithsonian Institution, let me give a short sketch of that famous storehouse of wonders of the new world and its chief functions.

It is now a small city of fine buildings situated in Smithsonian Park, and the most delightful approach is from the capitol, through the park and Botanical Gardens, for on the way one becomes well acquainted with the birds and the squirrels and is ready to feel in harmony with the Indians who knew so well the birds and beasts, and made friends with them. The quiet group of buildings, filled with the wonders of nature and art and the trophies of scientific discovery, has a world-wide reputation and men of learning from all parts of the earth go there to study its wonders.

It was founded in 1846 by James Smithson who, though born in France, was of English parentage and was a son of Sir Hugh Smithson, who by his marriage with the daughter of a cousin of the Duchess of Northumberland, assumed the name of Percy and the founder of the institution inherited the right to the title of Earl Percy and Duke of Northumberland. He was born in 1754, and why he selected Washington as the site for the institution is not known. He probably saw in the young nation a people who would hunger and thirst after knowledge. So he gave his entire fortune to found the establishment "for the increase and diffusion of knowledge among men." The bequest, with accumulated interest and other investments, now amounts to about $1,000,000, and all the operations must be carried on with the income from this very limited fund.

This is the reason why anyone who can add to its wealth of information or its collections may feel, with pride, that he is helping to endow this truly great institution.

By law the institution is composed of the President of the United States, the Vice-President, the Chief Justice and the heads of the Executive Departments. It is governed by a Board of Regents, consisting of the Vice-President and Chief Justice, three members of the Senate and three members of the House of Represent-

patriotic and philanthropic work, but also as a recognition of the services rendered to science by her father.

The Smithsonian, said Mr. Wolcott, the secretary, is the custodian and only lawful place of deposit of all the objects of art and of foreign and curious research, and these collections constitute the national museum, free to the world. The collections given by Mr. Ross are especially rich in natural history, geology, paleontology and ethnology of North America. The International Exchange, said Secretary Wolcott, is for free interchange of scientific publications and, out of a treaty established in 1889, has grown the bureau of international exchange, and the museum at Ottawa may, on application, secure the loan of the Bernard Ross exhibits, in duplicate, for a period of time.

The autobiography secured for the Smithsonian from Mrs. Bernard Ross, and compiled by the writer of this article, is to be added to the descriptive volumes written by Mr. Ross, and not only letters of thanks from the Smithsonian but also many courtesies and valuable assistance in other research work, have rewarded the writer. The copy of the portrait of Mr. Ross, which was also added to the biographical notes by Mrs. Ross, for the illustration of the addition to his books, was presented to "Gay Page" by Secretary Wolcott, for use in her own work.

Biographical Sketch

Bernard Rogan Ross, author and Chief Factor of the honorable the Hudson's Bay company, was the son of the late James and Elizabeth Ross, and was born at Londonderry, Ireland, September 25, 1827. He came to Canada to enter the Hudson's Bay Company's services under the patronage of Sir George Simpson, Governor of the Company, who saw him first at the home of his uncle, Frank Rogan at Londonderry. He was educated at Foyle college, Londonderry, and was a Fellow of the Royal Geographical Society, England, 1864; Foundation Fellow of the Anthropological Society 1863; corresponding member of the New York Historical Society; correspondent of the Society Hall of the Academy of Natural Science of Philadelphia, 1861; corresponding member of the Natural History Society of Montreal. He married, in 1860, Christina Ross, daughter of Donald Ross, in charge of Norway House District, where all the Hudson's Bay councils were held. His children: Mary Annabelle (Mrs. George A. Graham, Fort William, Ontario, Canada,) first white child born at Fort Simpson; Francis Curtis, and Bernard William.

He came to Canada at the age of fourteen, too late in the season to proceed to Norway House. He taught school during the winter at Cornwall, and in the spring traveled by canoe to Norway House, engaging in clerical work for the Hudson's Bay Company. From Norway House he went to Fort Garry, now Winnipeg, and from there to Fort Resolution, Great Slave Lake, and afterwards to Fort Simpson. He was then given charge of the whole district of McKenzie River, where most of his valuable collections were made. He made presentations of valuable specimens of mammalia, birds, skins and insects, to the British Museum, in 1864, and received letters of acknowledgment from the principal librarian. He presented to the Smithsonian Institution at Washington, D. C., a general collection illustrating the natural history and ethnology of the McKenzie River District, from Fort Simpson. For this gift the Smithsonian Institution returned grateful acknowledgement March 25, 1861. Another collection of specimens was given Smithsonian Institution in 1862, and for this Bernard Ross was asked to accept a package of books as an addition to his already valuable library, which he shared with other officials and servants of the Hudson's Bay Company.

He died at Toronto, Ontario, June 21, 1874, and is survived by his widow, whose home is in Winnipeg, Manitoba, and by his daughter, Mary Annabelle (Mrs. George A. Graham, Fort William, Ontario.) He was a Mason and a member of the Anglican church.

Note—This paper was given by "Gay Page" at the December meeting of the Thunder Bay historical society, 1920.

atives, and six citizens of the United States, two of whom must be residents of the city of Washington and four of different states of the Union. The secretary of the Establishment and of the Board of Regents is also the secretary of the Institution and director of its activities. The activities of the Institution fall under the heads of the Institution proper; the national museum; the international exchanges; the bureau of American ethnology; the national zoological park and the astrophysical observatory.

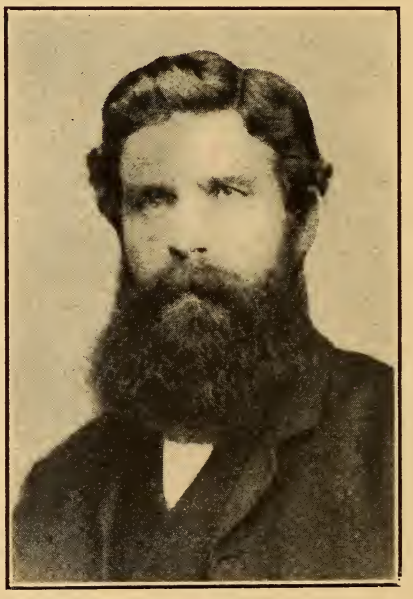
The library is of such magnitude that many of the books are lodged in the Congressional Library, and it is there some of the books on North American Indians, written by Bernard Rogan Ross, are to be found, and it was there that "Gay Page" discovered the connection between Fort William and this magnificent treasure-house of knowledge, for the books written by Mr. Ross give the key to the value of the exhibits in the museum, with which the research work of the writer was connected.

The present secretary is Charles Wolcott, elected in 1807, and it was the fact that this great paleontologist and geologist had on several occasions visited Fort William in his search for valuable deposits, that made him accessible to the Fort William visitor in 1912, for it is, under ordinary circumstances, easier to obtain an interview with the President of the United States than with the Secretary of the Smithsonian Institution. But the name of Fort William, on the card sent to his office with a request for an interview, was the "Open Sesame" to the great adventure of the Fort William writer in search of copy. On that occasion, as on the occasion of several visits since then, he not only granted an interview but entrusted me with the work of procuring for the records of the Smithsonian Institution the biographical history of Bernard Ross, information which he had for years tried, in vain, to obtain.

The great honor of sending in the coveted information would be easily won, the visitor thought, for was she not well acquainted with both the widow and the daughter of the great collector and scholar versed in North American Indian lore and history? But it was not so easy as at first appeared, and it was not until 1915 that the authentic documents were given into the hands of the writer by Mrs. Bernard Ross, now a resident of Winnipeg.

It is with the bureau of ethnology that I have had the honor to be connected and Dr. Hough, curator of ethnology, on greeting me last October, said, in reference to the hope expressed in a letter to the department that through the international exchange, some of the Bernard Ross duplicate exhibits might be secured for the national museum at Ottawa; "You are always welcome, but you Canadians should not expect us to give over to you the treasure which we have guarded and preserved and so highly prized for so many years. Tell Mrs. Graham, he said, that her father was of the greatest service to this bureau; he collected and presented to us the best, most valuable, and most complete exhibits, illustrating the life of the North West Indians, that are in existence. These exhibits cover a large area of the new museum and the duplicates are eagerly taken over by State museums, for each group is full in detail of the life, customs, habits and characteristics of the race they represent. They are known to all the world, he said.

I told him how Sir Frank and Lady Newnes, of the Imperial Press party, had said to me, in Montreal, when I told them I intended visiting Washington before my return to Fort William; "Be sure to visit the Smithsonian Institution and see the wonderful exhibits of dress, implements of household, industry and war, that were used by the Indians of Canada." He could understand how proud I was to tell them that the Mrs. George A. Graham whom they had met in Fort William was the daughter of the scholarly man who had presented the collection and had written for the Washington library such valuable books as historical records of his work. They were told, also, that the honor conferred upon Mrs. Graham by King George, in 1915, when she was made a Lady of Grace of the Order of St. John of Jerusalem, was not only in recognition of her services to her city in war relief and other



REV. D. W. McKERACHER

Extracts from Rev. D. W. McKeracher's Diary of 1873

BY MISS BELLE DOBIE

The following very interesting notes from the diary of the late Rev. D. McKeracher, Presbyterian minister, who officiated at Port Arthur and Fort William in the early '70's, were copied and presented to the Historical Society by Miss Belle Dobie.

1873.—Silver Islet was under the Students' Knox College Missionary Society and opened for the first in 1873. Rev. H. H. McPherson being placed in charge. Prince Arthur's Landing was under the Home Mission Committee.

Extracts From Rev. D. McKeracher's Diary, 1873.

1873, May 8.—Embarked on the "Manitoba" at Goderich.

1873, May 10.—Visited at Sault Ste. Marie.

1873, May 12.—Embarked on "Chicora" for Port Arthur.

May 15.—Arrived. Met several friends. Dined with Rev. Mr. Halstead, Wesleyan Methodist. (Mother says he proved a faithful friend to the end). Kindly rec'd by Mr. Dobie into his house till a more suitable place is found (one of the pillars of the Presbyterian cause from the beginning).

Friday, May 16.—Made arrangements with Mr. Halstead to preach on Sabbath morning in his meeting place in the basement of his church.

May 17.—Went over in the morning on the tug to Fort William. Saw Mr. Oliver and made the acquaintance of some others. Returned by the tug. 25 cents each way.

May 18.—Preached in the morning to a congregation of about fifty in the the basement of the Methodist church, kindly given by Mr. Halstead. After dinner went in the tug "Mills" to the Fort and preached to about twenty. Went thence to Mr. J. McKellar's, kind and intelligent people.

May 23.—Inquired from Mr. Machar re. lots for a church.

May 25.—Preached in the morning at the Landing. Attendance about sixty. Would probably have been larger were it not that the steamer Manitoba was in sight. She was at the dock when we came out. The captain had the good sense not to whistle, consequently the congregations were not disturbed.

Was rowed over to the Fort by two young men, Cameron and McKenzie, and preached to about twenty. There is not that interest taken there that we would expect. Several absent who should be there.

May 26.—Joined the Temperance League of this place. Temperance is very much needed in this place.

May 28.—Had some talk with Mr. McGilvray re. the church lots and also with Mr. Machar who said he would write to Mr. Johnson re. the one set apart by the government.

June 4.—Left by the "Cumberland" for Silver Islet. Reached Silver Islet about 5 o'clock. Met by Mr. McPherson. (This would be Rev. H. H. McPherson who was missionary at the Islet when father was at the Landing. He belonged to the Knox College class of 1874).

June 8.—Sabbath school on the afternoon.

June 17.—Left on the p.m. with Mr. McPherson, Mr. Halstead and Mr. Fletcher for the top of McKay's mountain. Mistook the second ravine for the first and at ten o'clock camped on the top of the second bluff. "Nearer My God to Thee" inference. not wise to start so late in the day on such expeditions.

June 18.—Rained. Our tent was small and some rain came through it. At worship after breakfast we sang "Rock of Ages," probably where it had never been sung before.

June 21. Arranged with Mr. McGilivray (McGilvray) for a Congregational meeting.

June 24.—Received a letter from Mr. Machar being a letter received from Mr. Johnson, assistant commissioner of crown lands, Toronto, stat-

ing that by an order in council the Canada presbyterian church was entitled to a patent for Park lot No. 6 North Pearl street, Prince Arthur's Landing.

Did not succeed in having a meeting this evening as intimated on Sabbath. Vain is the trust in men. May we be led to a higher.

July 1 to 8.—Visiting in connection with organization of Sabbath school.

July 8.—Had a meeting at Mr. Ross' this evening at which Rev. Mr. Black baptised Mr. Ross' child, Mr. McKinnon's and Mrs. Paul's. (The Rev. Mr. Black was Rev. Dr. Black of Kildonan, Man. My brother's wife is a niece of Dr. Black's, being a daughter of the late Rev. Jas. Black of Hamilton).

July 15.—Received Mr. (Adam) Oliver's consent to use his name as one of our trustees for church lot.

July 21.—After tea had a meeting at Miss Cameron's when Mr. Oliver, Mr. Blackwood and Mr. McGilvray were elected as trustees to hold the property of the congregation (3 1-2 ac.). Also Mr. Maitland, Mr. Dobie and Mr. McDonald were elected a committee of management.

July 22.—The Str. Frances Smith came in near 12 p.m., having Mr. Rennelson of the Sault and friends from Toronto on board. Rev. Mr. McDonell of St. Andrew's church, Toronto and Rev. Mr. Carmichael of King, both of the church of Scotland on board, bound for Manitoba on a trip.

August 1.—Wrote to the Crown Lands' department for patent for Church lot here.

August 5.—The "Cumberland" came and stayed all night. A dance on board to demoralize our people.

Aug. 16.—The Manitoba was towed in to Fort William this morning. The first large steamer that has ever been there. The Hon. A. McKellar, commissioner of public works, was on board.

Aug. 22.—Just finished writing sermon on Ps. 73:24, "Thou Shalt Guide Me With Thy Counsel and Afterward Receive Me Into Glory." O that I resigned myself more fully to this guidance, that I were more watchful against everything that would be displeasing to Him Who takes me by the hand and guides me to glory. O Lord aid me by Thy holy spirit that I may have more of the mind of Christ.

Aug. 23.—Last night we all had a scare from fire. Mr. Flaherty's (Flagerty, I don't know which it is) hotel was burnt to the ground. Cause. whiskey, and yet this morning he has opened up a bar in a shanty across the street. (Several references occur through the diary on the need for temperance. I once heard Dr. Pringle of the Yukon in a sermon make the remark that "Port Arthur was harder in the pioneer days than the Yukon ever was). There were 26 places in Port Arthur selling liquor when father went there—the population was fluctuating, varying from 800 to 1000.

Aug. 24.—Str. Frances Smith at the dock and effectively destroying the Sabbath quiet. About 60 at church. Collection for the students' mission foreign society. Amount $5.55.

Aug. 30.—A reference to an excursion to Isle Royle concludes. The party being a mixed one, there was too much liquor drunk on board. This latter certainly is the disagreeable feature of excursions in this part of the country.

Aug. 31.—Twelve at the Sabbath school. No teachers. Sang several hymns with the children and read the 17th of John with a few remarks. Preached in the evening to about 70 from Ps. 73.24. The evening was raining which kept some at home.

Sept. 1.—While at dinner the tug Jennie Oliver came to Silver Islet with Rev. D. Gordon (his old pastor. Ralph Connor's father) and Mr. McPherson on board. Went with them round Black Bay to McGoss island. The tug lodged on a gravel reef on starting back. Good lesson. through McG.'s piloting. An episode Whiskey is the curse of this country. Got back to Silver Islet about 3 a.m. and succeeded in finding my way into Mr. John Davidson's.

Sept. 7.—Rev. D. Gordon preached on Sabbath evening to over 100 from Ps. 32:1-2. His discourse was marked by his usual vigor of thought and delivery and it was well listened to, throughout.

Sept. 16.—Roused in the morning by Mr. ——— in fits from excessive drinking. Thought that he was dead several times. Oh, what a dreadful curse liquor is, and how infatuated men must be who drink after witnessing such scenes as these!

Sept. 21.—Morning wet and gloomy. Attendance about 60 at morning service. About 35 at Fort William in the afternoon. About 120 at the Landing in the evening.

This is to be my last Sabbath here.

What spiritual good may come as the fruit of my labours, I may not be able to tell. I have sought to sow the seed. I trust that another may be privileged to gather the harvest to God's glory.

Sept. 23.—Received from Mr. Dobie for com. $70. Received through Mr Dobie from Mr. John McKellar for my services at the Fort the sum of $53.22.

Sept. 24.—Left the Landing on the Manitoba. Promised to write to several parties, among them J. D. Brown, W. C. Dobie, R. Maitland, Thos. Penfold, Mrs. Ross, R. E. Mitchell.

Sept. 26.—When we awake this morning we found ourselves at Michipicoten R. Here they sent on shore the cattle taken on board yesterday. Three men got into a boat and the cattle with ropes to their horns were thrown overboard and towed to shore.

A foggy and stormy voyage compelling them to anchor at nights.

God has cared for us through dangers seen and unseen.

March 31, 1874. Decided to go to Thunder Bay at the request of the H. Mission committee.

July 7. Examination of candidates for license.

July 9. Began collecting for church at Prince Arthur Landing.

July 20. Ordained by Toronto Presbytery.

July 21 to 30. Collecting among Toronto friends.

July 31. Left for Prince Arthur Landing.

Aug. 3. Reached the Landing about 11 p.m.

Aug. 5. Came to board at Miss Cameron's.

Aug. 7. Baptized Mr. Dobie's child, my first official act here since my return.

Aug. 9. Preached in the morning in the Methodist church, P. A. Landing and in the evening at Mr. Oliver's office at the River to his men.

Aug. 10. Had a meeting of the Managing Committee in the evening at Mr. Dobie's.

Messrs. Maitland, Grant, Dobie and McDonald appointed to solicit subscription for building a church.

Aug. 12. Must make arrangements for cottage prayer meeting if possible for we can have no other.

Aug. 13. Went over to the Fort in the forenoon to see about the time and place of service.

Aug. 14. Tried to induce the canvassers to solicit subscriptions for the erection of the church to begin their work but failed.

Aug. 16. Walked over to the Fort accompanied by Mr. McIntosh and preached from Job. 33:24. The attendance was good, but might be better.

Aug. 24. In the morning went to see the lumber for sale at the dock. Found them unloading and Mr. Nicolson assured me if we needed the lumber for a church we should have it at cost which is $13.00 per m, free of wharfage.

Sept. 4. Prayer-meeting at Mr. Dobie's. Attendance fair. Singing practice afterwards.

Sept. 11. Cloudy and dull. Toward evening the sun shone very beautifully on Thunder Cape. Most of the Bay between here and there was under a thick, dark cloud and it hid the top of the Cape from view, while the lower part was bathed in the sunshine. The surrounding dark shade made the sunlight appear very beautiful. How marvellous are all Thy works O God. In wisdom hast Thou made them all.

Sept. 12. Sunset on the Bay very beautiful. A few thin feathery clouds in the sky, tinged with a deep red, reflected on a bay smooth as glass. A red sky stretched overhead, and a red sky stretched beneath our feet. Heaven above, Heaven below, God everywhere.

"The Heavens God's glory do declare,

The skies his handworks preach."

Sept. 17. Visited several parties in the afternoon and made arrangements for a meeting of the committee of management to appoint a building committee.

At the meeting tonight the following Building Committee was appointed with power to add to their number: Peter Nicolson, Robt. Maitland, T. B. Horner, D. McKeracher.

Sept. 21. At a conference with Mr. Halstead this afternoon we appointed the following officers for a branch of the Bible Society at P. A. Landing: Rev. Wm. Halstead, pres.; Rev. D. McKeracher, vice-president; Mr. E. Mitchell, secretary; Mr. Sproule, depositary; Mr. Preston, treasurer; Mr. Robt. Maitland, committee; Mr. Wm. Parke, Mr. John Vivian.

This afternoon at Mr. Horner's, Mr. Maitland, Mr. Horner and myself being present we decided to advertise for tenders for building the church.

Received from Mr. Dobie for salary $20.16.

Sept. 22. Received $23.00 from J. McKellar for salary. Gave $5.00 toward the building of the school house at the river.

Sept. 29. Doubtful whether we should proceed with the church or not. There is still some uncertainty about the place.

Sept. 30. Sabbath School excursion and picnic on Welcome Island. All passed off well. The day was very fine for so late in the season.

Oct. 3. No word from Mr. Young about specifications for church. We must go on without them and use those we have.

O Lord, guide us and give us wisdom in this matter and may a place of worship be built where many souls shall be born anew unto God. Prepare us for the services of Thy day and house.

Oct. 4. Walked to the Fort and preached for the first time in the new school house to a good congregation.

Oct. 6. Endeavoring to get new plans for the church.

Oct. 7. Meeting of the Building Committee; Mr. Neil Shaw to draw up specifications in accordance with the plan furnished.

Oct. 10. Let contract for church to Mr. Jas. Ross for $420.00.

Oct. 12. Found Mr. Oliver would not furnish the lumber for the church as expected.

Oct. 13. Seeing the difficulties in the way of obtaining the material for the church, I drew out a plan for a lecture room, which I find commends itself to most of our people. Called on Mr. Halstead about the heating of the church and was told that they considered it would cost $100.00 of which we would be expected to pay half. I said I would report that to the committee.

Oct. 14. Difficulties in the way of church building the same as before, but the lecture room scheme growing in favor.

Meeting of Managing Committee tonight. Resolution deferring action in regard to the Methodist church passed, also resolution urging the committee to build a lecture room immediately.

Oct. 15. Saw Mr. Oliver this morning and found that he must get 2-3 cash down and the other 1-2 next summer, a proposal which we are unable to meet. Gave Mr. Oliver a bill of the lumber required for the smaller building.

Oct. 16. Ordered window sash for the lecture room. Drew up specifications for the lecture room in company with Mr. Neil Shaw.

Oct. 20. Found Mr. Ross was willing to accept the Committee's offer for the building of the lecture room.

Oct. 22. Married to Mary Matheson, daughter of Mr. F. Matheson, Stornoway, Scotland, the Mathesons of Ross-shire.

Nov. 2. First "manse" Mr. McNabb's house on Arthur street.

Nov. 29. Organized a Sabbath school at the Fort. Superintendent Mr. Peter McKellar.

Teachers—Mrs. Neil White, Miss M. McIntyre, Miss C. McVicar, Miss K. McKellar.

Dec. 23. Christmas tree and bazaar in aid of Presbyterian church, held in dining room of Queen's hotel, solely under the management of Mrs. D. M. Blackwood. Financial success.

Dec. 26. Day chiefly spent in fitting out the lecture room.

Sun. Dec. 27. Opening of our new lecture room for divine worship. Weather mild. Good attendance. Texts for the day: Morning, Is. 60:13; afternoon Ps. 72:6. In the evening Rev. Mr. Halstead preached from Mat. 23:8.

In connection with the Christmas tree some of the young people wished to have a dance at the end. Father and mother both took a decided stand which they never regretted. Mother saying she would rather see the money in the bottom of the lake than that they should say the Presbyterian Christmas tree ended in a dance.

Feb. 23, 1875. Meeting of Building and Managing Committees. Affairs found to be fully as satisfactory as expected. Mr. Peter Nicolson's name was added to the Committee of Management.

March 2. First session nominations. This evening being the meeting for the nomination for the eldership, the following were nominated.

Benjamin Sinclair, Sr., Robt. Maitland, John McKinnon, Jas. Craig, Wm. Blackwood, John Bennie.

The last two gentlemen have since sent in written withdrawals.

March 14. Mr. Ben Sinclair, Sr., and Mr. Robt. Maitland, first session, were elected to be elders for P. A. Landing.

March 18. After vainly attempting to reach the Mattawan for two days because of a severe snowstorm, I reached there about 7 p.m. and united in marriage Mr. Emery La Londe and Miss Mary Aitkins. This is the first couple I have married. May they be happy.

April 4. At the close of the service ordained Mr. Benjamin Sinclair, Sr., and Mr. Robt. Maitland as elders. This constituted the first session of the Presbyterian church at Prince Arthur's Landing. May the Lord give us all grace for our duties.

April 23. Was in the afternoon at a social for the children of the S. S. at the river, the first ever held there. All passed off very pleasantly.

July 3. Meeting of Building Committee at which it was decided to advertise for tenders for the erection of a manse.

July 19. Building Committee found there were three tenders for the manse varying from $1,185.00 to $775.

November 5. Mr. Wright school teacher appointed as Superintendent of the Sabbath School.

November 15. Moved to manse.

Dec. 5. Special collection for Knox. College over $9.00. This is the first collection for an outside object ever taken at this place.

Father left P. A. Landing in October, 1880. In 1873 he was not ordained. In 1874 he went as an ordained missionary at the request of the P. A. Landing people. He remained there as an ordained missionary.

When the C. P. R. was being built he voluntarily went half way up the line to Winnipeg to minister to the men. He had the oversight of missionaries at Silver Islet and other points. The lecture room and manse at Pt. Arthur and the church at the Town Plot (Fort William) were built and paid for while he was there. Mr. Herald was his successor.

In order to help funds out and to accommodate the public, school was taught in the lecture room the first winter.

Father felt that the lecture room would serve the purpose while the town was small and that any church they would be able to build then would be entirely inadequate a few years later. The lecture room was later sold for a dwelling. There is an old photo in the house showing the lecture room, the first manse where mother went as a bride. Father and mother are in the picture going up to the door. The picture was taken by a nephew of the late Lord Tennyson, who was living in Port Arthur at the time.

When father was asked by the H. M. Committee what type of man they should send for the C. P. R. work, he replied to send a man who was physically fit, a man who would be able to help a teamster with a load of pork and flour out of a rut and live on the pork and flour after he got to his destination. Revs. Hamilton and J. R. Johnston were missionaries to Silver Islet as well as Revs. Caswell and McPherson when father was at the Landing.

We have also an old photo of the pupils and teachers in the P. School at Port Arthur, Mr. Wright was principal and Isabella Dobie one of the pupils.

The following lists appear in a note book:

P. A. Landing S. School, July 7, 1873:

1. Wilson Cameron.
2. John McKinnon.
3. Mary Cameron.
4. Mary McKinnon.
5. Milly Cooper.
6. Elizabeth Flora Wilcox.
7. Robert McGilvray.
8. William McGilvray.
9. Frank Wilcox.
10. Christina Jane Cameron.
11. Carrie May Young.
12. Lillie Ross.
13. Ada Ross.
14. Isabella Dobie.
15. Robert Emmons.
16. Frank Emmons.
17. Caroline Jones.
18. Marion Jones.
19. Margaret Victoria Jones.
20. John Henry Gardner.

The teachers were Mr. McKinnon. Mr. Smith, Miss McKinnon, Mr. McInnis.

Some other lists written in lead pencil are now so faded that it is almost impossible to read them.

Hudson Bay Reminiscences

BY N. M. W. J. McKENZIE

PAPER given and read before a regular meeting of the THUNDER BAY HISTORICAL SOCIETY, February 27th 1920, by N. M. W. J. McKENZIE, ex-manager of the EASTERN DISTRICTS of the HUDSON'S BAY COMPANY.

Mr. President, Ladies and Gentlemen of the THUNDER BAY HISTORICAL SOCIETY.

I will begin my address with the simple observation that I will try to interest and amuse you for a while in events, conditions, and historical facts in respect to the Hudson's Bay company, its officers, trading posts, and Indians, which prevailed in this District in the years, 1856, 1857, and 1858 up to 1920. I have from among the several districts of the Hundson's Bay company chosen this District and the dates, for the special reason, that many of the names of persons and places that I will introduce, will be more or less familiar to some of you.

Moose Factory on James Bay, was the Headquarters of what was then known as the Southern Department, which included all this part of the country. Chief Factor Miles was the Officer in charge at Moose Factory at that time. I may say that I went to school with two of his sons, that were sent home to be educated in the Orkney Islands. The headquarters of this particular district, known and designated then, as well as now, as Lake Superior district, was Michipicoton, and under its jurisdiction were the following ports, St. Ignace, Fort William, Nipigon, Long Lake, The Pic, Heron Bay, Agawa, Missanabie, Red Rock, and several other smaller places, called outposts for winter trading. The gentlemen in charge of the district, was chief factor John McKenzie. The gentleman in charge, had many grave and responsible duties outside of the actual direction of the trading and commercial interests entrusted to him by the Hudson's Bay company.

I will now relate one or two incidents in the gentleman's own words, writing to one of his postmanagers, Mr. Jos. Morriseau at Long Lake, which in part reads as follows:

"Sir: Your letter of the 21st of January was duly received with its enclosures accompanying, on the 3rd of last month. By it I was glad to learn that your Indians had promised you when they went to their hunting grounds last fall, that they would do their best in the hunting way, but I was sorry to learn that your fishing at the post had been so poor, yet it is to be hoped that with good care and management you will have enough of fish to carry you through the winter. In regard to the two Indians who did not visit you last fall, and who you say hunt on the Albany Side, the probability is they have gone to Albany, and perhaps have been supplied their winter advances at that Post. If however those Indians are relatives to "Keosense," who I spoke to you about last August, having run away with one of the Albany Indian wives, I should not be at all surprised that some evil or other has befallen them. Be good enough to call my attention to this matter when you come here in the spring, and the missing Indian's names, also to John McLean, the gentleman in charge of Albany on the subject. I hope you will be able to manage to arrange with Keosense about restoring the Albany Indian woman to her former and lawful husband Moses at Albany, and if you succeed bring the woman here with you, and I shall give her a passage in our boats to the Portage in June in order that she may return to Albany to her former lawful husband without further "molestation." I may here say that it is on record that her former lawful husband received her without asking any questions, and she presented him with a pair of fancy silk-worked moccassins, and they lived happily together for many years afterwards. The chief factor without losing any further time proceeded with the next order of business and continuing his letter the next paragraph said:

"I observe that the governor and council last summer at Norway house resolved, that you (among other clerks) are offered £100 per annum on a three year contract commencing first June 1857, I therefore on account of regularity enclose you an engagement to sign, which do in presence of two witnesses and return the engagement to me first opportunity." He then apparently immediately wrote a letter to Mr. Louis Dennis Delaronde in charge of Nipigon Post, where wives and other interesting subjects were not lost sight of. He appears through all his correspondence to have the smallest details at his fingers' end as it should be, and never fails to impress on all his postmanagers the necessity of economy, and to look well to the welfare of the hunters atached to his post, and especially the women and children. He says in part to Mr. Delaronde, "your services here this season will not be required, and in that case, you will of course remain at Nipigon, keeping with you Bouchard and Sam Colin as your summer men. You must endeavor to make arrangements with the Indians you send here with your returns, that if their services are required in the boats for Michipicoton to the Long Portage and back, they will go without grumble or the least hesitation, for which they will be paid the same price as our Michipicoton engaged Indians, viz £3 each for the trip, besides the same quantity of flour as a gratuity as they had last year. I observed last season that a great number of women and children had accompanied the crews of yours and the Pic's boats to this place, and for why? Though I have made enquiries I cannot ascertain. It cannot be that the women and children accompany their husband to draw their government annuities, for the greater part, indeed, I may say all of the Nipigon people receive their annuities at Fort William. I therefore hope you will endeavor to prevent as much as you possibly can this annual visit at Michipoton of the Nipigon ladies and their youngsters, for you know as well as I do that our means of feeding in summer even the Michipicoton families are not over abundant. Colin and Deschamps at any rate ought to have no excuse for bringing their wives here, as it is my intention they return at once to Nipigon. The Indians indeed, might have more excuse, and say that they would not come here without their wives, in which case we must submit; but I hope you will, with your excellent way you have with them, endeavor to point out to them how much better their wives would be, fed on fish inland, and that they themselves would have all their voyaging rations at their own disposal. Try your best."

The Indians from Albany, Martin Falls and Osnaburg, all belong to James Bay district, sometimes came in to Lake Superior District to trade and in consequence would leave their debts outstanding in James Bay. This used to cause considerable friction between the districts and in this connection, he wrote letters to the Postmanagers of Long Lake, the Pic, Nipigon and Fort William, and said in part: "I write Mr. Miles last summer regarding advances at Martins Falls and Osnaburg to Indians of Lake Superior district; as usual they complained of the Lake Superior gentlemen. No further advances will however be given in the Bay to Lake Superior Indians, and that I have to request that should any of their Indians come your way, that whatever furs you receive from them be credited to their Post and advances charged in the same way." This was done to prevent the Indians from wandering outside their own district and also to keep them within the bounds of the post they were attached to, and where they received their advances in the fall. This treatment induced them to be and remain honest, and pay their debts. This rule and regulation had a good effect throughout the whole country, and there was never any more trouble in this connection afterwards. Again writing to Mr. John McIntyre, who was in charge of Fort William, he says, "On looking over your accounts of last winter I find that no provisions were furnished Sir George Simpson's crews for the voyage to the interior at Fort William, it is possible, but improbable that, they might have had enough on hand. Please inform me on this point."

(18th May, 1857.) There is to be a council here this summer and as it

is likely more than the usual number of members will be present, I will have to look to you for a supply of provisions for the occasion. If you have a good yearling ox you will please send him down by the vessel, but if not a calf of this spring will answer the purpose, such other supplies, as good butter, cheese, eggs, etc., I shall expect from you when the governor passes Fort William on his way down or any other opportunity which may cast up about the beginning of July. I anticipate good returns from all posts in the district as martens appear to have been numerous and none of the Indians have suffered from starvation during the winter.

The distributing warehouse for Lake Superior and Lake Huron districts was at the Sault Ste. Marie and a cousin of Sir George Simpson was in charge, whose name was also Simpson. On the 10th of June 1857 Mr. McKenzie wrote to him as follows: The schooner arrived here this afternoon from Fort William, and weather permiting she will sail early tomorrow for the Sault Ste. Marie. I would feel obliged by your loading, if it can be spared, one cask of whiskey, Indian corn, pork, maple sugar, 20 or 30 barrels of flour, lard and tallow, and a couple of boxes of clay pipes. I beg to refer to the cargo book for the supplies on board the schooner. Mr. McIntyre has sent out a box said to contain £180 in cash, and from this place I forward some bank bills amounting to £56.15.0 received from Moose Factory last season which sums please carry to the credit of the district outfit 1857. After receipt of Lake Huron fur returns please send the schooner back as soon as possible. I send by this opportunity the batteaux you asked for which I hope you will find a good one, as also sundry tinware on your requisition of last year. Whatever English goods may have arrived at the Sault for either Michipicoton or Fort William please put on board this trip and should there be any room in the vessel it can be filled up with the remainder of the outfit, such as rough corn, pork, flour and salt. If you can supply 40 gallons whiskey for Fort William, I would feel obliged, as from the leakage in the 2 casks sent up last fall we were run short of that article. I re-ship in the vessel the English goods received last trip for Fort William. I will write to Mr. McIntyre directing him what supplies to take out of the vessel when she arrives there. I would wish the schooner to be back at Fort William by the 15th or 18th inst., and any letters for Sir George Simpson had better be sent by her.

(August 23rd, 1857) On the 23rd of August 1857, Chief Factor McKenzie was appointed to the charge of another District, and Chief Trader William Watt was appointed by order in council in his stead to the charge of Lake Superior district with headquarters still at Michipicoton.

The foregoing will give you a good idea of the general routine of one of the old Hudson's Bay districts. Fort William was one of the best posts in the district. They had quite a farm here and raised all kinds of grain, pigs, cattle, hens, geese, turkeys, ducks and vegetables, besides furs, there were extensive fisheries both here and at St. Ignace, besides supplying several of the inland Posts with cured fish and other provisions many schooner cargoes went down to Sault Ste. Marie and were disposed of to good advantage, and sometimes, at a handsome profit. The gentlemen in charge of the district had to visit each post in his district at least once in each year. This trip was generally made during the summer, if at all possible, when he made a general inspection of all and sundry equipment, and gave his postmanagers verbal as well as written instructions regarding advances to Indians, and also the conduct of the trade generally during the following winter.

On the 26th of August 1857, Mr. Watt writing to Mr. W. M. Simpson at the Sault Ste. Marie, says in part: "I cannot say when the "Isabel" (that is the schooner) will again go to the Soult, more than likely I will not send her until she goes with the produce of the Fort William fishing late in the fall, which I doubt will not suit Miss McIntyre, for in that case she could only go to this place in the vessel, and the chances will be very small indeed of the young lady joining her parents this season at Fort William." I imagined that Miss McIntyre arrived safely at Fort William

as the schooner "Isabel" made two voyages from the Sault to Fort William that same fall. One voyage being recorded as a special trip.

Chief Factor Peter Bell was in charge of Lake Superior district about 1879. He was a man well and favorably known in this district. After he retired he went for a trip to Dawson City in the Yukon. When returning, the steamboat he was on, encountered bad weather, and was wrecked, he and many others of the passengers and crew were drowned. There is a station on the Canadian Northern railway north of here called Peter Bell, so named in memory of him.

Donald McTavish was also in charge of this district.

In later years, 1881, Alexander Matheson was in charge of the district with headquarters at Fort William, and where the headquarters of the district still remain. He lived to a good old age and was buried at Nipigon.

Fort William was at one time the most important place west of Montreal, and had a population in 1814 of about 2,500, which is over a century ago. It has a population today of about 20,000.

Fort William ceased to be a Hudson's Bay company fur trading post in 1881, when the company built on Simpson street, one of their line of sale shops, which were distinct from their fur posts. It was burned down in 1914 and has not been re-built. Mr. M. S. Beeston was the manager and has since retired on pension.

Lake Superior district office is now located at 135 north May street in this city, from which over 20 posts in the interior receive their instructions and guidance, as in years gone by. My successor, and previous Assistant District Manager, Mr. John Duncan McKenzie, being the gentleman in charge of the district at the present time. Some of the old posts of 1857 are still doing business, notably Missanabie, Long Lake, and Nipigon. The following is the present (February 1920) executive of Lake Superior district, and a list of the post managers in the district as at present established who look to their district officer, John Duncan MacKenzie, Esq., for instructions and guidance in the fur trade:

Executive officers, at Fort William. 135 North May street.

John Duncan MacKenzie, district manager.

Henry G. Woods, assistant district manager.

J. H. A. Wilmot, district accountant.

Alex. Anderson, clerk.

Percy Crewdson, clerk.

List of posts in Lake Superior district, February 1920:

White Dog—Thomas Young, manager.

One Man's Lake—Baptiste Fisher, manager.

Osnaburg—Richard Hooker, manager.

Lac Seul—Jabez Williams, manager.

Wabuskang

Grassy Narrows—Donald Murchison, manager.

Dinorwic—Lorne Johnson, manager.

Fort Hope—Sidney A. Taylor, manager.

Attawapiskat—Thomas S. Ritch, manager.

Graham—Laurie J. Williams, manager.

Hudson—Harold E. Race, manager.

Pine Ridge—Robert Young, manager.

Bucke—Henry Lawson, manager.

Cat Lake—Alex. Lawson, manager.

Savant—David Wright, manager.

Allenwater—Fred Kahnooshe, manager.

Nipigon House—Patrick McGuire, manager.

Mobert—Henry Busch, manager.

Long Lake—Philip H. Godsell, Manager.

Kowkash—Halver Halverson, manager.

Missanabie—Peter Finlayson, manager.

Nipigon—Herbert B. Williams, manager.

Mattice—Frank H. Alders, manager.

In 1909—10 I was inspecting officer in Peace River and Athabasca districts. In 1910 I was appointed to take charge of Lake Huron district with headquarters at North Bay. On my appointment to the charge of Lake Superior district, in 1912 the post managers of Lake Huron presented Mrs. MacKenzie and myself with a beautiful illuminated address, accompanied with a solid silver tea

set, as a token of their appreciation, friendship and good will, which existed between us and all the servants in the district. On my further promotion in 1914 to be general manager of all the eastern districts of the Hudson's Bay company with headquarters in Winnipeg and Montreal, the staff of Lake Superior district presented me with a handsome grandfather's clock and a beautifully illuminated address which reads as follows:

A. D. 1670 The Hudson's Bay Company A. D. 1914, Lake Superior District, Fort William, Ont., December 28th, 1914.

To N. M. W. J. McKenzie,
General Manager Eastern Districts.
Hudson's Bay Company.

Sir: It is with mingled feelings that we meet you today to bid you farewell upon your retirement from the position which you have held for the past two years as manager of the Lake Superior district, to assume a wider command as manager of the whole eastern district of the territory embraced by the widespread arms of the Hudson's Bay company, a vast kingdom whose area is equal to one-third of the continent of Europe.

During your term of office in this district we can assure you that you have gained the respect and esteem of your employes, and we know that in the wider field which is now open to your activities, bringing with it wider opportunities for the administrative ability which has marked your career here, the same qualities which have earned you the goodwill and co-operation of all who have worked under you, which we feel as a personal loss to ourselves, may open up for you the avenue to your further advancement.

The swift passing of time makes it seem but a brief space since you entered upon your duties in this field, but, the better to mark the flight of the minutes and hours of the many years which we trust remain for yourself and Mrs. McKenzie to enjoy, we ask you to accept this clock as a reminder of the friends whom you both made here, and ask you to believe that no matter how many years may be ticked off on its dial the memory of your administration will remain as a pleasant recollection in our lives.

As the larger territory which you are leaving us to control includes the smaller area of your former jurisdiction we trust that from time to time the friendships which have grown up between us will not lapse, but be renewed as your duties call you to revisit your old district.

Signed on behalf of the staff:

John D. MacKenzie, district manager.

J. T. Herbert, district accountant.

F. F. Alders, White Dog post, manager.

Jabez Williams, Osnaburg post manager.

Chas. H. M. Gordon, Lac Seul post, manager.

John D. MacKenzie, Dinorwic post. manager.

S. A. Taylor, Fort Hope post, manager.

D. Murchison, Nipigon Lodge post, manager.

L. Yelland, Mobert post, manager.

W. L. Thomson, Long Lake post, manager.

P. H. Goodsell and J. Robertson, Missanabie post, managers.

J. J. Barker, Nipigon post, manager.

The original Fort William stood on the banks of the Kaministiquia river, now a network of C. P. R. tracks and on the spot where the Hudson's Bay and northwest company's were amalgamated in 1821 stands a memorial tablet erected by the Thunder Bay historical society in 1914 to commemorate the locality made famous by the pioneer fur traders of the great northwest. The tablet stands on McTavish street and was unveiled by Sir George Foster in the presence of a large number of representative Fort William citizens. It is well worth a visit and should be specially pointed out to tourists as one of the most interesting and historical monuments in Canada, where history is chiseled out from 1670 to date on this polished red granite tablet, which is fully described in the wonderful and beautiful souvenir pamphlet compiled and issued by Mr. Peter McKellar, the president of the Historical Society of Thunder Bay, with whom the idea of this Memorial Tablet first originated, together with the assistance of Miss M. J. L. Black, who was secretary-treasurer of the society, and all the other members of the society, whose

thoughtfulness, energy and ability made the erection of this historical monument possible, so that future generations for all time can read on the engraved tablet the history of the past, where the early pioneers, our ancestors, were not afraid to blaze the trail and prepare the way for the millions that have yet to arrive in this great Canada of ours, where its history is written and preserved in Tablets and monuments of stone, and stir the nation on to greater deeds of valor and distinction for the uplifting of humanity, and the higher ideals of civilization and good will among all members of the human race.

Mr. President, Ladies and Gentlemen, I must now thank you for your kind attention in listening to my very lengthy paper and hope something may be found in it that will be useful and valuable to future historians. I have therefore Mr. President, much pleasure, in presenting my paper through you to the Thunder Bay historical society, as its custodians.

Again thanking you I will wish you all goodnight and pleasant dreams.
Fort William, February 27th, 1920.

Half-Breed Rebellion of 1885

BY N. M. W. J. McKENZIE

On the 26th of March, 1885 at Duck Lake, the first shot was fired, where several volunteer citizens of Prince Albert, North West Mounted Policemen, and a number of the half-breed Rebels, were either killed or wounded. The news spread like wild-fire throughout the Dominion, troops were rushed from the East under command of General Middleton. All right, the fight was on, the sound of war was in the air. I am only going to touch very lightly on the serious happenings of the next few months, and it is first necessary to go back some years to find the cause and chain of circumstances that led up to, and culminated in, this ever to be deplored 26th of March, 1885.

I will be as brief as possible and will at once say, that the Rebellion of 1869—70, and the rebellion of 1885, was the ambitious and malicious aspirations, having at the bottom of it all, selfish aggrandizement at the expense of a few unsophisticated half-breeds, whom he was using as tools in trying to extort more money from the government, for his own private use, when he would leave them in the lurch as he had done after the 1870 affair, when he pocketed the money that was paid him to leave the country for the time being, and took up residence in the U. S. A., being at that time a fugitive from justice, I mean- "Louis Riel."

He was a naturalized citizen of the United States, teaching school in Montana, in 1884, when he was invited by some of the influential half-breeds in Saskatchewan to come to Canada, and assist them to impress their wishes upon the government at Ottawa, to grant them scrip to extinguish their rights as was being done with the Indians by Treaty. Louis Riel saw a chance here to make another claim for indemnity on the government if he would again leave the country, and claimed $100,000 but said he would take $35,000 in cash and go at once. That was in Dec. 1884, he claimed that the Canadian government owed him about $100,000.00 and that he was practically the half-breed question, and said, "if I am satisfied the half-breeds will be."

The half-breeds began to smell a rat now and said, "if the federal government should grant him this, the half-breed question would still remain the same and Riel would be the only one to profit at their expense. Louis Riel was well educated, extremely visionary, and dangerously imaginary. He had two special strings to his bow at this time. He wanted to form and create a Republic with himself as President. He had offered all kinds of appointments to his Lieutenants and followers, coupled with untold wealth; or he would take $100,000 for his share and leave the country. The former his objective, the latter his alternative. He did not attain either, but was hanged for treason at Regina on Nov. 16th, 1885, after being given a fair and just trial.

I was at this time in charge of the H. B. Coy's. Post at Crooked Lakes, where the Indians were being gathered in from the great plains after the disappearance of the Buffalo, and placed on large Reservations by the Government, where the destitute and needy among them were being regularly rationed and clothed.

In the spring of 1884, we had a little Rebellion on the Reserve. The Indians thought they were not getting sufficient rations, so they took the law into their own hands, and broke into the Government Provision Stores, maltreated the Indian Agent and took all the flour and bacon they required. Excitement ran high throughout the whole camp. This called for quick action on the part of the Government; a detachment of Mounted police was sent down from Regina, things did not look at all healthy for a day or two, as they resisted arrest and barricaded themselves in a building all fully armed, and in their war-paint.

The ringleaders were ultimately arrested, taken to Regina, tried and given suspended sentence, explaining

fully to them what that meant.

The rations were increased after that, but it took some time for the excitement of the whole episode to die out. I just mention this incident as there were over one thousand Indians implicated in this, which might easily have become a most serious affair for the government as well as the Indians, and was only averted by almost super-human diplomacy. I only here give an outline of what took place, having given a full account of it in detail in its proper place in my book which will be in the hands of the publishers soon. There was very hard times all over the country for a few years at that time among the white settlers as well as the Indians and half-breeds on account of the great drought which prevailed as well as gophers and early frosts. Many of the settlers were leaving the country financially broke and disheartened and many others were unable to leave and had to struggle on as best they could; many of the settlers sold their homes (160 acres) for a mere song, in order to get enough grub to take them out of the frozen and dried up country as quickly as possible. The outlook was certainly bleak at that time. The half-breeds were not in any better position than the rest of the settlers, many of them moving west towards Battleford and Prince Albert where they thought they might be able to make some kind of a living but as it turned out afterwards they had an inkling of what might take place as they expected that they would get the much talked of scrip that they were to get from the Government at least it was urgently applied for by the Saskatchewan half-breeds. At Crooked Lakes we had all kinds of Indian rumors during the fall and early winter of 1884. Mysterious Indian and half-breed strangers appeared among the Indians on the Reserves from time to time and disappeared again as mysteriously as they came. But there was always undue excitement among the Indians after these periodical visits, which roused my suspicions. I knew every Indian and thought I had the confidence of them all, but I felt that there was some news coming on the Reserve that they had not told me, most of the half-breeds that were living with Indian women on the Reserve had moved away in the fall, the excuse that they gave their women was that they were going to visit some of their relations at Battleford or some far distant point and would possibly not return till spring. It was well after New Year (85) before I got to the bottom of all these mysterious moves. The young men were holding secret councils and the old men were also having secret councils. This was a very uncommon proceeding and very unusual, I found out from some of the women what it was all about. Those strangers that had been paying apparently friendly visits were under the instructions of Louis Riel and their business and message was to excite and rouse up the Indians to go on the war-path, and be on their guard and prepare themselves for anything, to plunder, rob and kill as soon as they got the signal, that there would be great doings before the grass was green again, that Riel was going to bring back the buffalo again and that they all would have plenty to eat only be ready to do his bidding—and to make them doubly sure of his power that on a certain day he would cause the sun to be darkened at noon in a clear sky. A whole lot of stuff like that had been talked into them by these runners. No wonder these superstitutious half-breeds and half barbarian savages were excited and thirsting for blood. I got busy and called a meeting of all the chiefs and old men to come to the store, gave them a cup of tea and a smoke then told them that I knew everything that was going on at all their council meetings although they had been trying to hide it from me. How mad and foolish they were to listen to all the stories that were being carried around the Reserves by men who did not care for them, only to the extent that they could use them for their diabolical purposes and certainly not for the good of the Indians.

No matter what Riel was doing it was no concern of theirs, the government had made a treaty with them and was looking after them, and they would also look after Riel and punish him if he was doing anything wrong. "Why do you not call me to your council meetings lately, as you used

to do? Have I not always told you the truth and helped you all many times and now you are listening to men with forked tongues who will bring much trouble on you if you listen and believe their lies. The company never told you anything but what was good and I am speaking now what the company has asked me to tell you, and this is the reason that I have asked you to come here in daylight as I have nothing but truth to tell you and all the other Indians who are here listening, I ask you to listen and stop your secret councils and let the young men listen to what you say. This is the news that I asked you here to listen to and I want you to tell it to all the young men and the old men on the reserves, and they will know later that I have spoken the truth, and will always tell you what is right so that you will not get into any trouble again like what happened last spring."

I have finished and if any one of you wishes to speak I will now listen ..... After a long paurse, old Ka-Kay She-Way, the company's old chief got up and shook hands with me that was the customary way to begin a speech. He always called me his grand child. The English of his name is "Loud Voice." I shall never forget his speech. He was an old man, then over ninety years of age, a big man, still straight as an arrow and long grey hair.

He began:—

"My Grandchild; we have listened to your words, they are the words of the company. My Grandchild has made us ashamed, he has lived with us and helped us many moons. My grandchild look at my medal, the company gave me that because they found me true and faithful. If I did not intend to listen to your words now, I would throw it at you, but your words make me love it better than ever and you will all know that I have listened to the words of my grandchild which we all find good and will tell them to all our children because I will wear it closer to my breast than ever. So my Grandchild will not have reason to speak words to us again that we will be ashamed to answer. My Grandchild, I have answered you on behalf of all the old men present who have listened to your words this day—I have spoken. Another hand-shake and the meeting was over and we all understood each other from that day.

The old chief Loud Voice died shortly after this and never saw the Rebellion that he was so much opposed to, and had always spoken against any of the Indians leaving the Reserves. Loud Voice was the greatest of all the Plain Chiefs. He was a great ventriloquist, and long distance conjuror, you could hear him speak for two miles on clear mornings quite distinctly, calling up his tribe from their slumbers, and the echo could be heard when he raised his voice in measured tones in the Qu'Appelle valley. He gave his medal to his old wife and told her always to do what the company told her and to listen to their officers after he was dead and gone, and it would be well with her. This identical medal has a very interesting subsequent history during the life time of the Old Queen, as we used to call her, and played its part in the making of history, it is now in the possession of D. H. McDonald of Fort Qu'Appelle with its complete history attached.

As soon as Gen. Middleton arrived, Peter Hourie who was appointed Official Interpreter for the general and his staff, had been the Indian department interpreter and was hurried away to Qu'Appelle station to meet him there. Hon. Edgar Dewdneywas then the Lieut.-Governor of the northwest territories had arranged with Joseph Wrigley, chief commissioner of the Hudson's Bay ocmpany, that I would take full charge of all the government supplies and provisions at Crooked Lakes in addition to my Hudson's Bay duties and my instructions were to keep the Indians on the Reserve at all costs, use my own discretion as to ways, means, and expenditures.

The Rebellion had now broken out and here was I all alone. Indian signal smokes and signal fires could be seen all over. Indian runners and rumors were everywhere most of them false, but still causing great excitement. One of the most perisistent rumors were that the plains were all being covered over with buffalo again. The white settlers were all in dread and fear of a general Indian upris-

ing. Engines were kept continually hitched up to coaches at Broadview to take the women and children away. At the first signs, volunteer scouts were watching between Broadview and the Reserve a distance of only 12 or 15 miles from where the bulk of the Indians were. The scouts came to me once or twice and begged me to go away with them as I was the only white man on the reserve and was only remaining there to be scalped. I told them they had better all go as no one could say what would happen any day, that all reports were very startling and a great many of them false, yet I thought the women and children should be moved away from Broadview without any delay, as there was great danger of the Indians from Moose Mountains coming that way. I said I think I have the confidence of the Indians, even if they are on the warpath. I will not go with you, I have a duty to perform. I will stay here among the Indians and try my best to hold them on the reserve, and should I be the first victim to loose my scalp they will have to do some climbing to get it. I thank you ever so much as well as the citizens of Broadview for your kind offer and intentions on my behalf, but I cannot and will not leave my post alive.

They saw that I was in earnest and this being the second time that they had come out for me, they started back for Broadview and I did not see any of them again until after Batoche was taken and the Rebellion all over. I sure was alone now, as far as white people were concerned, yet I had what I considered many good friends among the Indians that I had grown up with and that I had known for the last 9 years. I did not feel or realize that I was in any personal danger and had no fear whatever for my own safety during the whole period of the disturbance. I was at my wits ends to know what to do next to prevent them from leaving the reserves and going on the warpath. In spite of all I could do there was a turbulent element among the young braves who were all painted and tatooed holding nightly councils and ready to go, while the old men's councils in a separate lodge were making use of all their restraining influence and power to prevent them, a regular deadlock for several days—I was fully conversant with their plans of action by this time. They intended to move west on the north side of the valley, cross the Pheasant Plains where there was a number of white settlers and of course plunder as they went and join the File Hill Indians and then capture Fort Qu'Appelle and remain there until they were joined by the Moose Mountain Indians from the south, who would come in by way of Indian Head. After that, whatever circumstances might develop or require, such was the program that they had been promulgating day and night for a week while I was gorging them on flour, bacon, and tea, and plugging the old men to put greater vim and exertion in their persuasions to hold them all on the Reserve. I could see that the old men were weakening as the Rebellion was progressing. There had been Duck Lake, Fish Creek, Cut Knife Creek, and now they were at Batoche. This was my most critical period, and I had to do something desperate or they were gone, so I forced my way into their council about midnight, and harangued them for over two hours addressing the young braves.

I said, "You have broken faith with your dead chief—You are not doing what he tought you—you are like drunken men; your words are not good; your plans are bad; I have lived among you as a brother; I am forced to speak my mind. I know you all and you all know me. Stop your madness, this fight has nothing to do with you. It is not an Indian quarrel. You have nothing to gain. Are you not well off here? Am I not giving you plenty to eat, plenty of sugar and tea to drink, and plenty of tobacco to smoke? Is it because you are all so well off that you want to do all this evil that you are planning and proposing? Do you think that it will help you? This is not your affair. You have nothing to do with it. You have been listening to lies and liars. and you have excited yourselves so much that you think all these liars are telling the truth. They are liars everyone and you have not heard any truth. Listen! has one of you ever known me to tell you a lie? The government is strong, the company

is strong, are you as strong as they are? They are feeding you and your wives and little children, is that the reason you want to fight, and kill them, because they are good to you and are taking care of you? If you leave here on the errand you have been planning, you will have to leave your wives and children here—you will all be shot, killed, or hanged, and you will never come back to see your children again. Your wives and children will starve to death here, and you will be their murderers. Listen! the sun is just rising, stop here on the Reserve where you are. I have spoken and told you the truth. It is up to you now, old men, young men, and women, who have heard my words to make your decision before it is too late.

No one spoke. They said they would send me a message to the store before noon.

I was very much exhausted and had played my last card, had done all I could whatever would be the result. I slept for a couple of hours, with all my clothes on as I had done for several weeks.

About 10 o'clock a. m., three or four of the head men came to the store and made all kinds of demands on me for grub. They were going to make a big feast and going to have a big talk. I saw the situation at once. I had hit them some place, and now could divert their attention from the everlasting council meetings that were in constant session for days and days. I knew they were only trying me; they did not expect my answer at all, and then they would have had something to grumble at. I said, "Yes sure, I will give you all the grub you want for a big feast, and call all the Indians to eat and we will all have a good time." I had them faded, and shot the grub out to them telling them if that was not enough, I would give them some more. It was only a matter of some extra flour, bacon and tea. The stuff was handed over to the women who began to prepare it for the feast, and word was sent to every one to come and eat and bring their own cup with them. The feast lasted all that night and the following day, and they displayed some wonderful appetites during that time! I had them where the hair was short and I knew it. Dear reader if ever you have anything to do with wild unruly Indians, kindness, firmness, truthfulness, not too much familiarity, lots of grub, tea and tobacco will overcome nearly any difficulty, and leave you master of the situation; I proved it to my own satisfaction before this occasion, and many times afterwards. Properly applied at the right time, I have never known it to be a failure, and it certainly had its charm at the critical period of which I write and saved the value of many feasts and the lives of many citizens of the Dominion of Canada in 1885.

The transportation of troops and war supplies was the salvation of all the settlers in the country at that time; everyone who could raise a team of horses or a yoke of oxen were on the job at ten dollars per day which paid better than any crop they could raise; the climatic conditions improved, and the country started a new era and a prosperous career. A few days after the feast, news arrived that Batoche was taken, the rebels defeated, and Riel taken prisoner and that the war was over. It was only then that I realized the imminent danger that I had successfully passed through, and the bottom was completely knocked out of every Indian on the Reserve and I could lead them with a silk thread after that; I also did not fail to rub it in good and plenty to many of the know-alls and hot heads who were so brave a short time before; they were completely subdued and quite tractable ever after; no more trouble with any of them during my time among them.

Riel was captured by Thomas Hourie near Batoche; he was brought to Regina and handed over to the N. W. M. Police by Capt. George Young of the Winnipeg Field Batteries, and confined to jail May 23rd, 1885. He was sentenced to be hanged for treason at Regina on Sept. 18, 1885. The case was appealed to the court of appeal in Manitoba, and also to the Privy Council but the judgment was affirmed by both courts, and as I have already stated he was hanged at Regina on November 16th, 1885, at 8 o'clock a. m., and his body buried at St. Boniface in the French cemetery across the Red River from Winnipeg. There is very little more to be said

by me only that I received through the company the thanks of the Lieut. governor, accompanied by an official check, which precluded me from making any future claim against the Canadian government for services rendered. I also received the thanks of the Hudson's Bay Co. for the very able and successful way that I had handled the Indians under my charge, and kept them on their reserves.

And thus the Riel Rebellion of 1885 passed into history. N. M. W. J. McKENZIE.

Fort William, April 30th, 1920.

Pageant - May 2nd, 1670 - 1920

The 250th Anniversary of the Hudson Bay Co. in Winnipeg

This celebration was one of the most historical and successful events that has ever taken place in Canada in connection with the Hudson's Bay Company, whose Governor, Sir Robert Kindersley, received a warm welcome and ceaseless ovations from all peoples, kindreds and tongues, as well as the most influential and business and financial men of the city and country who assembled to meet and welcome him to the Capital City of Manitoba, the great rendezvous of the old timers, who all vied with each other to do him honor, including Lady Kindersley and their son and daughter, who accompanied Sir Robert and shared in all the festivities with great interest, and expressed enjoyment. Sir Robert is not only the Governor and head of the Hudson's Bay Company, but is a man of great financial affairs, and recognized premier ability in England and throughout the financial world. He is also one of the Governors of the Bank of England, and President of many financial enterprises and institutions in London, England. He has a great and noble personality, firm but kind, painstaking and just, affable and courteous. At the staff dinner in the Fort Garry he was cheered to the echo by over one thousand employees to whom he spoke very encouragingly and as one of themselves, commending them for their loyalty and faithfulness, also paid a high tribute to the boys of the service who went overseas, and sincere sympathy with the friends and relations of the boys who did not return again, but gave up their noble lives on Flanders fields. He announced that each employee of all the H. B. Company saleshops in Canada would receive one month's salary to commemorate the celebration of the 250th Anniversary. He also intimated that a new pension scheme was being worked out for the Fur Trade, which would put those entitled to pensions in a better position than they were in at present financially. He also decorated all those present in active service who had fifteen years' service or over, with gold and silver medals and bars, according to seniority. A modern up-to-date store is to be erected on Portage Avenue, the building to at least cost five million dollars.

The Pageant on the Red River down to the Lower Fort was something to dream about and not likely to be ever seen again. Indians from all over the Dominion in their Birch-bark canoes and York boats, dressed in materials, feathers, and paint, representing all the tribes and customs for the past 250 years. The banks of the Red River were lined for miles with thousands of admiring and wondering spectators, men, women, and children. The landing at the Lower Fort where thousands had congregated was made amidst the booming of cannon in the old orthodox Hudson's Bay style. The Governor smoked the pipe of peace which was presented to him, as was also many other beautiful presents of Indian work, after which he decorated the most deserving Indians with medals and presents of pipes and tobaccos and told them this was the happiest day of his life and would never forget it or them, also sent kind messages back with them to the Indians who had not been able to come so far as some of them had come to meet them. All the Indians and thousands of others gave him three cheers and a tiger, and then some more cheers, his reception by the Indians and the people and Press, was all that a Prince of the blood could desire. The following day he spoke at a Canadian Club Luncheon at the Royal Alec to over twelve hundred of the business men and bankers of the city, his subject being the financial burden of the Empire, and claimed the close attention of every one present, a very able address, and very favourably received by those who claim to understand deep financial problems. In the evening he was the guest of honor at the old timers' banquet in the arena of the Board of Trade building, where he again made a great impression on

between two and three thousand guests and old timers, and received most numerous ovations during his most interesting speech. The Lieutenant-Governor, Premier of the Province, Mayor of the city, and all prominent officials were his right and left hand supporters, nearly all old timers. After dinner and the speeches, the Red River jig and many other old time dances were indulged in, some verging on 100 years of age participating in the dances of the early settlers. During all the celebrations, everything was conducted with the greatest informality and true friendship, many old timers having come a long way, to meet their friends and the Governor, many of them realizing that they were meeting and parting for the last time. The Governor and his family left at midnight on the 4th inst. to catch their train for Edmonton, to continue the celebrations through to Victoria, B. C.

N. M. W. J. McKENZIE.

Thunder Bay Historical Society

List of Material of Historic Value owned by them.

Newspaper Clippings

Morning Herald, June 3, 1913, Early days, by D. McKellar.

Morning Herald, May 7, 1909, Captain Harry Zealand, commander of first big steamer ever to enter Kaministiquia, tells of his trip in 1869.

Morning Herald, May 8, 1909, City will soon be off "water wagon." (Illustrated with picture of old pump house on Brodie street.

Times-Journal, Oct. 13, 1916, Sir George Foster, and the unveiling of the monument.

Hudson Bay Company. Letters and Memoranda

(Donated by Mr. Chas. Bell)

Spaniards account current. 1831.

Letter to Fort William, from W. N. Macleod, Devils Cove, 1846.

Letter to Fort William, from W. N. Macleod, Poder Tonnerre, 1846.

Letter to Fort William, from W. N. Macleod, St. Ignace, 1846.

Macleod, Pine River, 1846.

Letter to Fort William, from W. N. Macleod, Nipigon, 1847.

Letter to Fort William, from Wm. Simpson, Sault Ste. Marie, 1847.

Letter to Fort William, unsigned Roche de Bout, July 1846.

Letter to Fort William, unsigned Point Porphry, 1841.

Letter to Fort William, unsigned, Michipicoton, on Post Office business, No. 3. 58.

Letter to Fort William, from Jno. Swanston, Michipicoton, '45.

Letter to Fort William, from Jno. Swanston, Michipicoton, 1844.

Letter to Fort William, from F. Shepperd, St. Ignace, 1846.

Letter to Fort William, from F. Shepperd, St. Ignace, 1846.

Letter to Fort William, from F. Shepperd, Pt. Porphry, 1846.

Letter to Fort William, from F. Shepperd, Roche du Bout, 1846.

Letters to Fort William from T. Childs, Prince's Bay, Nov. 7, '46, Dec. 17, '46, Jan. 3, '47, Jan. 30, Jan. 8, Jan. 31, Feb. 10, Feb. 13, March 19, April 1.

Letter to Fort William from A. P. Edwards, Pt. Gourgan, 1847.

Letter to Fort William, from Donald MacIntosh, 1836.

Statement of servants accounts at Fort William, 1834.

Distribution list of sales outfit, 36 Fort William.

List of articles required from Fort William Depot for Moose Factory, 1828.

Packing account of sundry orders from Michipicoton for Fort William, 1828.

Official communication to C. F. Keith, 1831.

Invoice of sundries supplied Michipicoton, 1828.

Invoice of articles in use at Fort William, 1836.

Manuscripts of Articles in Annuals.

Poem, History of Thunder Bay, by Fergus Black.

Recollections, 1878—1909, by John King.

President's address, 1909, Mr. P. McKellar.

President's address, 1912—13, Mr. P. McKellar.

Fort William Ice Jamb, and Port Arthur ice shove, by Mr. Peter McKellar.

In early pioneer days, 1864, John McLaurin.

Indian mission, 1659-1727, by Miss Robins.

Maps

Halifax to Winnipeg, 1877.

Lake of the Woods, 1897.

North Shore Lake Superior, Nipigon district.

Miscellaneous Publications

First mortgage bond, Prince Arthur's Landing and Kaministiquia railway company.

North West Territory, report on the Assinaboine and Saskatchewan exploring expedition by H. Y. Bird, 1859. (Donated by Mr. A. L. Russell.)

Catalogue of mineral specimens donated to city by McKellar brothers, Nov. 30, 1916.

Prince Arthur's Landing, 1883. (Donated by Miss B. Dobie.)

Question of the terminus of the branch of the Pacific R. R. on north shore of Lake Superior, showing the advantage of Thunder Bay, over Nipigon Bay, or any other point, 1847. (Donated by Mr. P. McKellar.)

Photographs and Prints

Captain Roland, explorer and mining engineer, (Photographs donated by Miss B. Dobie.)

Lord and Lady Dufferin's visit to Prince Arthur's Landing, and arch erected in their honor.

Alfred Tennyson, nephew of poet, 1873.

Stereoscopic views taken in the 70's.

The Chicora, of early days.

Peace temple, Thunder Bay.

Scene at the Fort, McIntyre family.

Alfred Tennyson and friends.

C. P. R. Docks, Fort William.

Fort William.

Devils tooth pick.

A. Tennyson and friend.

A. Tennyson and group of friends.

Fort William, Kaministiquia river, (early print.).

Large picture of unveiling of monument.

Roman Catholic mission, Kaministiquia river, (old print.)

Prints donated by Mrs. James McAllister, Sept. 3, 1917.

Prince Arthur and Silver Islet Royal Mail.

McKellar's harbor.

Mackay's harbor.

Nipigon river.

Port Arthur elevator.

Jack Fish Bay.

Peninsular harbor.

Port Arthur from west.

Papers and Proceedings.

Brant County Historical society, 1908-1911.

London and Middlesex historical society, 1908—09.

Lundy's Lane historical society.

Battle of Queenston heights, by C. Cruikshank.

Battle of Lundy's Lane, by C. Cruikshank.

Butler's Rangers.

Canada in memorian, 1812—1814.

Centenary study, Upper Canada, by E. J. Fessenden.

Drummond's winter campaign, 1813, by C. Cruikshank.

Waterloo historical society, 1913—1916.

Wentworth historical society, 1919.

Women's Canadian Historical society of Ottawa, Reports, 1915-16; 16-17; 18-19.

Women's Canadian historical society of Toronto, Report 1903-04.

Historic Landmarks association, Report 1916, 1917, 1918.

Minnesota historical Bulletin, Reports. Volumes 1 and 2 complete, vol. 3. Pamphlets 1-4.

The Thunder Bay Historical Society

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Twelfth Annual Report

Papers of 1921

Thunder Bay Historical Society

Officers, 1921-22

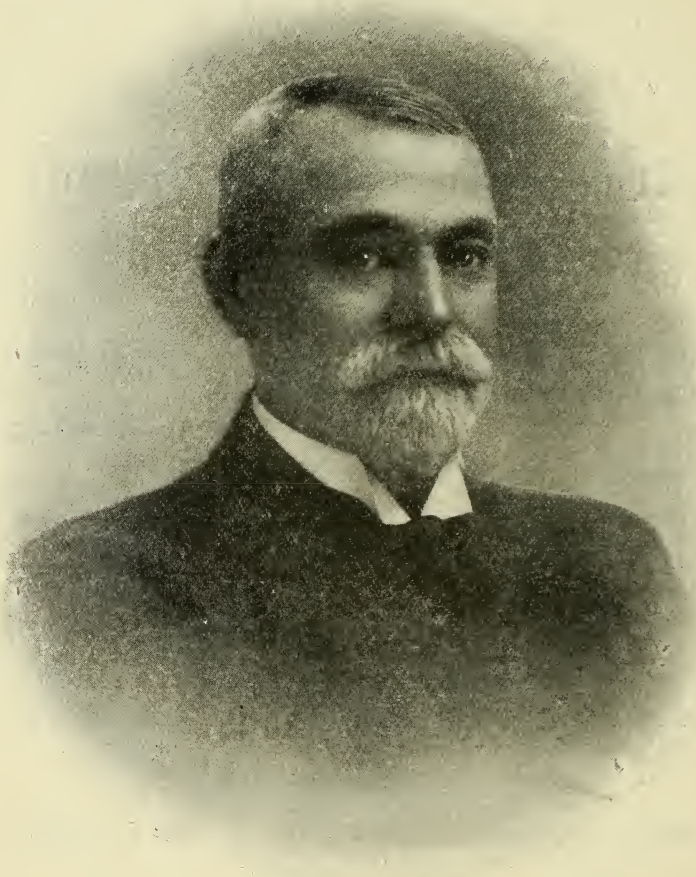
Honorary President - -	Hon. Sir George E. Foster
Hon. Patron and Patroness	Mr. and Mrs. N. M. W. J. McKenzie
President - - -	Mr. Peter McKellar
Vice-President - -	Mr. A. L. Russell
Secretary-Treasurer - -	Miss M. J. L. Black

Executive Committee

Miss Stafford	Mr. F. C. Perry
Mr. John King	Dr. E. B. Oliver

Auditors

Mrs. G. A. Graham	Mrs. F. C. Perry



Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

Annual Address, 1921

BY THE PRESIDENT

Ladies and Gentlemen and Fellow-Members:

I am pleased that we are now free from the direct ravages of the Great World War, yet, many are suffering from the destruction of life and property that took place during the five to six years of the dreadful carnage.

The League of Nations has been formed and seems to be doing good work, notwithstanding the disappointment of many that the Americans did not come into the arrangement. Let us hope that the "Great Court" will bring blessings to the world that will conspicuously advance the happiness and prosperity of mankind.

I note by the Annual Report of 1921 of the Historic Landmarks Association, that the Advisory Board on Historic Sites and Monuments is making good progress. Five hundred and forty seven sites to date have been brought to the attention of the Society, of which 46 are to receive immediate attention. These relate chiefly to war, battlefields and personal achievements, etc. Outside of these important monuments, there are others, for instance, the natural sites of Thunder Bay must be preserved, as I believe they will occupy a conspicuous place in the Dominion's Monumental Galaxy. The Kakabeka and Pigeon River Falls, The Sleeping Giant, Sea Lion and the McKellar Pot-Holes are well known.

There are two rocky sites of unique construction worthy of a place—the Thunder Bay Stone Giant and Mount Garnet near Dog Lake. The latter I discovered in the later part of December 1868. The snow was deep and the weather very cold, otherwise I would have taken measurements of the height and size and samples of the rock. I expected to go back and make a detailed statement.

The pillar formation is granitic, exceedingly hard and massive, free from fissures and impregnated with fine diodecahedral garnets, probably hundreds to the cubic inch. I had only a light prospectors' pick and I failed to break out a sample of the solid rock. I broke a slice of the oxidized crust showing numerous fine garnets. I believe that polished blocks of this rock would be very beautiful and valuable on account of the red brilliancy of the garnets.

The pillar appeared round and smooth as though ground by machinery. It is two to three feet in diameter; larger at the bottom where it forms part of the solid rock. I marked it eighty feet high but, I think, it included the rocky ridge on which it stood.

Mount Garnet is about twenty-five miles back, near the source of the Current River.

One thing, it was conspicuous among the trees at a distance of two to three hundred yards west of our path, when I saw it. My friend and I were surprised until we examined it, and still more so after we left. I have the original tract survey I made and can place it so that a geologist can find it in a short time by the formation, if I do not go myself. I will propose to the Society that we will not rest until we discover Mount Garnet and have it placed on record.

The Thunder Bay rock giant is a stone freak. It stands in full relief on a flat trap rock about 12 feet high. The resemblance of the outlines of the body and head of a human being is remarkable. It can easily be discovered as it lies within a couple of miles of the C. P. R., 4 to 5 mles east of Current Rver.

I think at the next meeting of our Scciety, we should consider what to do with the future caretaking of the Fur Trading Tablet.

Wishing you a happy and prosperous coming year.

P. McKELLAR.

MISS M. J. L. BLACK

SECRETARY-TREASURER

Secretary-Treasurer's Report

MISS M. J. L. BLACK

To the President and Members of the Thunder Bay Historical Society,

Sir and Fellow Members:—

I have the honor to present the following report for the year, 1920-21.

We held six regular meetings. At the first we were treated to Mrs. Sherk's interesting paper on "Fort William's interest in the Smithsonian Institute." This was embodied in our last annual. On Feb. 11 and again March 4 we had two readings by Mr. Hamilton. The first, "An Historic Fort," by the Rev. R. J. MacBeth, from the "Canadian Magazine" for Sept. 1920, and the second, "The Loyal Indian," by E. C. Stewart, from the same magazine, of Feb. 1921. Under the circumstances, these are not being reprinted. The most important address of the year was that by our president, on the "Framework of the Earth," and it was most gratifying to the society to be able to embody this in our annual. This was given on May 27.

We have a paid up membership of 22, the majority of whom attend most regularly.

We have received publications from the Historic Landsmarks Association, the Ottawa Women's Historical Society, the Lundy Lane Historical Society, and the Minnesota Historical Society.

All of which is respectfully submitted,

Yours sincerely,

M. J. L. BLACK,
Secretary-Treasurer.

THUNDER BAY HISTORICAL SOCIETY

Financial Report

Receipts

Oct. 15, 1920—	
Bal. in Bank	$ 15.07
Government grant	100.00
Dec. 3—	
Fees, Mr. and Mrs. King	1.50
Mr. and Mrs. Mackenzie	1.50
Dr. Oliver	1.00
Mr. and Mrs. Hamilton	1.50
Mr. and Mrs. Mackellar	1.50
Mr. Fregeau	1.00
Miss Davies	1.00
Mrs. Graham	1.00
Mrs. Sherk	1.00
Mr. and Mrs. Jarvis	1.50
M. J. L. Black	1.00
Times-Journal donation	5.00
Fee, J. J. O'Connor	1.00
Capt. McCannell	1.00
Miss Robin	1.00
Mr. Seaman	1.00
Donation to monument (M. J. L. Black)	11.35
	$150.42

Expenditures

Jan. 8. 1921—	
Plate for emblem	$ 16.19
May 13—	
Printing annuals	134.23
	$150.42

Tales Through the Ages from the Banks of the Kaministiquia

BY MISS M. J. L. BLACK

(Printed by permission of the Musson Book Company)

Jack and his cousin Eddie, who were visiting him, had been sight-seeing all day, and in the evening they were recounting their adventures to any of the family who would listen. They had visited the elevators, and the docks, and though Eddie had looked with longing eyes toward the mountain, they had remained in town exploring the factories instead, for Jack was most anxious that his cousin should take away a good impression of the busy, but new city of Fort William. Jack was very proud of its newness, and of the fact that all this bee-hive of industry had grown up since his father and mother had first come to town as young married people. His mother had often told him of those early times when the bush had come right into where the Grain Exchange now stands, and when the village consisted of only a few houses scattered along Victoria avenue, and Brodie and May Streets, with perhaps a half a dozen more along the river front, and being an unimaginative little boy, it had never occurred to him to ask what had brought these few here, or what was here in the days long before. On the other hand, Eddie, who had lived in the older part of Ontario, and who had heard of things happening when his father and grandfather were small boys, did wonder if there had ever been a time when nobody at all had ever lived here, and when nothing at all had ever happened, and in response to the questioning smile of his uncle John, he put his query, "Surely, Uncle," he said, "There were lots of things happening long before 1882, when you came here? Won't you tell us a story, a really truly story of old, old times?" Practical Jack was sure that there could be nothing to tell, but was eager for a story also, and so seconded the request. Mr. Macdonald sighed, but said that he supposed he would have to, so he shook out his pipe, and settled back in his chair and began:

"Once upon a time, long, long ago, there really were no human beings here at all, but even so, there certainly was lots of life, for the beavers were always working busily on the rivers and shallow lakes, and the moose and deer would push their way through the forests, going to the waters to drink, or standing with head up-raised they would view from the top of Mount Mackay (only it was not called that then) the beautiful country of which they were monarch; and the bears would come out of their holes, bringing their little fat roly-poly cubs and go fishing, or searching for honey, or berry picking, while numberless other little animals and birds and insects kept up a busy hunt for food as they hummed and sang and played together. The country was so beautiful with its wealth of trees and flowers and expanse of waters with all the life that they contained that one can hardly believe that there could be anything there to harm or to destroy, but even then the bad existed as well as the good, and the wolves and foxes, eagles and wild cats were often to be seen, not only killing in order to live, but often destroying much more than they ever consumed. And so, even though Jack may not think so, there were adventures occurring every minute of the day and night, for this was Mother Nature's great preserve for many varieties of her animal children. One day, though, something stranger than had ever been known happened. Mr. Moose was standing at the river's mouth and he saw coming towards him, something that frightened him very much, and that made him go tearing into the bush. However, being a gentleman who is noted for his curiosity, he returned and viewed his enemy once more. To his mind, it was only a terrible strange animal, but we know that it was the first man who ever saw

the Kaministiquia river, or Mount Mackay, or even Thunder Bay. Eddie's eyes were dancing at the picture, and he broke in with "Oh, Uncle, was that our first Indian?" and Jack said, "Of course it was," but Mr. Macdonald responded, "Don't be so sure of that Jack! He may have been an Indian, or he may have been one of the race from whom our Indians are descended, or again he may have lived on the American continent long ages before even them. Personally, I am inclined to think he was one of these latter very ancient peoples, for the North American Indian we know is not a very practical person, while these peoples were original and active, and seem to have looked much further than simply food and shelter, for they searched out Nature's gifts and used them for their own benefit. This much we know for certainty, and we also know that they lived on the south shore of Lake Superior, and that some of them came over to Isle Royale, which is the name of that big island that you see lying out there on the horizon. Why am I so sure? Because in both these places are to be found remains of old copper mines, which were worked by them. They apparently took great quantities of native copper out of the mines, and scores of shafts are still to be seen, showing where this busy people lived and worked. One can see the remains of their primitive blasting, for they used to heat the rock and then throw cold water on it, with the natural result that it would break open and expose the mineral, and one also occasionally finds tools of native copper which they shaped by hammering. To prove that all this labor was done hundreds and perhaps thousands of years ago, one has only to notice the huge trees that have grown and died in these deserted pits. Some day, when I can arrange it, you boys and I will take a holiday on Isle Royale, and though it may not be safe to go down into the old mines, many of which are from thirty to fifty feet deep, we can look at them and perhaps find some remains of this industrious people who lived so long ago, and one of whom disturbed our moose, on that spring morning, in the first ages of this part of the world.

"The years passed by, and then these peaceful people either simply moved away, or were driven out by another race, and at last our own American Indian appeared on the scene, and the Kaministiquia river became a great highway for their canoe trips, as they would go into the back country, following up the game, or else in fighting battles royal with their neighboring tribes. To them, our old mountain came in very useful, for when they would want a gathering of their own particular clans they would build great fires on the top of it, as a signal that there was danger. Theirs was a very simple life, with simple needs and simple beliefs. Once in a while some of the more daring would venture down the lake shore, and bring back strange unbelievable tales of what they had seen. Once they reported having seen beings that they called "White Spirits," but their description was so vague, that the people at home could not imagine of what they were talking.

"One day, there was a great scurrying in the camp near the mouth of the river, and a runner hurried off to light the fire on the mountain top, and the squaws and the children peeped timidly from behind trees and from the entrances of their bark and skin wigwams, as five strangers drew up their canoe, and the leader started walking towards them. To add to their terror was the fact that the strangers were white skinned, and not red like themselves. However, the leader smiled and held out some beads and other trinkets and presently was seated among the braver ones and was soon telling them in fairly good Indian, that he was one of that mysterious race of whom they had heard, and that he had come as a friend. Had it been worth his while, he might have added that his name was Daniel Greysolon Dulhut, or Duluth, and that his master was Louis Fourteened of France, and that it was the year of our Lord, 1678. However, that would not have meant very much to them, and it may not to you, either, unless I tell you that Charles the Second of England was reigning then. Legend has it, that Duluth's place of landing was on the bank of the Kaministiquia river at the foot of McTavish street. He organized a trading

station at that point, a site that was used off and on, by the French and English for two hundred years. Duluth soon moved on to the further west, but from that time on, the Indians were quite accustomed to seeing these "White Spirits," who came in on them from over the great lake, which they called "Kitchigama," or "Big Sea-water." This lake had been named in 1665, "Lac Tracy" by Father Allouez, but by 1671, it was also known as "Superieur," and shortly after, this much more suitable, name become the one most generally used.

"About 1688 Jacques de Noyon explored the route to Rainy River, and his report created such a favorable impression on the home authorities that they authorized the construction of three posts, at Kaministikwia, at Rainy River, and the Lakes of the Woods. The order was carried out but slowly, for it was not till 1717 that the French government had their first fort built here. The next important name that we hear of in connection with Fort Kaministikwia is that of La Verendrye, who made it his headquarters in 1731.

"In those days the one thought of all the explorers was to find a way to the western sea, and the shortest way was the one wanted. It is not surprising therefore that when the Pigeon River route, via the Grand Portage, to the Lake of the Woods, was discovered, it finally became the favorite course, and that the post at the Kaministiquia was almost forgotten. However, in the course of time, the British traders of Montreal organized a fur trading company called the North West Fur Company, and this concern brought the greatest romance of all to Fort Kaministikwia. At first they did not use this route, but chose the western one at Pigeon river, making their post at the Grand Portage, but when the American revolution changed the boundary line, this was found to be on American territory, so about 1800 the traders changed their western route to the one that was used by the early French explorers, namely that along the Kaministikwia, Dog Lake, Dog River, and on to the Rainy River. In so doing the fur traders brought their principal northern post to the mouth of our river, and called it Fort William, after one of the members of their company, William MacGillvray. The next few years were full of life and activity at the Fort, for the company was very aggressive and was prepared to put up a keen fight in their effort to squeeze out the Hudson Bay Company, which was supreme in the more northerly country. As it was, they rode triumphantly across the continent, forcing out, or absorbing the X. Y. Company, and other small concerns and even proving a successful rival to the Pacific Fur Company of John Jacob Astor, on the Pacific coast. For various reasons the North West company had succeeded in bringing into its service men of great ability as leaders and explorers, and to add to the popularity of the institution many of their traders were French half-breeds whose natural gaiety and understanding of the Indians was a great help to the company. The company built an elaborate fort and stores, shops, brick kilns, and a huge banqueting hall, and often within the stockade would be gathered a population of hundreds if not thousands, when at regular intervals the members of the company from Montreal would come up to meet and talk over affairs with their employees on active service. The arrival of the Montreal men looked like a special pageant, when in decorated canoes and with a retinue of servants they would land, carrying with them a most abundant supply of all the good things necessary for feast and celebration. Such occasions were celebrated with all wild revelry and feasting and stand out in history as one of the most romantic examples of barbaric display of wealth and jollification. The only building that remains that saw all these strange doings is the old magazine store house, a small stone building that is now a part of the Canadian Pacific roundhouse, and even though it was not very close to the great hall, I am sure were you to listen very carefully, even it could tell you strange tales of the Frasers and Mackenzies, and Mackays and the Frobishers of Alexander Henry and Daniel Harmon, and many other notables, who, putting their shrewd heads together not only succeeded in opening up a vast country but incidentally made great fame and wealth

for themselves. It was after one of these Mackays that our old mountain was named, which up till then bore the Indian name of "Anamikiewakchu" or "Thunder Mountain." I would like to take time to tell you of some of their adventures, for many of these men are counted among America's greatest explorers, and also of the fights between the North West company and Lord Selkirk's colonists and of how the De Meuron regiment of hired soldiers were brought by Lord Selkirk to Fort William, and gave their name to the beautiful point up the river, and of how, ultimately, the Northwest company, itself, was forced to unite with the Hudson Bay Company, in 1821. I cannot tell you about them though, for I see mother looking at us and hinting that it is time to go to bed, but I assure you that events were taking place then every day, the account of which would make Henty's best story seem dull and unreal, for the men who lived in Fort William or made it their headquarters, were noted for their bravery and daring; they came of the stock of which heroes and adventurers are made, of such who love risk for its own sake and whose only fear was that they would live to a quiet old age, or die tamely in their bed. Many of their stories you can read in their own narratives for these early explorers often kept excellent diaries, while in Washington Irving's "Astoria," is to be found a description of Fort William, in the days of the Northwest Company, which for picturesqueness and vividness cannot be surpassed.

"Romance did not die with the union of the Hudson Bay and the Northwest companies, for equally interesting stories are to be told of the pioneers of mining, or of the re-opening of the original French route to the western seas, at the time of the Northwest rebellion, when General Wolseley took his forces over the Dawson trail to Manitoba, and though the Hudson Bay Company may have conducted its affairs with more simplicity and decorum than the Northwest Company, it too has its own romantic story to tell of the days from 1821 until 1869, when it reigned with regal power in Western Canada. After the transfer of the West, to Canada, its flag still continued to float over the fort in Fort William for another twelve years, but very quickly the railways came along, the site of the fort was bought up and the buildings demolished, and Fort William entered on the new era of commercial growth and prosperity, of which Jack is so rightly proud. However, proud as we may be of the present, hopeful in all for the future, it is well to have boys like Eddie remind us that all through Canadian history, the trading post on the Kaministikwia has stood out as the most important and interesting spot in the central west, and possibly second only to Quebec itself, in the entire Dominion."

The Framework of the Earth

BY PETER McKELLAR, F.G.S., F.G S.A.

Chairman and Fellow-Members:

It is a pleasure to have the honor of addressing you on this occasion. I feel diffident in undertaking to present to the Society such a pretentious paper as "The Framework of the Earth," I, who have not had the advantages of the higher educational training which the thousands of professional men have had, who have labored in the same field as that from which I have gathered the material in this paper. I have regretted my lack of university training, but it may be all for the best, unless I am mistaken about its value. Had I been favoured with the higher training it is not likely that I would have left the beaten track and strayed into the wilderness where the unique prizes are stored.

It is my purpose to try and explain geological problems which I have come across in geological works, including Ice Age, Encyclopedias Britannica and Americana. The latter three show that there have been no satisfactory explanations given of the causes that produced those extraordinary phenomena, such as the following:

1st. The Folding of the Archean Strata.
2nd. The Formation of the Oceans.
3rd. The Steep Basins of the Ocean.
4th. The Collapses of the Crust of the Earth.
5th. The Mountain Ranges.
6th. The Great Plateaus.
7th. The Glacier Phenomenon.
8th. The Shifting of the Poles.

People may say these problems will be of no real value, as conditions will go on the same. At one time the people believed that the earth stood still and the sun, moon and stars went around it, and human beings were satisfied with the conditions. Who, today, would say that the discovery of the real revolutions of the earth have not been beneficial to the human race? I take it, that the more we discover of the laws of the Almighty God the better for human beings.

The Folding of the Archean Strata

I believe it is conceded by geologists generally, that the Earth was at one time a heated fluid mass like the Sun. In that event, the aqueous elements should naturally continue to float above the heated sphere until the temperature would fall below the 360 degrees, the critical point (given by Arrhenius) where water must pass into steam. Then the water would pour down in immense quantities and fill in the innumerable synclical hollows which, naturally, would be present as represented by the ample illustrations of Professor Dana. The weight of the water would gradually sink the basins in the elastic magma. The internal gas and steam would cause anticinal ridges to burst open at the top. The result would be a separation of the basin which would probably number a million (baby seas) and be the genesis of the Oceans. The winds and the waves would sweep along and rapidly erode the rock ridges and fill the basins with sedimentary strata. The presence of the sedimentary rocks in the Archeans has been recorded by several geologists. I know a locality where these sedimentaries, within the Archean rocks, occur. It is about one and a half miles north of the Canadian Pacific Railway and a couple of miles west of the Little Pic River, on, or close to, Location V49 north of Lake Superior—a water worn boulder is enclosed. The synclinal basins would gradually sink, open at the bottom as at the top, and cause steep sides, which in time would likely result in a folded Archean strata such as is usually found in Archean Areas.

The Formation of the Oceans

The larger synclinal basins would naturally sink deeper and coalesce,

and force the lighter ones up to form land. The former would increase in size and decrease in numbers until finally there is practically only one great basin—the ocean. By such a process any irregularity of the outlines of either land or water would be a natural consequence. The deep areas would fork and again rejoin and inclose islands. In the early stage the crust would be comparatively thin. As the rocky crust would get thicker the ocean basins would grow larger and heavier, until this process had reached a certain stage of growth, as it were, when the continental lands and ocean areas were established.

The foregoing is only an ideal theory and I would not think of bringing it before the Society, were it not that it appears reasonable, and will be helpful in explaining the greater problem, the Ocean Basins.

I propose, by a simple process, to show how the great Oceans with their inlets and outlets, receiving and ejecting inconceivable quantities of materials, progress, as follows:—

The Terrestrial Aqueous Cycle

The Sun, the dynamic force which converts the surface waters on the earth into vapor that forms clouds, that rise and float over the high and low areas of the globe, dissolving, eroding, and washing down solutions and sediments into streams, rivers and seas. All flow on continually with their great burdens to the oceans, where their loads are deposited for distribution. The aqueous portions will again ascend into clouds and continue their course in the aqueous cycle in perpetuity.

I have roughly estimated the amount of sedimentary materials that is being carried annually into the oceans, and it amounts to more than five trillion tons, as the following estimates show.

I have selected the Mississippi River for the base of calculation, and the reliable reports on the same, by the famous engineers Humphreys and Abbot. They show the suspended materials from this great river to be 812½ trillion pounds and 91 trillion pounds coarser materials, total 452 billion tons annually, I estimated the areas of the world to be twelve times greater, which would equal more than five trillion tons annually. There surely is an outlet with all this material flowing in during the ages.

Again the steep walls of the great ocean basins seem proof positive that they were formed by the dropping down of the Ocean bottom under the extra enormous weight of the ocean water. Any other solution would appear incredible.

The Secular Contraction of the Globe

Take for granted that the crust of the earth has passed from the molten state to its present cool condition. In the molten state the temperature of the magma would probably be about 1500 degrees Fahrenheit. In reducing the magma to a cool state it would contract at a rate of 0.000007244 to each degree of heat, as I have worked it out from the works of Engineers C. H. Haswell and Kent. I took the average co-efficient of five minerals—sandstone, granite, slate, marble and copper. They gave an average co-efficient of 0.000007244 for change in temperature of each degree of heat. The temperature of magma next crust estimated 1500 degrees Fahrenheit. Fifteen hundred by the above co-efficient equal .0108 the amount of shrinkage of the block or area. The circumference of the earth is 25,000 miles, shrinkage 271 miles, 24,729 circumference of contracted sphere.

Diameter of original globe 7955 miles
Diameter of shrunken globe 7868 miles

Difference ..... 87 miles
Half-drop of amount..... 43.5

I find Prof. Mallet estimates the reduction in diameter of the globe since molten state to be 189 miles.

Terrestrial Theorem

DIFFERENTIATED AREAS OF GLOBE INTO THREE PARTS—W. S. R.

"W"—Weak—The land areas of the Temperate and Torrid Zones, that are continually exposed to the sun, winds, waves and to the terrestrial erosions.

"S"—Strong—The Ocean areas that have been underneath the cold waters of the seas since the formation of the ocean and include the land margins

of the seas that lie between the Oceans and the first or adjoining range of mountains.

"R"—Rigid—The Polar regions that have been exposed to the universal cold since the formation of the earth.

With three capital letters, "W," "S," "R"—each letter represents the character of one of the three differentiated parts of the earth.

A Brace = "S" Strong. The Ocean areas. It is a brace in every direction from any one point to another point across any "S" or Ocean area. The "S" Brace is a marvel. With its own weight it creates the mighty force that elevates the mountain ranges on the earth. In reality only two of the common laws of nature were engaged —cooling and gravitation.

Two Capital letters show the governing force of the brace.

"RW" Brace one end rests on rigid area, the other on weak area.

"WW" Brace both ends, on weak areas, across a sea.

"RR" both ends rest on rigid areas.

Values—Double letters values, Brace length in units of 1,000 miles each.

Only four units allowed for width with half values.

"WW" brace—Each unit will elevate the mountain range at each end of brace about 1,000 feet.

"RW" Brace—Each unit will elevate mountain at "W" end about 2,000 feet with side units half values.

"RR"—Brace truss, to hold its place not elevate mountains.

"RW" brace is a truss with one end broken.

By carrying out these principles you may have two or three strong braces bearing on the same point as at the Andes. There are three strong braces bearing on the Middle Andes. One from Australia, one from S. Pacific and one from N. Atlantic. Width of the Indian Ocean allows a number of Brace lines to bear on the Himalayas. These principles are effective with the Caspian, Mediterranean and other seas, as well as with the great oceans.

Any one who will doubt the practical correctness of these hypotheses, let him consider that this is the only theory in print to show why one mountain range differs from another in elevation or size.

The Collapse of the Crust of the Globe

It is shown that there were two general collapses of the crust of the earth, the one following the carboniferous epoch, the other, (the greater) after the Tertiary Epoch, when nearly all the great mountains were elevated and also the Great Glacial Phenomenon appeared. It has been abundantly proven by geologists that such collapses do occur. Notwithstanding that some eminent geologists and physicists claim that the globe must be solid to withstand the strain of the tides, etc., according to my theory there could be no mountain chains if solid. It seems to me that after a collapse and readjustment of the crust, that the crust and magma will be combined without an intervening space, the latter intensely pressed. But with the cooling of the globe the pressure in the magma would gradually decrease and in time the elastic magma would be in condition to receive another load and readjustment. A collapse would not take place unless the truss of the earth's dome was strong enough to sustain the weight of the crust for a time, until the Ocean bed became overloaded and drops deeper into the magma to reach equilbrium. The drop may be two or three miles or more in depth, in any event, it would leave the basin-wall vertical as far as it went. This great ocean area block of 147,000,000 square miles of bottom by 15 to 20 miles thick, might be expected to overcome even the terrestrial dome.

The Crust in general must have been strong enough to retain its position for a time, during the transportation of materials from land to sea until the latter became overburdened.

It is quite evident that the ocean area must have been stronger than the land areas when after a collapse we find the latter crushed and reared into immense mountain ranges, all along the margins of the oceans.

Mountain Ranges

The material in the mountains is inherent in the place as shown by the fossilized strata inclosed, so that

the crust, with the billions of tons of material must have been crushed between two buttresses, and elevated for miles above the earth, as seen in the Himalayan Mountains. I consider the following quotation in the "Ice Age" worthy of a place here, "The majesty of the ice-movement is equalled only in the movement of the forces of astronomy, or in that of those which have elevated the mountain ranges on the surface of the earth."

It is generally conceded that the greater the ocean the higher the adjacent mountains. That is only partly so as will be seen further on.

The Indian Ocean Brace

With this brace, the north end butts against the weak land areas of Asia and crushes it in and raises up the stupendous Himalayas. The south end butts on the Antarctic area making the Indian Ocean, the brace between the Himalaya Range and the Antarctic Pole. It seems to be the most formidable Brace on the face of the globe, the Atlantic excepted. The Indian Ocean brace is 4,000 to 5,000 miles wide between Africa and Australia, and over 8,000 miles along between the Himalayas and the South Pole.

The Great Principles Governing the Raising of Mountains and the Glacial Phenomenon

Mountain ranges lie along the coasts of the great oceans and would require a terrific force to elevate them. I find no explanation as to the cause. Prof. T. J. J. See stated "that the mountains depend in some way upon the sea," but no one seems to know how. Now I put forward the following —The mountains are there and parallel all the ocean coasts. There are only the ocean waters and the land areas along with the mountain ranges. The waters could not be applied so as to accomplish such extraordinary work.

Then I came to the conclusion that there was only one natural way possible, that was, to divide the crust of the earth in two, and let the one part crush against the other. To make that effective it was necessary that the one part would be stronger than the other. It was obvious that the land area was the weak one as it was invariably crushed in, along the line, by the Ocean area.

There are valid reasons to show that the ocean areas are much more rigid than the land. I need only refer to a few. The bottom of the ocean is always near to the freezing point and the pressure of the ocean water is immense, about five quadrillion tons, I believe, and the rigidity increases with the pressure. The pendulum test also shows the ocean areas to be heavier than the land. Besides, the land areas are exposed to the winds, rains, and the great heat of the sun, the crust is exposed to erosions by the Terrestrial Aqueous Cycle which, amount to above five trillion tons annually while the same amount is being continually piled on to the ocean areas to increase their rigidity.

The next thing necessary to show is, a collapse of the crust so as to bring the differentiated parts together, with the result of crushing and raising the enormous mountain ranges of the world. There can be no doubt, collapses do take place, of which there is abundance of proofs.

The following explanation shows wherein the oceans and the mountain ranges failed to agree in ratio of sizes. The N. Pacific, the largest ocean, is surrounded by comparatively small mountains, while the smaller Indian Ocean is bordered by the Himalayas, the greatest mountain range on the globe. I was puzzled for a long time about it, finally I discovered the apparent true theory.

[PLATE ONE]

Crust of the earth differentiated into three parts.

"W"=White=Weak.

The land areas of the Torrid and Temperate Zones, that have been exposed to the sun, wind, waves and the terrestrial erosion for all time.

"S"=Strong=Shaded.

The areas that have been under the cold waters of the seas in the Torrid and Temperate Zones since the formation of the Oceans = Terrestrial Brace.

"R"=Black=Rigid.

The Frigid Zones that have been exposed to the universal cold since the formation of the earth.

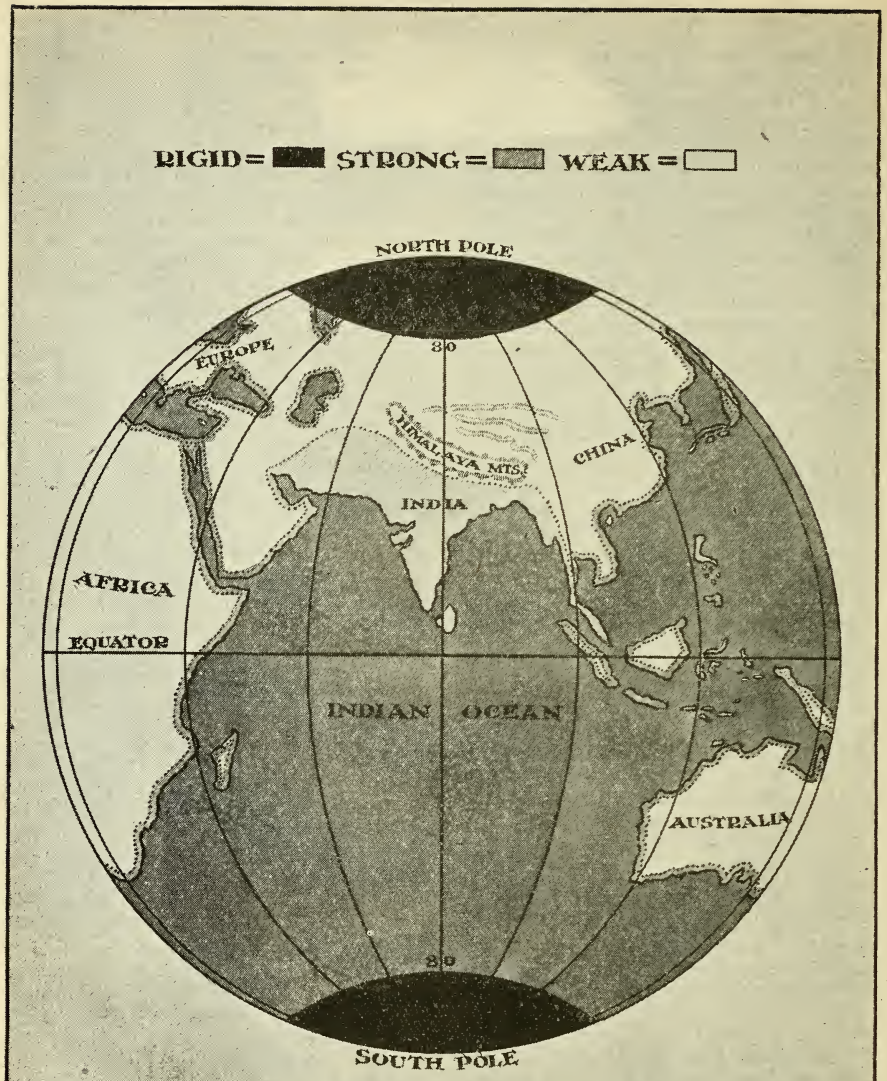


DIAGRAM OF TERRESTRIAL TRUSS.

PLATE I.

The cause for elevating the Mountain Ranges was the excessive strength and weight of the Ocean areas over that of the opposed land areas. Combined with the general cooling of the earth with gradually decreasing size, it required an occasional readjustment. In the latter case the strong and the weak areas would have to collide, with the result that the weak areas would have to be crushed and folded along the contact line, by the gravitational force of the strong area.

I believe I am justified in stating that search for the solution of those difficult problems the elevation of the mountains and the Glacial Period, was chiefly made through the agencies of the atmosphere and heat with no success.

The most extensive and highest mountains and plateaus on the earth are at the weak end of the Indian Ocean Truss, covering over a million square miles of area reaching elevations of three to five miles. A chart of the mountain ranges of the earth made along these lines would dispel all doubts of the true principles of the hypotheses.

The General Plan Evolved in Elevating the Mountain Chains

1st. The differentiation of the crust of the earth into three parts: Weak, Strong, and Rigid.

2nd. The contraction of the earth by secular cooling.

3rd. The collapse and change of the globe to a reduced sphere, by reason of expulsion of internal heat, and overloading the ocean areas.

4th. The collision of the differentiated areas and acquiring their respective positions in the reduced sphere, with the result, of leaving a crushed line (Mountain Range) along the junction of the differentiated areas. The amount of crushed and folded mountains along the various lines of the circumference of the earth should practically agree. To supply those conditions we find rocky ranges promiscuously scattered in land. Volcanic Mountains are not included in these hypotheses.

Force	Oceans		Brace Strength	Mountains	Elevation
WW	N. Pacific	wide	8000 —double	Rocky	14,000
RW	N. Pacific	long	9000—10000	Alaska	20,000
RW	S. W. Pacific	long	8000—double	Andes	25,000
WW	N. Atlantic	wide	4000— 7000	Appalachian	6,000
RR	Atlantic	long	12000	Pole to Pole	Glacier
RW	Indian	long	8000— double	Himalayas	29,000
WW	Indian	wide	4000— 5000	Bruce	4,000

These remarkable coincidences willgo far to prove the general theory.

When the two differentiated parts of the globe occupy a certain area and by reason of a required change in the area size, on account of the globe being reduced to a smaller diameter by cooling, the stronger area will retain its size, while the weaker will be crushed to the amount of the reduction made. The strength of the Brace prevents it from breaking in the collision while its weight accomplishes the rest.

Shrinkage

I wish to point out my conclusions about the shrinkage. I find the shrinkage of the circumference of the globe to be about 270 miles, say one per cent, or one foot to one hundred feet; scarcely noticeable without an instrumental test. To secure the extraordinary force necessary to elevate the mountain ranges it was only necessary to comply with the natural laws. By confining the one-third (ninety miles) shrinkage to one spot, as at the Himalayan Mountains, there would be ninety miles slackage to work upon, in crushing and folding the crust at that point. The Brace length would be over eight thousand miles long by four thousand miles wide and would be rigid when the collapse occurred.

On account of the preponderance in weight and strength of the "S" area over the "W" area, the latter would

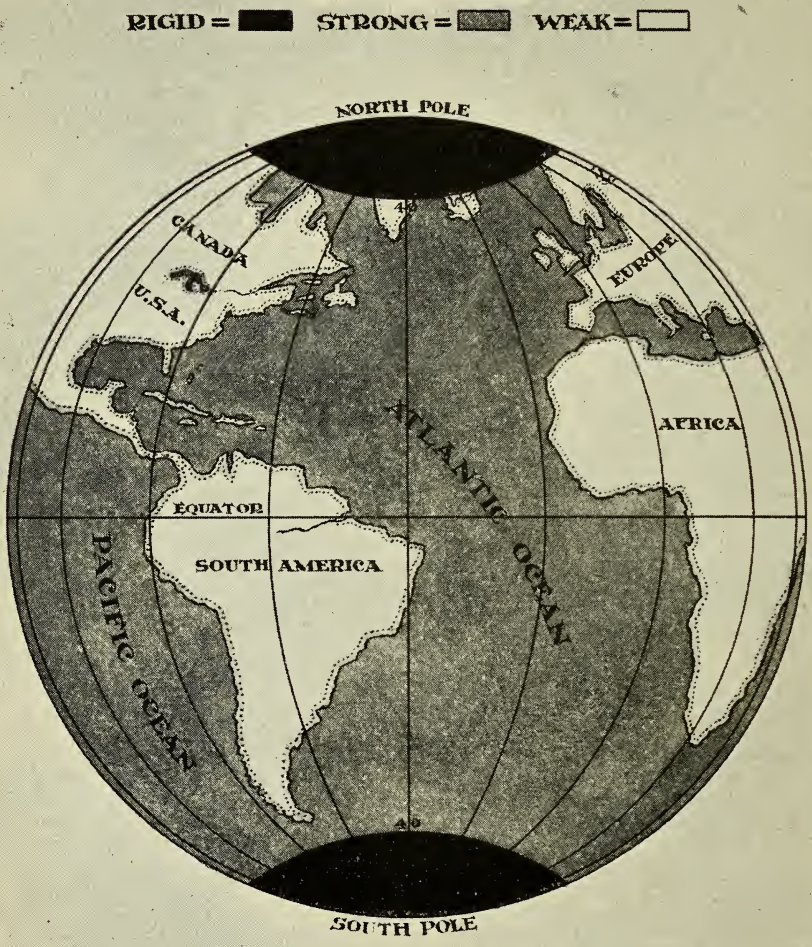


DIAGRAM OF TERRESTRIAL TRUSS.

PLATE II.

have to be crushed into rocky ranges along the oceans of the earth, to make room as results show.

The Great Plateaus

After the cataclysm following the collapse of the crust of the earth, when the bottom of the oceans with their immense weight of about five quadrillion tons dropped deeper into the elastic magma, the pressure would be intense. Allowing that this occurred at the Himalayas and that the weak area was crushed in to the depth of twenty to thirty miles for the first great range and the balance about sixty miles applied on still weaker areas inside.

The magma would show neither crushing nor folding like the rocky crust, but an equal amount of width or about ninety miles would have to be pressed into the adjoining magma and as a result the adjacent land surface would have to be elevated into the real plateaus.

I will point out a few to show their coincident connection—

Height Mountain in feet		Height Plateaus in feet
29,000	Himalayan Range	Thibet 11,000 to 16,000
25,000	Andes Range	Plateau 10,000 to 12,000
20,000	Alaska Range	Plateau 5,000 to 10,000
6,800	Appalachian	Plateau 2.000 to 3,000

The average ratio between mountain and plateau is nearly 2 to 1 which seems generally to prevail, and goes far to strengthen the theory. By these principles the mountains are elevated by tangential force and the plateaus by radial force.

[PLATE TWO]

The real Terrestrial Truss, with the South and North Poles for buttresses:

"W"=White=Weak.
"S"=Shaded=Strong.
"R"=Black=Rigid.

The "S" Brace with the rigid buttresses=the real Terrestrial Truss=

The Atlantic Truss, the only one in the world.

It appears that the cause of the glacial period was the Atlantic Truss. After the formation of the Oceans the Ocean areas continued to grow stronger while the land areas were being eroded. This one truss with the poles for buttresses continued in place until over-burdened by the extraordinary glacial ice gathering. For convenience let us estimate that the cooling of the earth and the snow line continue to descend at a rate of 1000 feet in a hundred thousand years. The snow line on latitude 40 is only elevated now, 9000 feet. With the advent of the snow line down to the surface in the Temperate Zone the Glaciers would begin to gather ice and continue until the over-loading with ice would occur then the great truss would sag down and reach the new normal equilibrium. According to my theory that is what occurred.

THE GLACIAL PHENOMENON

The Glacial Phenomenon is caused by the same mighty forces that elevated the great rocky ranges. When the crust lowered by shrinkage, to a smaller sphere, the strong Atlantic Truss retained its size area, while the weak parts were crushed to make room for the former. The Atlantic Ocean area, being rigid from Pole to Pole, that is from the Arctic to the Antarctic, the opposite side of the globe, being weak, was crushed and folded to accommodate the size of the contracted sphere. The result would be that the Atlantic belt would remain in place and occupy the snow belt down to the 38th latitude in places in the renewed sphere; while the weak side opposite the Atlantic would naturally fall into the temperate area and have no glaciers. This showing fulfills the conditions presented.

It has been shown by geologists beyond doubt, that the glaciers covered the areas on each side of the Atlantic from the 38th latitude, American side up to the Frigid Zone. Reliable estimates place the glacier area at 2,000,000 square miles on the European side and 4,000,000 miles on the Amer-

ican side, while the balance of the two-thirds of the Temperate Zone around the earth was free from the glacier ice. For a time, when I discovered that the Pacific area was not affected, I was much disappointed. It appeared to upset my theory. After looking into the matter and finding that 1500 miles of the north end of the Pacific at Alaska was weak I was satisfied.

The Glacial Period

In regard to the long time occupied in the declining age of the Glacial Period, I believe a scientific examination of the McKellar Pot-Holes would be helpful. They occur about 1½ miles north of the Middleton Station, C. P. R. west of Little Pic River, Lake Superior.

They were discovered by the late Donald McKellar in 1875 and examined and reported upon in 1876 (by myself) in (Bull. Geol. Soc. Am., Vol. 1). There are about fifty Pot-Holes exposed from two to thirty feet in diameter. The Pot-Hole Mountain is nearly two hundred feet high with the Pot-Holes here and there from Pot-Hole Lake, at the bottom up to within twenty feet of the summit.

The holes are generally smooth and round and partly filled with boulders and gravel. I went down in the twin holes, ten to fifteen feet deep. Each measured about six feet in diameter. The country back with deep valleys show that it required centuries to accomplish the work.

[PLATE THREE]

A diagram showing a slice of the North end of the earth, about the 50° Lat. Mid Temperature Zone.

Also showing the extent of the glacial area on each side of the Atlantic Ocean.

The White indicates the Oceans and the Black the ice and glaciers.

J. W. Dawson, L.L.D., F.R.S., after reviewing the condition of the Glacial Period, stated as follows: "The pictures which these changes present to the investigator is one of the most extraordinary in all geological history."

The Shifting of the Poles

Allowing that my theory is correct in the differentiation of the rigid and weak areas the Atlantic Brace is about 2,000 miles wide and stretches from pole to pole, a distance of 12,500 miles, half the circumference of the globe. The amount of shrinkage would be over 135 miles or half of that of the area of the whole circumference of the earth. After the collapse the circumference of the new sphere would be reduced to 24,729 miles, which would shove the pole area 135 miles further westward which would double the area to be accounted for on the West side or 271 miles would be required to be crushed and folded to make room to accommodate the reduced surface. The rigid areas of the Pacific side are immense, 8,000 miles wide, but the 1,500 miles of weak areas at Alaska greatly reduced its effect. This area of Alaska has been crushed and folded to take up the slack of 271 miles mentioned. Take, for example, on Siberian side of Behring Straits the Great Stanovoi, and the Kamtchatka Ranges, and on the American side the Rocky Mountains with the Alaska Range Take also in the middle between the 10,000 feet plateau and the many great mountains 15,000 to 20,000 feet elevation, as the St. Elias, MacKinley, Logan, Fairweather and many others. Again the sag in the Atlantic would be sure to displace the Pole.

The principles as presented seem to be true and I will leave it to others more capable than I to work it out. I wish to close this paper with a few remarks.

If the paper contains matters that will be valuable in directing thoughts to make valuable discoveries I will be fully repaid for my trouble.

I have gathered information from numberless written sources. If I have infringed upon the rights of any one I sincerely apologize for it.

In writting this paper I have received help and encouragement from many friends, all of which I appreciate. I must refer specially to the Late Dr. Robert Bell, F.R.S., of Ottawa for his genuine kindness to me in Geological matters in early days.

PETER McKELLAR.

Author's Note — The figures and amounts given in the above article to elucidate the hypothesis are only estimates.

PLATE III.

ICE = ■ WATER = □

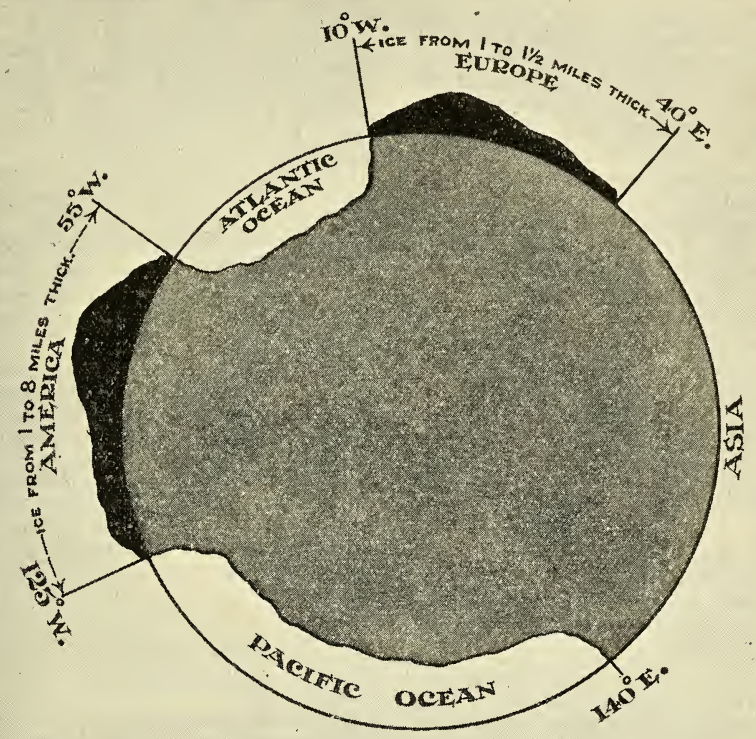


DIAGRAM OF TERRESTRIAL TRUSS.

Opinions from Prominent Scientists on Important Geological Problems

BY F. A. POUCHET, M. D., 1882

Mountain Builder

"Torn from the depths of the crust of the earth, and forcibly upheaved above the clouds by a formidable power, the lofty mountain systems of the globe, such as the Alps and the Cordilleras, astonish us by their mass and their elevation.

"But there are others, which, though less gigantic, have quite as marvellous an origin, although of a different kind; these are the mountains of shells. 'The exuberance of life in the ancient oceans surpassed everything that we can imagine.'

"The geological chalk formations which here and there rise in long chains of mountains, are due to
A 1 similar agglomorations of animalcules with calcarious shells, and in spite of the size of the layers, are nevertheless composed entirely of the debris of microscopic Foraminifera.

"The imagination is awed when it tries to realize the power of organic life which produces such masses by the simple agglomoration of creatures almost invisible.

"The shells of the microscopic molluscs which comprise mountains are only formed of carbonate of lime and so extremely small that it has been calculated it would require about 10,000,000 to make a pound of chalk."

MANUAL OF GEOLOGY

By Jas. B. Dana

On Pages 722-23 and -24 Elevations of mountains has been presented from different view points. There are refences here and there to lateral forces powerful Agencies and adequate force to elevate the mountain ranges.
A 3 He states: **"Elevation of Mountains.** The force engaged in producing the great systems of plications over the earth is sufficient for the elevation of mountains of all heights."

It appears then, that the tension within the crust continued accumulating through long intervals, before it reached that degree which was sufficient to bring on an epoch of plication.

LYELL'S ELEMENTS OF GEOLOGY

"Yet persistent as may be the
A 2 leading features of land sea on the globe, they are not immutable."

Little as we understand at present the laws which govern the distribution of volcanic heat in the interior and crust of the globe, by which mountain chains, high table ends, and the abysses of the oceans are formed, it seems clear that this heat is the prime on which all the grander features in the external configuration of the planet depend.

AMERICANA

Mountains Vol. X.

"The most prominent and the greatest number of mountains in the world are formed by the foldings of the earth's crust. Various theories
A 4 have been advanced regarding the causes of the mountain folds. t is generally accepted that heat has had much to do, etc., yet so little is known, that no theory yet advanced can as a whole be accepted."

Quotation from the "Ice Age"—
A 5 "The majesty of the Ice-movement is equalled only in the movement of the forces of Astronomy, or in that of those which have elevated the mountain ranges on the surfaces of the earth.

B 3 **"The Ice Age"**—The cause of the Glacial Period seems unsatisfactory; the justification is that the present knowledge of the whole subject is in an extremely unsatisfactory condition; and in this, as in other things, the first requisite of progress is to squarely face the extent of our ignorance upon the question. The causes with which the glacialist deals are extremely complicated and yet they are of such nature as to invite investigation, and to hold out the hope of increasing success in mastering the problem. There is opportunity yet for some Newton or Darwin to come in to the field and discover a clew with which successfully to solve the complicated problem which has so far baffled us."

B 6 **Supplementary Notes by W. Upham.** He states: 21 years since writing this and no real change required with the exception of Chamberlain and Salisburg Carbon Dioxide theory.

"Almost inconceivable geologic deviation divide the Perimian and Pleistocene Ice Ages.

B 7 **Re Glacial Phenomenon.** Chamberlain and Salisburg estimate extension of the Glacial from Labrador to Illinois—1600 miles. W. D. Upham estimated the thickness of the ice at three miles.

Professor Hitchcock estimated the thickness of the ice to be eight miles thick over the central part of Labrador.

The Thunder Bay Historical Society

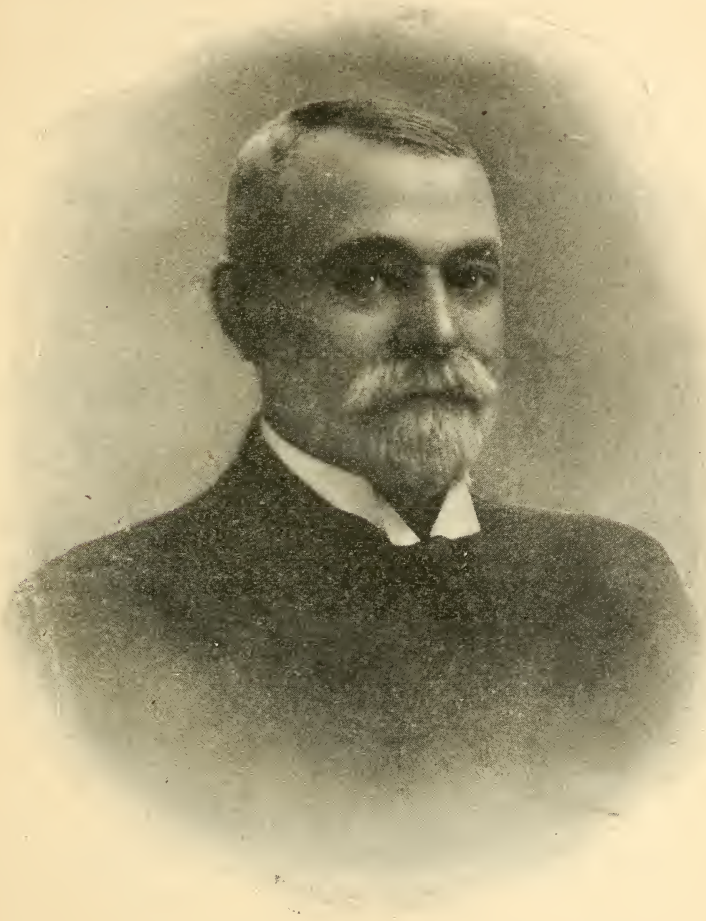
Thirteenth Annual Report

PAPERS OF 1922

The Thunder Bay Historical Society

Thirteenth Annual Report

Papers of 1922



Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

Thunder Bay Historical Society

Officers 1922-23

Honorary President	Hon. Sir George E. Foster
Honorary Patron and Patroness	Mr. and Mrs. N. M. W. J. Mackenzie
President	Mr. Peter McKellar
Vice President	Mr. John King
Secretary-Treasurer	Miss M. J. L. Black

EXECUTIVE

Miss Stafford		Mr. F. C. Perry
Mrs. John King	Mr. C. W. Jarvis	Major W. J. Hamilton

AUDITORS

Mesdames George A. Graham and Peter McKellar.

Secretary-Treasurer's Report

MISS M. J. L. BLACK

Oct. 1, 1922.

Mr. President and Fellow Members:—

I have the honor to present the following report for the year just closing.

Three regular meetings were held, at which the two papers, which are to be published in this annual were read. We have twelve paid up members.

We regret to have to report the death of three of our faithful members, Mr. and Mrs. A. L. Russell, who died in Ottawa, and Dr. E. B. Oliver. The first two were chartered members, and Mr. Russell was our vice president for many years. Dr. Oliver united with us when he first came to the city, and was a most regular and helpful attendant at all our meetings.

We have received the following donations and exchanges, Annual report Women's Canadian Historical Society, 1920-1921; Minnesota History bulletin, 1921-22; Minnesota History Bulletin, August 1921; Canadian Historical Association report, 1922; Canadian National parks publications: "Lake Erie Cross, Port Dover," Guide to Fort Chambly, Que.", "Guide to Fort Anne, N.S."; annual report Western Reserve Historical Society, 1922; photograph of Neebing Hotel, in 1877, given by Miss Ketch of Thessalon.

All of which is respectfully submitted,

M. J. L. BLACK,
Secretary.

THUNDER BAY HISTORICAL SOCIETY

Financial Report

Receipts

Oct. 1, 1921—

Government grant	$100.00
Membership Fees—	
Mr. and Mrs. F. C. Perry	$ 1.50
Mr. and Mrs. N. M. W. J. McKenzie	1.50
Dr. E. B. Oliver	1.00
Mr. Fred Fregeau	1.00
Miss Robin	1.00
Major and Mrs. W. J. Hamilton	1.50
Mr. and Mrs. A. C. Cassellman.	1.50
Captain McCannell	1.00
	$110.00

Disbursements

Flowers for Soldiers' Monument	$ 10.00
Historic Landmarks Association	5.00
Printing annual	90.00
Balance in Bank	5.00
	$110.00

A Kaministiquia Centennial

F. D. FREGEAU

It is quite probable that a large proportion of the worthy citizens of Fort William who, last year, celebrated the fifty-fourth anniversary of the Dominion of Canada were quite unaware they were also observing the centennial of another great event which took place a century ago on the banks of the Kaministiquia river. To the fur traders, voyagers, and Indians inhabiting western Canada this event was of as much importance as was the signing of the peace between the allies and Germany-Austria, for it marked the disappearance of the Northwest Fur Company of Montreal through amalgamation with its old rival—the Hudson Bay Company of England. Peace had been signed, and the long, intense trade war between the two great fur companies was now over.

It is just one hundred years ago—to be exact, July 1st, 1821—since Nicholas Garry; deputy governor of the Hudson's Bay Company, arrived in Fort William accompanied by Wm. and Simon McGillivray, two of the principal partners in the Northwest Fur Company.

To explain the presence of those lords of the fur trade in Fort William at that time it is necessary to go back a few years and relate the circumstances as to how and why it came about.

When the competition for trade between the Hudson's Bay Company and its strenuous younger rival, the Northwest Fur Company, became so fierce and rose so high that it culminated one day in the killing of twenty-one persons on the site of the present city of Winnipeg at the hands of a party of Metis, headed by Cuthbert Grant, a young Scotch half breed (Metis) of good education, who was highly regarded by the officials of the Northwest Company, and through the capture of Fort William, in retaliation by Lord Selkirk in 1816, affairs were brought to such a condition that ruin stared both companies in the face.

The fur trade was being conducted in a highly wasteful manner. When one company opened up a new post at some promising point in the far west, another trading post, conducted by the opposition would be established on the same spot in a short time. Instead of remaining at their posts and allowing the natives to bring in the fur themselves to trade, as had been the custom, each trader sought to outwit his rival by sending out runners to hunt up the fur hunters themselves. Some of the more unscrupulous traders even went so far as to beat up and rob their rivals of valuable furs by brute force. It sometimes happened that an Indian who had been accustomed to trade with one company would refuse having anything to do with the other, but that objection would be soon overcome by the judicious use of a little rum. A couple of stiff drinks, and the native would promptly dispose of his furs, and would then want to sell his squaw, children, and even his own scul to obtain more rum if possible.

Such, then, was the condition of the fur trade, when to save themselves from more heavy losses, negotiations were instituted between the two rival companies which resulted in the exit of the Northwest Fur Company, and the appearance in 1821 of the new alliance under the name of the older company—The Hudson's Bay Company.

It was immediately determined that the representatives of each company should promptly proceed to the Indian country to put into effect the new arrangements, and the appointments of factors and traders to their different posts.

Simon McGillivray, of Montreal, one of the principal partners of the Northwest Company, and Nicholas Garry,

of London, Eng., deputy governor of the Hudson Bay Company, were the persons appointed for that purpose.

The party, which was composed of Mr. Nicholas Garry with Simon McGillivray and his brother William, left Lachine on May 27, 1821. Each official had a body servant to prepare his food and look after his personal comfort. Their conveyance was what Mr. Garry calls a "light" canoe, that is one which did not carry freight. In reality it was a craft of tremendous size, compared with those of modern days. Their canoe was thirty-six feet long with a width of six feet, and could carry 9000 pounds, and was manned by a crew of thirteen sturdy French Canadian voyageurs and one Iroquois Indian. Sault Ste Marie was reached on June 25th.

At three o'clock in the afternoon of Sunday, July 1st, 1821, the party landed at Fort William and were welcomed with a volley of yells from the Indians and a volley of shots from the guns of the Canadians. A more subdued greeting came from the traders and factors who had assembled there from the many different posts from Lake Superior, westward to the Rocky Mountains, to meet the great men—the rulers of the Western British Canada.

Mr. Garry stayed in Fort William three weeks, and by his account his sojourn here was very little like a bed of roses, as it appeared that a number of Northwest partners were reluctant to sign the new agreement. The chief factors refused to allow the common chief traders to sit in council with them. The apportionment of posts was another subject of dispute. It was not until the 11th of July that Mr. McGillivray informed the deputy-governor that the Northwest partners were ready to sign the covenant of the new company.

"Considering the best plan to open the business of the new concern was to have a general meeting," writes Mr. Garry, "I mentioned my intentions to the chief factors. They, however protested, it being a bad precedent in admitting the chief traders. On communicating this to the McGillivrays, Mr. Simon McGillivray immediately found out that the commissions stated the factors were members of "Councils in Rupert Land" only. Thus no meeting in regular form of council could be convened. Much discussion took place on the subject. At length, after a great deal of reasoning with the chief factors, they all declared through a deputation, excepting three, that any suggestion from me as to their posts, would be attended to—and all this in a conciliatory, proper manner. Thus they were appointed and every difficulty here removed. On Thursday July 12, a meeting or council was to have been convened, but the papers and arrangements of posts not being ready, it was put off till the next day—Friday, 13th of July. Some of the partners, (Catholics), disliking the day, considering the day ominous, hinted they should prefer Saturday. The chief factors protested against the traders attending the meeting. Mr. Simon McGillivray pointed out that the commissions were so worded that they (the chief traders) were only members of the council in Rupert's Land, and thus no regular meeting could be convened. On looking at my own I found my commission was to the same effect. Thus I have no power here, and every act is on my own responsibility."

Nicholas Garry seems to have been a man of determination with a gift of diplomacy, for despite other bickerings inside of a week he had "fixed" all those touchy Nor'westers with appointments to the various posts for which Fort William was the headquarters.

Among these appointments are some which may be of interest to the present generation.

Fort William—Alex. Stewart, Chief Trader.

Lake Nipigon—Roderic McKenzie.

Pic River — Alexander McTavish, clerk.

Michipicoten — Donald McIntosh, Chief Trader.

Lake Huron—Jno. McBean, Chief Trader.

An interesting event in the early days of Fort William is thus described by Mr. Garry: "We had today

Saturday, July 7th, the ceremony of the two chiefs offering their presents in the great hall, and receiving a return. The chiefs, preceded by an English flag, marched into the hall, accompanied by all the tribes. They immediately arranged themselves, and then commenced smoking.

"After Mr. McGillivray (considered as their great father) and myself had seated ourselves the chiefs desired their presents to be spread out. They consisted of twenty very fine beaver skins. One of the chiefs then rose and, really in a very graceful manner, made a speech.

"He said he regretted that a more able person than he was not the chief-one who could better express his attachment, and that of his children, to their great father. His tribe had been afflicted with sickness and this would in part account for the few people he had brought with him, but there was another cause which he even more regretted which was that a blackbird had decoyed away some of his followers. "As long as the mountain remains fixed," he said, pointing to a very high mountain which is near Fort William, "so long would he and his followers remain true to his great father." The blackbird had whispered to him that an alteration would take place in the trade, but he did not believe it, and relied on his great father."

"Mr. McGillivray then replied to him, saying that he was happy the Indians had fulfilled their promise in paying their debts, regretted the sickness, and that the blackbird (the Americans) had decoyed away some of his people, that the Northwest Company had certainly united and would become one company, but that this would make no alteration in their dealings with them.

"After this Mr. McGillivray's presents were brought in, which consisted of two red coats faced with blue and gold braid, a round hat, and a shirt. These they at once put on, undressing in the most formal way, without changing a muscle of their faces. Then rum and tobacco, in considerable amount, was divided among them. After this they gave Mr. McGillivray the pipe to smoke, and then departed. They are of the same tribe of Indians which we have met throughout our whole journey—the Chippeways. They are a fine looking people; one of them —a very handsome man and a great dandy—was very much painted in red and white. In his ears were large round earrings, and rings in his nose. His hair was worn in a tail behind, and plaited in long strings in front which were joined by silver clasps. Another one of them is supposed to have murdered his father, mother, and the whole family, consisting of ten persons in all; he had denied the act, but there was no doubt on the subject. If anything could make the crime more diabolical it was that he had murdered his father, led on by hunger, that he might feed on the body, and the rest of the family that the crime might not become known. He had blackened his face, pretending to mourn the death of his family. In the evening, all the Indians got very drunk, and the chief brought some into the fort to prevent them being killed."

"On the following day the Indians at Fort William presented a war dance. The chief, dressed in his new red coat, faced with blue, and laced with gold tinsel, entered the fort, followed by the whole band. They were almost naked, and had their bodies painted in a most fantastic manner; some, who endeavored to represent wild beasts, had on their heads the skin of a wolf, fox, or deer. One man was entirely naked, with his body painted to represent leather. Their faces were painted vermillion with black stripes, and they danced to the beating of a drum performed by the old men of the band. It was a dreadfully hot day, and they appeared quite exhausted, the dance being entirely muscular, or rather an exertion on the muscles, throwing themselves on their hands, then raising the shoulders, then one leg. They danced about an hour and then retired."

It took three weeks to settle the contentious matters between the chief factors, traders and the deputy governor, and Mr. Garry seems to have got somewhat "peeved" for when he took his departure for the interior on July

21st, he remarks: "Left Fort William, and never in my life have I left a place with less regret. Mr. McGillivray accompanied us as far as Mountain Portage (Kakabeka Falls).

"Our canoes are much smaller than the Montreal Canoe, and are called the 'Canoes of the North' and the name of 'Voyageur du Nord,' or 'Men of the North,' is given to their crews who, from long experience, and being more inured to the changes of climate, fatigue and privation, are more hardy. Our canoe is almost twenty-five feet in length, four feet six inches wide, and weighs about two hundred and fifty pounds. We started about 10 o'clock and at 12 o'clock passed Point Meuron, a post built by Lord Selkirk for the Hudson Bay Co. The river we are on now is called the Kaministiquia or River of Islands. It is from 1-8 to 1-4 mile in breadth. The shores are low and uninteresting, except a very fine mountain near Fort William which has no name, and is of the same character and boldness as the Tonnerre" (Thunder Cape).

For those old "voyageurs du Nord" of a century ago, whose flashing paddles, from dawn till dusk, kept time to such enlivening chansons de canot as "La belle Rose du Rosier Blanc "En Roulant ma Boule," or "A la Claire Fontaine," as they swept along the winding streams or threaded their way through the island studded lakes of the northwest, Mr. Garry had a great admiration. A few days after leaving Fort William he writes: "An instance of the fine manly character of the Canadian voyageur, a power of enduring hardships under the most severe privations, occurred today. By an omission at Fort William, no provisions were put in the canoe for them, and they had actually, in this country of portages and difficult marching, nothing to subsist on but hard Indian corn which they had not had time to boil, thus going through labor, which, without seeing it, could not be imagined the human form could support. Not a word of discontent was uttered but they continued polite, obliging and singing their lively animating songs to the last." The worthy deputy governor naively adds, "We had, fortunately, plenty of provisions for ourselves."

"In conducting the canoes into the interior, several thousands of miles, the voyageur actually exists on Indian corn, without spirits, and no liquid but water. All is life, animation and anxiety as to who shall lead the way with our party. The men, who are now called "northwest men" held in great contempt those voyageurs whose journey finishes at Fort William, and who are known as "Mangeurs de lard," or pork eaters, so called from their food, consisting of pork which they mix with their Indian corn."

"The crew of our canoe consists of a guide, a steersman and six paddlers. In the morning before daylight the tent is struck, and you are left without covering to dress as well as you can, on account of the tent poles being placed on the bottom of the canoe before anything else. Mr. McGillivray's crew consists of pork eaters or Montreal men (as he intends returning to Montreal). There was much emulation between the two crews, but we had the advantage, which was satisfactory to me. The rivalry between the two crews can hardly be described, but our men (norwesters) had so much the advantage that Mr. McGillivray was obliged to take an additional man at Rainy Lake."

From Fort William Mr. Garry proceeded to Red River, and thence to York factory, in the Hudson Bay, via the Nelson River, which he reached on August 20th. He took his departure from that place, on the H. B. Co.'s ship Eddystone on Sept. 4th, and arrived in London Nov. 1st, after almost six months of continuous travelling.

Points of Interest on the Northern Shore of Lake Superior

The following notes were written by Mrs. William Ketch, about 1877, and were passed on to the T. B. H. S., with a photograph of the old Neebing Hotel by her daughter. Mrs. Ketch died in Thessalon, Ontario, in 1918.

"To the tourist seeking health or pleasure we would advise a trip on Lake Superior in one of our fast sailing comfortable steamers, "Quebec" or "Francis Smith" preferred.

After leaving Sault Ste Mary, the first place of interest is Point Aux Pins (point-o-par), a pretty fishing post, noted, as the name suggests, for its very large pine trees.

Next is Batch-a-wan-ning, which owns a saw-mill and, we learn, has a small copper mine convenient to it.

Then comes Mich-i-pi-cotten Island, which boasts of a lighthouse and Fog Bell. Beautiful agates are found in abundance on its shore.

Slate Island noted for its mining and fishing.

Neepigon River remarkable for its beauty, also for the facilities it affords the visitor for hunting and fishing. Brook trout—that great delicacy —caught here in abundance.

At Red Rock (called so from its color) and noted for its cave, is an Indian Mission containing about 500 Indians.

Every Indian is paid Four Dollars annually by the Government.

On St. Ignace Island mining is carried on in a limited scale.

Next comes famous Silver Islet, perhaps the most interesting point on the lake.

It is a barren rock 35 by 55 feet, situated about one mile from the shore. On this a shaft was sunk and mine first worked by the Montreal Mining Company. Very rich silver was obtained in it.

In 1870 or thereabouts the Islet was purchased by an American company under whose management it has attained its present celebrity.

Cribbings, the length of 675 feet, have been built around the Island, so that it now, with the water enclosed, covers a space of nearly eight acres.

On the cribbings five large houses have been built, besides the shaft, engine house and office—four houses used as boarding houses.

About 100 men are employed in the mine—a tug running between it and the Main Shore to accommodate the men living on shore, and take in the silver rock to be stamped. No visitors allowed on the Island without a permit from the Captain. Although this gentleman occasionally presents the visitor with a specimen of the silver bearing rock—no other specimens are allowed to be taken from the Island. The miners are searched before leaving—being obliged to take off their boots to show that no silver is concealed therein.

The stamps are situated on the Main Land—were built '74. On an average they stamp 60 tons of rock a day.

Passing through two rock crushers into ten batteries—five heads to each battery—then on to the washing machines, two machines to each battery dressing about nine tons of ore each week. After washing, the mineral is shoveled into barrels ready for shipment. The scenery on the whole of the Northern Shore of Lake Superior is simply magnificent and wonderfully diversified, being a succession of mountains, promontories, bays, capes and islands.

Between Silver Islet and Prince Arthur's Landing the grand Thunder Cape, 1,350 feet in height with its unbroken cliffs extending seven miles, juts into the lake.

It looks like a grand colonnade beyond which we see the dark blue waters while on the other side rises mountains one above the other till their outlines are dimly traced against the sky.

Prince Arthur's Landing, twenty-two miles from Silver Island, is pleasantly

situated on a rise of ground on shore of L. S.

Having no natural harbor, a breakwater is to be constructed to form one. At present the docks, built by means of cribbings far into the lake serve as a shelter in time of storm. The town boasts of two first class hotels—"Pacific" and "Queens." Those patronizing the former can depend on good treatment, and from both host and hostess every attention that can increase their comfort or contribute to their pleasure.

The future of the place looks promising owing to the discovery of a valuable Silver Mine in the vicinity; also the prospect of its being the terminus of the Canadian Pacific R. R. a small place six mile distant, known as the Town Plot, disputing with it the honor of the terminus. The question will doubtless soon be settled by act of parliament.

A few miles from the Landing, at the mouth of the Kaministiquia River is Fort William, an old Trading Post of the Hudson Bay Company, and here let me say that nowhere on Lake Superior can a more magnificent view be obtained than in the vicinity of Fort William.

Before it, Pie Island looks like an immense tower or castle, rising out of the water to the height of nearly 900 feet—on the west McKaye mountain, 1,000 feet, overlooks the beautiful Kaministiquia, winding as it does and emptying its waters through three mouths into Lake Superior—hence its name, which, in the Indian language signifies "winding channel with many mouths"—forms a picture.

The mouth of the river is shallow and sandy, so boats drawing much water are unable to enter. At present dredges are at work and it is hoped that it will soon be all right. Just now the question agitating the minds of all interested in the places is, "Which would be the cheaper, to dredge the mouth of the Kaministiquia or build a breakwater at the Landing?" As I have not given the matter very serious thought I shall not attempt to settle it for them.

Twenty-six miles from the mouth is the celebrated Kakabeka Falls 184 feet high. Below the falls the rapids extend a distance of ten miles. Tourists wishing to visit the Falls can ascend the river to the rapids in tug M. I. Mills, Cap. Cousins, after which they enter canoes guided by Indians through the rapids to the Falls.

About six miles from the entrance we pass that greatest of government swindles, the Neebing Hotel, with whose history the reading public is familiar. Farther up on the opposite shore is the Indian Mission established by Jesuit Fathers in 1843 and in charge of them and "Daughters of Mary." The latter order was founded by some noble French ladies, who during some religious persecution in France were obliged to dress in secular clothes. They have not adopted any particular style or habit since, consequently unlike other religious orders they dress plainly in prevailing styles, and look like happy old maids. Through kindness of Superioress, Miss Martin, we were shown through the Convent, Church and Schoolhouse. As school had closed we did not hear the Indian children sing, which, we were informed, they did very finely. A mile from the Mission is the Town Plot—near it the Indian Reserve, six miles square. The Indians are partly Ojibawa and Ottawas. The Chief "Blackstone," a noble warrior, frequently visits the Town Plot and Landing dressed in Indian costume, his black hair adorned with plumes. He creates no little sensation wherever he appears. He boasts of plenty of land and "five squaws" and thinks that with the honor of being wife of a chief, sufficient to induce almost any girl to be Mrs. Blackstone No. 6.

The Kaministiquia is a beautiful winding stream, at every turn giving one a new and delightful surprise at the beauty it unfolds. To the courtesy of Cap. Cousins in answering questions regarding the country, kindness in pointing out places of interest and giving us an opportunity of visiting them and with his never failing good humor passengers are indebted for much of the pleasure of a trip up the Kaministiquia River.

A run of eighteen hours from P. A. Landing brings us to Duluth on the Southern Shore. At this city those going to Manitoba take the cars for Red River Route which is much shorter than the old Dawson road, via P. Arthur's Landing, now abandoned.

The Thunder Bay Historical Society

Fourteenth Annual Report

PAPERS OF 1923

The Thunder Bay Historical Society

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Thunder Bay Historical Society

OFFICERS 1923-24

Honorary Presidents - - - - - - Honorable Sir George E. Foster
Mr. Peter McKellar, F.R.G.S.

Honorary Patron and Patroness - Mr. and Mrs. N. M. W. J. Mackenzie

President - - - - - - - - - - - - - - - Mr. John King

Vice President - - - - - - - - - - - Mrs. Peter McKellar

Secretary-Treasurer - - - - - - - - - Miss M. J. L. Black

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Capt. McCannel — Mrs. G. A. Graham — Mrs. J. M. Sherk

Mr. C. W. Jarvis — Major W. J. Hamilton — Mr. F. C. Perry

Mr. Alex. McNaughton.

AUDITORS

Mrs. C. W. Jarvis and Miss Pamphylon.

Secretary-Treasurer's Report

MISS M. J. L. BLACK

To the President and Members of the Thunder Bay Historical Society,

Sir, and Fellow Members:

I beg to report that during the year, we have held four regular meetings all at the home of the President:— On Oct. 27, the speaker was Mr. McKellar whose paper was on "The Little Pic Silver Mine." This paper was continued on Dec. 29th. On July 9th, 1923, the speaker was Capt. McCannel, his subject being, "Shipping on the Great Lakes." (By the speaker's request this paper will not be published until next year.) On September 29, a paper was provided by Mr. Alex. McNaughton, in the form of a chapter from the work of Professor H. R. Hind, on "Exploration in the Kaministiquia Valley in 1857." Captain McCannel also sent us a reading, covering the "Log of the S. S. Rescue, on its first trip into Lake Superior, in 1858."

We have a paid up membership of 13.

It is with great regret that we note the loss of one of our most faithful and popular members, in the person of Mrs. F. C. Perry. She was a chartered member and always showed the greatest interest in our work. She will long be missed by us all.

The Society was fortunate in receiving from Capt. McCannel a set of photographs of four of the earliest boats plying to Thunder Bay, the Algoma, the Ploughboy, the Waubano, and the Cumberland. We have also received in exchange various interesting and valuable reports, and annuals.

Respectfully submitted,

M. J. L. BLACK,
Secretary.

THUNDER BAY HISTORICAL SOCIETY

Financial Statement

Receipts

Oct. 1, 1922—	
Balance in bank	$ 5.00
Government grant	100.00
Membership Fees	11.00
Mr. J. M. Sherk	
Mr. Fred Fregeau	
Miss Robin	
Capt. McCannell	
Mr. and Mrs. C. W. Jarvis	
Mr. and Mrs. G. A. Graham	
Mr. and Mrs. John King	
Mr. and Mrs. Peter McKellar	
Miss Black	
	$116.00

Disbursements

Affiliation fee to Canadian Historical Society	$ 5.00
Printing Annual Report	52.25
Oct. 1, 1923, bal. in bank	58.75
	$116.00

The Little Pic Silver Mine

by PETER McKELLAR

REPORT OF THE DEVELOPMENTS TO THE HON. WM. CAYLEY AND ASSOCIATES

Sirs:

I have the honour of reporting to you as follows in reference to the developments of the Little Pic Locations.

According to Agreement on receipt of the first instalment of $500.00 cheque from you, I procured 12 men and supplies and started on the 12th of June last from Fort William on Tug Watchman (specially chartered for our use) to the Locations; which are distant from Fort William about 150 miles—arriving at our destination on the 14th. We worked steadily without intermission until the 21st of August last when work was closed. I returned with all hands and 22 barrels of ore as sample of that from No. 1 Shaft, in the same Tug with Schooner "Mary-Ann" in tow, sent specially to bring us back.

We opened and mined in one Drift and four Shafts besides making some 25 cross-cuts in the overlying drift or earth, covering a mile in extent along the vein; for the purpose of tracing it as it had been exposed on high places only, and at long intervals. One Shaft 6 by 12 feet was sunk 2 to 3 feet, one 7 by 8 was sunk 6 feet, one 8 by 10 feet was sunk 13 feet and the other or No Shaft on 49, 6 by 11 feet, was sunk to the depth of 31 feet, and well timbered with a good windlass in position. The Drift was driven 27 feet from the place of beginning, getting 8 feet under cover. At 10 of the cross-cuts the rock was not reached owing to the depth of earth. At two or three other veins it is from 6 to 8 inches in width but in most places it is over 3 feet wide and in many, over 6 feet. The vein is subject to decomposition at surface, so that with a few exceptions, we were unable to reach the solid though we followed it down in many places 5 to 6 feet in the glacier between the two walls. Wherever we blasted into the solid lode we found the argentiferous ores in considerable quantities. And, at each place in sinking we noticed a decided improvement in the ore both in quality and quantity, and in the deepest shaft near the bottom we discovered native Silver in thin leaves and fine particles through the vein-stone.

About nine tons of ore was assorted—3 at the Drift and 3 at each of the two deepest Shafts—of course, only a portion of what was taken out. Over two tons of that from No. 1 Shaft was packed to the Shore and brought away to have it tested. One of the barrels contains about 400 pounds of the Argentiferous compact zinc ore from the bottom of the 30 feet Shaft. An average specimen of which (about 4 pounds) was pulverized and an average sample taken by Mr. Chiddey (assayer of the Duncan Mine) it yielded silver $13.12 per ton. A sample of the galena ore (of which there is a considerable quantity) from the bottom of the same shaft was tested by Mr. Chiddey and after separating the gangue by washing it yielded $124.25 per ton, of silver besides that the lead would be worth $50.00 to $60.00 per ton; so that the ore after washing would be worth about $200. per ton. The galene at surface in this Shaft yielded $22.00 of silver to the ton while as above shown at 30 feet yielded $124.25. Again the native silver is showing in fine particles at the bottom while at surface none was seen, besides the quantity of ore is much greater below; therefore, there is every indication that at a greater depth it will be much richer. I have made repeated tests, with the Blow-pipe, of the ore from the different Shafts at various depths and found it always carried the silver in more or less quantities, and apparently improving in depth.

All doubts of its giving out by sinking will be dispelled, when it is known that it has been traced for about 3 miles, showing the same characteristics and ores throughout; and that it cuts the vertical sotates (country-rock) at an angle of 40° with their strike, and also the intrusive dykes of trap and porphyry which in the vicinity are numerous.

On the location is a fine water-power, in the most favorable situation possible for working these ores. It is immediately adjacent to the 30 foot Shaft and could be worked at least 8 months in the year and, I believe the whole 12 months, with a small outlay in securing it from the frost.

I have brought to Toronto 2 barrels of samples, which, for your satisfaction, I propose to have examined by Professor Chapman, in order to get his opinion as to whether or not it would be advisable to have two tons of ore, now lying at Windsor, smelted, before proceeding any further.

They can be treated either at Newark, N.J., or Wyandotte, but in small parcels like this it costs $100.00 per ton. For my part I am perfectly satisfied, without going to the expense of testing the 2 tons, that the developments should, if possible, be carried on this winter, the results already obtained, to my mind, very satisfactory. In conclusion I would say that my working on the lode this summer has strengthened me in the belief previously expressed to you, that it is a rich silver lode which only requires development to prove remunerative.

I see by an extract in the "Engineering and Mining Journal of July 24th, from the Report of the Commissioner of Mining Statistics (United States) that the "Hale and Narcross" one of the famous Mines on the Great Comstock Silver Lode, which has attained the enormous depth of 2200 feet, and of course requiring very expensive machinery for hoisting, etc.; had worked during the year 17,469 tons of ore which yielded $295,361.12—a yield of less than $17.00 per ton; and in some mines ores yielding much less is worked. Now when ores like this can be worked with profit in Nevada where labour, fuel, and supplies of all kinds are so much more expensive than on Lake Superior, surely we can work with profit ores of a much lower grade, being directly connected by water with numerous railway centres and large manufacturing Cities of the United States and Canada. The present summer's developments at Silver Island prove this beyond dispute for I am credibly informed that the cost of mining, stamping and separating the ores does not exceed $2.50 per ton, the yield of the ore worked being $15 to $25 per ton. The shipping and further reduction of the concentrated ore will amount to a trifle on account of its richness.

We have a great advantage over the Silver Islet Company in having a great length of vein on the dry land and a good water power close at hand to drive the machinery.

I remain,

Your Obedient Servant,

PETER McKELLAR.

Toronto, 20th September, 1875.

The Little Pic Copper Mine

by PETER McKELLAR

This report is drawn up under the following heads: (1) Preliminary Remarks; (2) Site and General Description of the Property; (3) Mineral Features; (4) Result of Assays and Test in the Large Way; (5) Buildings and Mining Plant on the Property; (6) Proposed System of Working the Mine; (7) Approximate Estimates Required to Place the Mine in Running Order; (8) General Description of the Silver Lode.

(1) PRELIMINARY REMARKS:— The property upon which this report is made is traversed by two distinct metalliferous lodes. The one intersecting location K120 is a copper ore lode carrying gold and silver; the other intersecting locations V-49, V-50 and V-51; carries the ores of lead and zinc unusually rich in silver. The property is situated on the North Shore of Lake Superior nearly opposite the Pic Island and about 140 miles east of Fort William. Location V-52 fronts on a bay which forms an excellent natural harbor in Lake Superior line of steamers will call whenever business requires it. I have had very favorable opportunities of gaining information of the mineral characteristics of this as all the works were carried on under my own supervision, and I can conscientiously say that I believe it is seldom that capital is invested in mining on so sure a foundation.

(2) SITE AND GENERAL DESCRIPTION OF THE PROPERTY:— The property comprises altogether the following locations:

(1)	K-120—2½ miles N. W. of Harbor Bay	51 acres.
(2)	V- 49—1½ miles N. of Harbor Bay	160 acres.
(3)	V- 50—Adjoining V-49 on the West	160 acres.
(4)	V- 51—Adjoining V-50 on the West	160 acres.
(5)	V- 52—Fronting on Harbor Bay	91 acres.
	Total No. of Acres	622 acres.

The country is rough, rocky and mountainous, elevated in places 800 to 900 feet above the Lake. These locations have been to a great extent stripped of wood by fires, but in the vicinity are to be found patches of good or ordinary timber.

This patch of Huronian slates is surrounded on the land side by Syenitic granite, which sent arms or dykes into the slates for more than a mile from the general line of contact. I consider the geological conditions of this locality most favorable for metalliferous lodes.

It is proposed to commence the works by building the mills for crushing and concentrating the ore at the same time set a few miners to drive in on the vein from the foot of the ascent which will give 70 feet over head. Uninformed parties might think the building of the mill premature; therefore the following reasons will explain:—

(1) A few thousand dollars expended on mining would not be likely to throw much additional light on the matter yet might cripple the concern so that the Mill could not be got into operation without an additional supply of working capital.

(2) Without milling, the ore would be valueless as the freight on the associated mineral would eat up the profits.

(3) The general showing of the lode and developments already show that there must be ore enough there to be worked out to justify the erecting of the mill.

(4) There is only $10,000 to work upon and we want to make sure of getting the mine advanced so as to begin making returns.

There is a small sheet of water passing partly through the location, the outlet of which is convenient to the mine and presents a fall of 30 feet in 350. By building a small dam across a narrow gorge the little lake can be raised many feet and it will answer admirably as a great advantage in driving machinery and washing ore. A tolerably good wagon-road has been graded from the Copper Mine to the harbor — length 2 1-3 miles; and a winter sleigh road has been made to the silver mine, length 1 1-4 miles. The works on the two lodes in a direct line, are separated by 1 3-4 miles of a rough mountainous country and by the present roads which follow the natural valleys to the harbor and join each other a half mile from the shore, the distance between the two is about three miles.

(2) MINERAL FEATURES:— The part of the Coast on which this property occurs is occupied by Huroneon Strata — metal bearing rocks of the Bruce Mine District and, according to Professor R. Bell of the Geological Survey of British Columbia and many other mining localities and I might say that they are the precious metal bearing Strata of the North Shore of Lake Superior, as all the promising gold discoveries in the District, as well as some Silver were made in the rocks; and even the other discoveries or the Thunder Bay Silver Mines, though most of them at surface occur in horizontal Strata, the Huronean underlie at no great depth and are, I believe the source of the precious ore. On the locations in question the Strata consist of fine micacious, chloritic talcose, silicious and dioritic slates with niterstratified massive diorite—all of which are cut by numerous trap dykes of Sillurian Age; and in the vicinity of the Copper Lode, by immense masses or dykes of a coarse grained homblende rock of Huronean Age. The general strike of the formation is N. E. and S. W. with a dip nearly vertical.

The Copper lode at first sight appears to conform with the Stratification but upon a closer inspection it shows a deviation in strike of many degrees and its dip is nearly perpendicular. A considerable portion of the vein is brecciated, paces of tatcose being inclosed in a matrix of copper ore; of which minerals the vein is principally composed—quartz and magnitic being also present in small quantities, with the exception of one place where it presents two parallel bands of ore four or five feet apart. It shows along the outcoop a width of one to three feet with stringers of quartz bearing copper ore to either side. The rich mineral varies from a few inches to two feet in thickness with in general, and accompanied by a foot or more of a lower grade ore. The vein shows rich along the length of exposure of 200 feet, and it shows equally persistent in carrying downwards the 488 lbs. mass sent to the Paris Exposition as the heaviest ore taken out from the deepest point reached or ten feet from surface. We cannot say how far the lode will carry rich at surface nor how rich it may prove in sinking but we know that there is a large quantity of ore in sight to be worked out besides the indications are favorable for and would seem to indicate the existence of ore at some place below there being a belt of rock some 20 feet wide along the outcoop shewing numerous stringers of quartz with copper ore which in all probability will join at a lower depth and make heavy bodies of ore; again it is probable that the vein will make richer near the intersections of dykes which are covered by alluvial deposits on each side of the outcoop. The dykes which cross some 400 feet to the East being very large, altering the Strata for some distance on either side both in color and texture and forming a deep valley through the mountain ranges where it passes. Veins, usually under similar circumstances, make heavy ore against such dykes or cross-courses. For example, see Works on the veins of Cornwall, or take the Wellington Mines, Lake Huron, the heavy deposits of ore were near the crossing of an immense dyke. The Wellington and the Pic lodes carry the same kind of copper ore, but that of the former carries no gold and silver like that of the latter; besides its ore is difficult to work as the gangue is composed

of quartz of the hardest kind while the Pic ore is principally associated with soft talcose state. The ore, as will be seen by the following assays and returns from Swansea, is comparatively a very rich ore of copper. The test of 4½ tons in the rude state giving 10⅛ per cent. of the metal, assay samples giving 25¼ of the metal and a shipment of four, one-half tons in the rude state without concentration yielding 10⅛ per cent. Besides that it shows a fair yield of the precious metals, ranging from $8.00 to $34.00. As the inclosing rocks are the true gold bearing formation of the country, it would not be unreasonable for us to look for the free gold in sinking more especially as a vein (Heron Bay) in the same formation not 25 miles distant showed such a result, the free gold not being visible at surface. The Heron Bay promises to be a valuable mine, but at present it is not working owing to some trouble between the owners. Without reference to indication pointed out, our calculations are based entirely upon the present showing of the lode in regard to the quantity of ore; and upon the results obtained from the test of the 4½ tons in regard to the yield or value of same.

"Account Sales of Copper Ore ex 'Cornwall'" received at Swansea from New York via Bristol and sold for Account and risk of Messrs. The Little Pic Mining Co.

No.	Purchasers	Date of Sale	Gross Weight 21C. C. Gross	Moisture Per lb.	Draftage Lb. & Cwt.	Net. 21C
36	London Copper Co.	Apr. 3rd.	4 9	5 drs.	3½ per 3	4

Weight C. grs.	Produce	Price	Amount
6	10⅛%	s. d	27.11.5
		6.8	6.8
	20 Casks at 4-D		27,18.1

	T. C grs.	S	CHARGES	S	
FREIGHT	5 2 0 @ 407—	£10.40.1	5% primage 1072—	£10.14.2	£16.19.1
Charges at New York,	£5.14-1	S Haulage to yard 8711	Harbor Tolls at 4½D—S1711—	£6.4.11	
91 days interest on above at 5% per annum				£	4.2
Assaying @ S157					15.0
Landing Weight in and out, Crushing, Mixing, Sampling, Delivering					
Warehouse Rent					1.4.0
Sale, Commission and Guarantee £29.18.1 @ 1¼%					7.6
					£19.16.9
Net proceeds due June 6th, 1877					£10.01.4

SWANSEA, MAY 2nd, 1877.

RICHARDSON & COMPANY.

Assays made by Professor E. J. Chapman for Copper, Gold and Silver.

"Metallic Copper"—	Gold	Silver
First Trial 25.40 per cent.	7 cwt.	1 oz. 7 dwt. 12 grs.
Second Trial 25.14 per cent.		

Average Amount 25.27%.

The value of 25.27% ore, per ton, at the low price of 17c per lb. would be	$85.00
Value of Gold, 7 dwt.	7.21
Value of Silver, 1 oz. 7 dwt. 12 grs.	1.59
Amount in the ton	$93.80

Test for precious metals only by Chas. Krissman, Assaying & Mining Engineer for the Duncan Mine:—

First Trial—Gold, 1.1634 oz.	$23.96
Silver, 7.708 oz.	10.02
Total per ton	$33.98
Second Trial—Gold 0.723 oz.	$14.89
Silver, 6.25 oz.	7.82
Total per ton	$22.71

Repeated tests with the blow-pipe show that the precious metals are always present in the ore in more or less quantities at Swansea. The precious metals were not considered nor accounted for.

An approximate of the working capacity of the Copper Lode—Two men in four weeks mined the five tons sent to Swansea besides many tons of a lower grade ore left on the bank. Now, after carefully considering the matter in all its bearings I have come to the conclusion that with the mine in regular operation with crusher and concentrating Mills and the mine opened out for stoping, 30 tons of ore could be worked daily, yielding at least 6 tons of 20% concentration ore at a cost of running expenses $750.00. Transportation to Swansea, Commission and all would be less than $20.00 per ton. Giving a result per day as follows:—5 tons of 20% concentrated ore at 17c per lb—$350.

5 tons of 20% concentrated ore at 17c per lb.		$350.00
Running Expense	$150.00	
Cost of Transportation of five tons	100.00	
		$250.00
Leaving balance clear profits		$100.00

We propose to commence the works by building the Mills for crushing and concentrating the ore at the same time set a few miners to open out the vein. As some may think such a course premature the following reasons will explain matters.

1st. The ore cannot be sent to the market profitably until after it is concentrated or milled.

2nd. By any other course our capital would be too small to make us sure of carrying the mine so a working capital is being raised.

3rd. Owing to the general depression in money matters it would be difficult to raise a large working capital.

4th. The amount of mining done, though small, and the large amount of the ore tested along with the general showing and characteristics of the lode show that there is ore enough to be worked out to justify the erection of mills at once.

5th. A few thousand dollars expended in mining would not be likely to throw much additional light on the matter, yet it might cripple us so that we would be unable to get the mill in operation without raising more capital.

The location is a small lake passing partly through, the outlet which is convenient to the mine and presents a fall over 30 feet in 35. By building a small dam across a narrow gorge, the little lake can be raised six feet and it will answer admirably as a reservoir for a water power, its area being about 80 acros. It can easily be secured from the winter frost. By using water power instead of steam a very considerable saving in wood engineering, etc., will be accomplished in working the ore.

APPROXIMATE ESTIMATES REQUIRED TO PLACE THE MINE IN RUNNING ORDER.

Dam and Race:—

Dam and Work upon Race	$350.00	
Oak Lumber for Water Conductor	350.00	
Iron Bolts, etc., for Water Conductor	100.00	
Extras	250.00	
		$1,000.00

Crushing & Concentrating Mills:—

Timber for Building, 1500 feet	$ 150.00	
Common Lumber for Building 1500 feet	150.00	
Shingles 25M	100.00	
Nails, Windows, etc.	100.00	
Water - Wheel	400.00	
Work	300.00	
Crusher and Concentrator	1,600.00	
Extras	300.00	
		$3,100.00

Roads, Buildings, etc.—

Tramway, Mine to Mill	$ 300.00	
Buildings	500.00	
Roads Repairing	500.00	
Scow	100.00	
Horses, Wagon, Sleigh, etc.	700.00	
Land that should be secured for wood and mill site	250.00	
Extras	300.00	
		$2,650.00
Total Amount		$6,750.00

BUILDINGS AND MINING PLANT UPON THE PROPERTY

On the Silver Location in good order are the following buildings and Mining Plant in good order belonging to the Company's Assets—all of which can be removed to the Copper Mine:—

Engine and Shaft House, 16′ x 32′, boarded inside and out, with board roof.

A Dwelling House 12′ x 32′ of similar construction.

A five horse-power Engine and Boiler with the necessary material ready for hoisting.

An Ingersol Rock Drill complete with a tunnel 200 feet iron tubing and 50 feet rubber tubing, 300 feet of hoisting rope, 2 mining buckets (one water and one rock) a blacksmith's forge, anvil and other tools, 300 to 400 pounds of steel drills, half dozen picks, pick axes, shovels, one large cooking stove, half dozen mattresses, four pairs of blankets, table dishes, camp kettles and many other things useful in carrying on the Mine.

The Steamer "Rescue", a Pioneer in Great Lakes Shipping

The following historical sketch of the Str. Rescue, one of the early boats to connect up Collingwood with Fort William, is from the pen of Capt. James McCannell of the C. P. R. steamer Assiniboia.

The Rescue came into considerable prominence in 1870 when on Sept. 10th of that year she had as a passenger to Collingwood H. R. H. Ed ward, Prince of Wales.

The Rescue was originally a twin screw tug built in Buffalo in 1855. her dimensions being 121-5 keel, 22-9 beam and 10 feet depth, her gross tonnage being 350.

After buying it Capt. Dick had a cabin put on and fitted the vessel for the Lake Superior trade, as he had received the contract for carrying the mails for the Red River Settlement.

According to the records of the American canal office the Rescue was the first registered Canadian steamer to pass through the locks, making two round trips in July 1858.

The first trip of the Rescue to Fort William is told as follows in a letter which appeared in the Toronto Globe, but the author's name is now unknown:—

Sir:—As you have on all occasions taken a prominent part in advocating the opening up of the Hudson's Bay Territory, and the north shore of Lake Superior, I send you a log journal of the first trip of the Steamer "Rescue" Capt. James Dick, from Collingwood to Fort William.

On this trip she fairly maintained her previous reputation: for in a heavy gale of wind on the beam for many hours between Michipicoten Island and Fort William, she made her 10½ miles per hour and during the gale, was steady and free from any unpleasant motions. We left Collingwood at 10.30 a.m. on the 12th July, 1858. Capt. Kennedy being in charge of the mails for the Red River settlement. We passed Cobat's Head at 6.30 p. m. Cove Island light at 9 p. m. (merely a lantern on the top of the tower visible about 2 miles on a clear night), passed between the middle and Western Ducks at 4 a. m. at easy steam, so as to enter Mississaga Straits in daylight; at 11.20 a.m. ran alongside the wharf at Bruce Mines landed mailed and wooded. Under the kind supervision of Mr. Davidson we inspected the process of extracting copper ore from the bowels of the earth. We found that it contained 4% at the mouth of the pit and 25% barrelled up in the form of paste. Sometime ago the Montreal Mining Company (owning the Bruce Mines) leased half their location to the Wellington Mining Company.

There are in consequence, within one mile, separated by a small island, two establishments, forming one considerable town. Arrived at Sault Ste Marie, Pinis wharf (British side) at 7 p.m.; landed mails and ran over to the American side for coals. At 6 a.m. on the 14th, entered the ship canal, paying 6 cents per ton lockage dues.

Mr. Simpson of the Hudson's Bay Company very politely sent with us the Captain of their schooner to pilot us through to Pine Point, where we engaged his son-in-law, Alex. Clark, as pilot, passed Whitefish Point, Lake Superior, at 10 a.m., Caribou Island at 4.30 p.m. This Island was so called from the circumstance of Capt. McHargo, who accompanied Bayfield in his survey, having on one occasion killed 60 Caribou on it. At 6 p.m. we were close to "Rescue Harbor" Island of Michipicoten. The harbor at Michipicoten is described by the pilot, who has been fifteen years on the lake, as superb, and is so laid down by Bayfield. The Island is about 16 miles by 6, covered with spruce, fir, birch, ash

and maple, the latter growing on elevated ground. There are several lakes on it, full of speckled trout, the bay is full of salmon trout and white fish. A schooner was loaded here last season in a very short time with fish taken in, and about the harbor, and the climate is said by old voyageurs to be far more pleasant during the winter than at the Sault, and other places further south, being of a drier nature." Between the Island and the main land is the most sheltered passage with two excellent harbors on each side, one at Otters Creek and the other at Michipicoten River, and harbor.

The latter place is an important port of the Hudson's Bay Company, distant from Moose Fort on Hudson's Bay, 300 miles, this has been passed over in canoes in six days. Michipicoten Island is said to contain great mineral deposits—silver, copper and lead. The Quebec Mining Company have a location here. At day-break on Thursday we passed Slate Island, and shortly after encountered a dense fog, and lay to till 1 p.m. It was two o'clock before we saw land. Passed close to Thunder Cape, a perpendicular rock rising from the water's edge 1350 feet. Anchored at Fort William situated at the mouth of the Kaministiquio River at 7 p.m. on Thursday the 15th and landed off the mail. Owing to a bar, and the shoal at the mouth of the river, we anchored about a mile from the Fort, early on Friday the 16th. Some of the party went up the river to the Jesuit Mission, about three miles where they were kindly received by the Priest.

Capt. James Dick, and Mr. McMurrich went fishing to Current River, about five miles to the north, where the speckled trout proved too large, and strong for their light rods and tackle, smashing the sops of their lines and flies as fast as they were thrown in and they had to give it up for want of material. One of the trout caught was the largest speckled trout I have seen for many years.

There are trout in this stream, and in all rapid streams between the Sault and Fort William, from 2 lbs. to 6 lbs. and if larger ones are required, at Nipegon River they can be caught from 8 lbs. to 12 lbs. Fancy such a spot, ye disciples of Isaac Walton; speckled trout to be had for the trouble of throwing a fly; within 3½ days of Toronto, weighing from two to twelve pounds. In this are to be found beautiful specimens of Amethyst and other precious stones. The gardens at Fort William, and the Jesuit Mission are as forward as those on the north part of the county of Simcoe The Hudson's Bay Company have a large farm, 50 cows besides horses and sheep and up the river there are other farms; they raise oats, barley and all other kinds of vegetables, and I see no reason why they cannot raise wheat. Mrs. McIntyre, the wife of the agent, was very polite, and kind, and invited us all up to the Fort—gave us supplies of milk, and vegetables.

By this route their trade is carried on to Red River. Sir George Simpson returned from Red River just before we arrived, with two canoes (9 men in each) and left again for the Sault. This bay, Black Thunder, Neepigon Bay, and Pie Island bay, and neighborhood, abound in whitefish and trout—10 fish frequently fill a barrel—20 as a general rule; nets should be 5½ to 7½ rich mesh. Our pilot, two years ago in five weeks, with two men filled 175 barrels. He was furnished by merchants at the Sault with barrels and salt, and $5.00 when returned full —the rate this year being about $4.00. Thirty barrels of white fish were taken at one haul of a seive near Fort William. We left Fort William at 8 p.m. for Grand Portage, passing McKay's Mount of Greenstone, 1000 feet perpendicular height. La Pate on Pie Island 850 feet perpendicular; this island is said to abound in lead; hardly a stone can be picked up on the shore without lead in it. On all these islands valuable stones can be picked up, fit for brooches and rings.

The channel being very intricate, and the pilot not quite posted up, we lay to till daylight, and entered Grand Portage Bay at 5 a. m. Capt. Kennedy landed here with the mails, purchased a canoe and was ready to start before we left. A nucleus of a town has already sprung up here on the United States side. After giving Capt. Kennedy a hearty shake of the hand all

round, we started homeward at 7.15 a. m. and passed Copper Harbor at 2 p.m. Manitou light 5.50 p.m., Whitefish point 6.40 a.m. and on the 18th July entered Sault canal at 10.18 a.m. Coaled on the American side and wooded on Pine's wharf, British side. Landed the mail and started at 2.45 p.m., came to the wharf at the Bruce Mines at 7 p.m.—wooded and left at 7.40 p.m., passing through the Missaga Straits and the channel between the middle and West Duck. On the 19th passed Cove Island light at 8 a. m.—Cabot's Head at 10 a. m. and came to the wharf at Collingwood at 6 p. m. this making the first trip, including delays and stoppages round Lake Superior, in seven days and six hours; distance run, taken from Bayfield's chart, between 1250 and 1300 geographical miles. The average speed, running time being a little over 10 miles per hour. The scenery, throughout, and specially that of Superior is magnificent, and now that the means of communication are afforded to this great, and unknown region, in a safe and commodious boat, under the care of a well-known, and experienced captain it must became a favorite route for the tourist in search of health, and picturesque scenery.

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AN INTERVIEW WITH CAPTAIN DICK OF THE S. S. RESCUE.

(Copied originally from the Kingston Whig, into the Thunder Bay Sentinel, of June 28, 1886.)

Captain Dick, Inspector of Hulls, was the first who navigated a steamer up to Fort William, in Thunder Bay. This was in 1858. The fact was an interesting one, and the Whig reporter meeting the genial captain at the British American Hotel had quite a lengthened interview with him about it. He said that along in 1858, a company of Toronto people was formed and a contract given to them to carry mail from Collingwood to Fort Garry, now Winnipeg. Captain Dick and his brother went to Buffalo and purchased the Steamer Rescue, a handsome craft. The boat was originally built for service on the Florida coast, but the company who had her in hand failed, and the Dicks secured her for one-third her value. The captain found her to be the safest steamer he had ever commanded. The wildest gales did not disturb her.

There was great opposition to the proposed opening up of the northwest, by the Hudson Bay Company, and through their efforts the mail contract was abrogated and the Toronto gentlemen suffered great loss.

Mr. Dawson, now member for Algoma, was engineer of the Toronto company's case. He laid out the route for taking the mails through from Fort William. Bridle paths were cut through to Dog Lake, thence to Rainy River, and down as far as the boundary line. Boats were then dispatched down the Winnipeg river and finally the bags were carried across the plains to Fort Garry, by Indians. The first trip of the voyaguers was a dangerous one, and the mails went forward at the point of the revolver. The Indians objected to the advance of civilization.

My first trip was to Fort William, on the Rescue, said the captain. I had never been up the lakes before, but by chart I succeeded in getting to my destination without touching stick or stone. It was a bright moonlight night when I anchored off Fort William, and in ten minutes afterwards, the boat was surrounded by a hundred canoes. They were filled with Indians, who had silently swept over to see the monster, but they would not come near the vessel. Presently the H. B. Co.'s factor approached in a huge gondola rowed by twenty Indians, who sang their boating songs. The night was pleasantly spent in conversation with the factor, who pointed out, the night being very clear, the magnificent territory which the H. B. Company controlled. The company afterwards charged exorbitantly for everything that we wanted. They were opposed to our going into the country and finally succeeded in getting our contract cancelled.

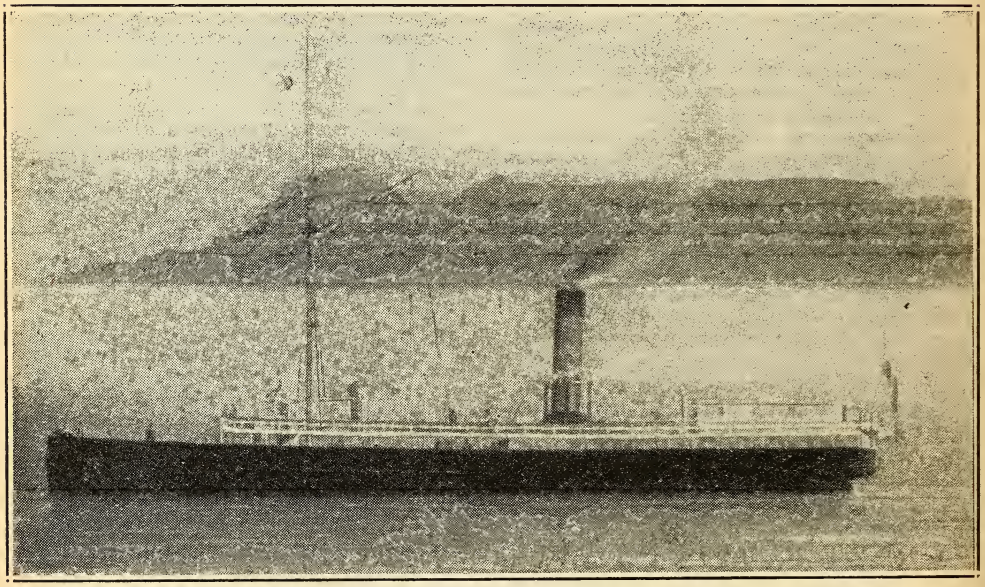
We had much trouble in keeping our canoe stations intact. Once, that at Dog Lake was torn down and the boats scattered. I later bought one of our own boats at Fort William, but as soon as I discovered our brand beneath the seat, I refused to pay for it. We used coal on our trips up, and wood going down. We bought land where Port Arthur is now, and we think we still have a claim there. The government sold it without our leave, but the money we paid for it lies in the Crown Land's Office, and we intend to have a refund or some satisfaction soon. Many a time I have taken on wood at Port Arthur. When I first went up the lakes there were only three white men living on the route.

"What did you get," inquired the reporter, "for carrying the mails?"

"We got twelve hundred dollars a trip."

"Did you carry much mail?"

The first mail I took up consisted of two letters, and three papers. Previously the mail for the Hudson Bay factors, was sent in from the Hudson Bay."



STEAMER "RESCUE"

Built at Buffalo, N. Y. 1855 (official No. 33528). Length between perpendiculars 121 ft. 5 in.; Beam 22 ft. 9 in.; Depth 10 ft. Tons 248 net, 350 gross.

This was the first registered Canadian steamer to pass through the Old State Lock at Saulte Ste. Marie, Mich., in July 1858, trading from Collingwood to Fort William and to Grand Portage, carrying passengers, mail and freight. Capt. Dick beink the commander. When the Prince of Wales (King Edward VII.) visited Collingwood Sept. 10th, 1860, this steamer took the Royal party for a trip around the harbor.

Narrative of the Canadian Red River Exploring Expedition of 1857

On account of its local interest, Mr. Alex. McNaughton copied this chapter from a rare book belonging to the Governmental Library, in Ottawa, and presented the copy to the Historical Society.

By Henry Roule Hind, M.A., F.R.G.S.,
Professor of Chemistry and Geology in the University of Trinity College, Toronto.

In charge of the Assinniboine and Saskatchewan Expedition.

CHAPTER II.

The Kaministiquia Route — Fort William — Lake Superior to the Height of Land.

THUNDER BAY, which receives the waters of the Kaministiquia (spelt "Kaministikwoya" by Sir Jno. Richardson, "the river that runs far about,") forms a portion of the northwest expansion of Lake Superior. It is the most southerly of three large and deep landlocked bays, which characterize that part of the coast; and it is situated between the parallels 48° 15′ north latitude, and in longitude 89°, and 89° 25′ west of Greenwich. Its greatest length in a north-easterly direction is 32 miles, and its breadth from Thunder Cape to the mouth of the Kaministiquia, upon which Fort William is situated, about 14 miles.

The main entrance to the bay is between the imposing headlands of Thunder Cape, 1350 feet above the lake level, and Pie Island, 5 miles southwest of the Cape, with an altitude of 850 feet. The depth of water in this broad entrance exceeds 180 feet, and a measure of 60 to 120 feet is maintained in many parts of the bay.

Seven miles southeast of Thunder Cape the lake is 630 feet deep, with a muddy bottom.

Immediately opposite, and east of the three mouths of the Kaministiquia, the Welcome Islands are distant about two miles, and inside of these islands from 30 to 60 feet of water is shown on Bayfield's chart. Within half a mile of the river's mouth the water shoals rapidly, and the bar has a variable depth of 3½ to 5½ feet of water upon it; but within 1000 yards of the north, or main channel, 12 to 14 feet of water is maintained. Land is forming fast near the mouths of the river, and large areas in advance of the increasing delta, sustain a thick growth of rushes.

At a distance of about half a mile from the exit of the northern or main channel, Fort William is situated, upon the left or north bank. Opposite to it is a large island formed by the middle channel of the Kaministiquia, which branches off from the main stream about one and a half mile from the bay. In the time of the North West Company, this island was denunded of the trees it sustained, which consisted mainly of tamarack, for fuel and other purposes, and the greater portion is now covered with second growth. A large area south of the fort still remains denunded of wood, and forms the site of an Ojibway village, besides serving as an excellent open pasture ground for a herd of cows belonging to the Hudson's Bay Company, which swim across the river every morning, a distance of 400 feet, and return at an early hour in the afternoon to the farm yard in the vicinity of the fort.

The banks of the river here are low and flat, not exceeding ten feet in altitude. In the rear of the fort, tamarack, of small but dense growth prevails. The soil is a light sandy loam reposing on yellowish clay.

Two miles above the fort, and in a direction nearly south from it, the third or southern outlet separates from the main channel. The banks of the river continue to rise above the level of its waters until they attain at the Mission of the Im-

maculate Conception, an altitude of 18 or 20 feet. Near the Mission the Indian Reserve of about 25 square miles begins; it embraces the best and largest area of cultivable land in the valley of the Kaministiquia, and much of it being situated on the flanks of McKay's mountain range, some portions possess many advantages which do not belong to the available tracts near the shores of Thunder Bay.

The general course of the river above the Mission for a distance of nine miles is towards the southwest, by very tortuous windings. Five miles from Fort William it approaches the base of the elevated but broken table lands to which McKay's Mountain form an imposing and abrupt termination. McKay's Mountain has an elevation of 1000 feet above the lake, and is the north-eastern boundary of an irregular but extended trap range, whose south-eastern flank follows the trend of the coast as far as Pigeon River.

It is worthy of remark, that the flanks of Mackay's Mountain support a heavy growth of hardwood timber (maple, etc.), and through various sources I was informed that this heavily-timbered land stretches far to the southwest, on the side and borders of the trap range. The rock formations which comprise the country between the Kaministiquia and Pigeon Rivers indicate the presence of a fertile soil on the flank of the irregular table land; the trap with which the slates are associated giving rise upon disintegration to a soil of superior character. At the Mission, a light reddish loam constitutes the soil, having a depth of six feet, and resting upon a bluish grey clay which extends to the water's edge.

The Mission of the Immaculate Conception is under the charge of the Rev. Jean Pierre Chone, who has resided on the banks of the Kaministiquia for nine years. From that gentleman, who kindly afforded me much information respecting this valley, I obtained numerous facts of interest in relation to its adaptation for settlement. At the Mission there are already congregated from thirty to thirty-five houses(substantially built of wood; in their general arrangement and construction they are far superior to the log houses of Canadian pioneers in the forest. Many of them have gardens attached to them, a few of which were in a good state of cultivation; some small fields fenced with post and rail were in the rear of the most thriving. The river here is from 60 to 70 yards wide, its waters are very turbid, with a current not exceeding two miles an hour.

M. Chone's room, into which we were admitted, gave us a clue to the prosperity, cleanliness, and appearance of industry which distinguished the Mission. A young tame partridge was hopping about the floor when we entered. A number of books occupied a small table in one corner, the other was taken up by a turning lathe, and various articles manufactured by the cure were lying about the room. A low bed covered with a buffalo robe filled another corner, and while we were conversing an old chief, dressed in scarlet cloth, quietly entered and placed himself on a chair by the side of a small carpenter's bench, which filled the remaining angle.

Among many interesting facts with which we were furnished by the kindness of M. Chone, we learned various particulars respecting the condition of the Indians and their relation to the government of Canada, which an inspection of the treaty confirmed.

In 1850 a treaty was concluded by the Hon. W. B. Robinson on behalf of Her Majesty and the Government of the Province with the Chiefs of the Ojibway Indians, inhabiting the northern shore of Lake Superior from Batchewanaung Bay to Pigeon River, and inland to the height of land between Canada and the territories in the occupation of the Hudson's Bay Company. For the sum of £2000 currency, and an annual payment of £200 to be paid at Fort William and Michipicoten, the chiefs surrendered all their right and title to the above territory with the exception of the following reserves made over to them for the purposes of residence and cultivation, allowance being given under certain reasonable restrictions that they shall still hunt over the territory and fish in the waters as heretofore. The

number of Indians included in this treaty was 1240. The reservations made for their benefit were as follows:

First: For Joseph Peau de Chat and his tribe; the reserve to commence about two miles from Fort William on the right bank of the River Kaministiquia, thence westerly six miles parallel to the shores of the Lake, thence northerly five miles, thence easterly to the right bank of the said river so as not to interfere with any acquired rights of the Honorable Hudson's Bay Company.

Second: Four miles square at Gros Cap for Po-to-mi-nai and tribe; and

Third: Four miles square on Gull River, near Lake Superior, on both sides of the river, for the chief Mish-i-muck-qua.

Our Iroquois being desirous of going to mass at the Mission on Sunday, August 2nd, several of the party accompanied them, and witnessed the rather rare spectacle of a numerous and most attentive Indian congregation engaged in Christian worship. The chapel is a very spacious and well-constructed building of wood, with a semi-circular ceiling painted light blue. The walls were panelled to the height of about four feet, and altogether the interior arrangements and decorations exceeded our anticipations, and everywhere showed the industrious hand or intelligent direction of the Rev. M. Chone. The Indians forming the regular congregation were arranged in the most orderly manner; the left side of the chapel being appropriated to the men and boys, the right to the women and girls. The boys and girls were placed in front of their seniors. The men were provided with forms, the women sat upon the floor. The utmost decorum prevailed throughout the service, and the chanting of both men and women was excellent, that of the squaws being remarkably low and sweet. Few of the male portion of the congregation took their eyes from the priest or their books during the service. The squaws drew their shawls or blankets over the head and showed the utmost attention. The Cure delivered a long sermon in the Ojibway language with much energy, and seemingly with the greatest fluency. After the ordinary service of the day was over, being before requested by one of our party, he delivered an admirable sermon in French. His style, language, and manner, were of a very superior order, and the drift of his words seemed to go far in shadowing forth the philanthropic impulses which sustained him in his solitary work of love, so remote from society, comfort, and civilization.

In the afternoon I visited the mouth of Current River, six miles from Fort William. The river reaches the Lake by a succession of sloping falls over an argillaceous rock, which in the aggregate exceed forty feet in height within half a mile from the lake. The common chive was found occupying in abundance the cracks and fissures of the shale on the banks of the river.

I visited during the day the garden of the fort; its area is about 1¾ acres. The shallots were small, but the potatoes looked well, being at the time in flower, and Mr. McIntyre thinks that varieties may be found which will ripen well near the fort. Tomatoes do not ripen here; turnips and cabbages are very liable to be destroyed by the cut-worm or grub; the currant bushes procured from the forest flourish admirably, and produce a very large berry; the red currant was just beginning to ripen. This part of the country appears to abound in currants, raspberries, strawberries and gooseberries; they were seen growing in the woods in every direction, where direct light penetrated. A patch of oats in the garden showed a most remarkable development of stalk and leaf, and the ears were beginning to show themselves. The soil of the garden was brought from the foot of the Kakabeka Falls in the time of the North West Company's glory.

The average period when the Kaministiquia freezes, is from the third to the fifteenth of November, and it becomes free from ice between the twentieth and twenty-third April. The year 1857 proved an exception in many respects; the ice did not pass out of the river until the thirteenth of May, and on the first of August the day of my visit, the waters of the river were

higher than they had ever been known before at that season of the year.

Indian corn will not succeed in this settlement, early and late frost cutting it off. Frost occurs here under the influence of the cold expanse of Lake Superior, until the end of June, and begins again towards the end of August. A few miles further up the river, west of McKay's Mountain, the late and early are of rare occurrence, and it was stated that Indian corn would ripen on the flanks of McKay's Mountain.

All kinds of small grain succeeds well at the Mission, and the reason why they have not been more largely cultivated is owing to the want of a mill for the purpose of converting them into flour or meal. Near the lake, at Fort William for instance, oats do not always ripen; the cold air from the lake, whose surface, thirty and fifty miles from land, showed a temperature of 39° 5′, at the close of the hottest month of the year, is sufficient to prevent many kinds of vegetables from acquiring maturity, which succeed admirably four or five miles up the river.

Fragments of limestone have been procured in the neighborhood, but the locality could not be pointed out by any of its inhabitants. The ruins of a lime kiln, used by the North West Company, have been discovered, and it is very probable that the limestone was obtained from crystalline layers, the existence of which has been established over wide areas in Thunder Bay, by Sir William Logan, and are noticed by him as being of a "reddish white color, and very compact, some of which would yield good material for burning." These beds of impure limestone are mentioned by Mr. Murray (geological survey of Canada, for 1846-7) as occurring in the lower portions of the formation occupying this valley.

It is worthy of notice that substantial records of far more extensive settlements than now exist, showing a much higher degree of civilization and improvement, are found at or near the various posts along this route, and particularly at Fort William.

Most of these remains of former industry and art, date from the time when the North West Company occupied the country, and there is reason to believe that much valuable knowledge respecting the resources of particular localities has been forgotten, or is hidden in the memories of those who may not have the opportunity to make it known.

Mr. Keating mentions the ruins of the old Fort de Meuron, erected by Lord Selkirk. He was also shown the remains of a winter road opened by that enterprising nobleman, from the Kaministiquia to the Grand Portage on the Pigeon River, about thirty-six miles distant. The remains of a road to White Fish Lake is also still to be seen, and indeed it forms a winter route for half-breeds and Indians at the present day between the lakes on the Pigeon River, and the valley of the Kaministiquia. The Canadian government have recently laid out the valley of the Kaministiquia below the Kakabeka Falls into two townships, names respectively Paipoonge and Neebing.

On the Third of August we prepared for our immediate departure, and were all ready, with the exception of the Iroquois Indians, by 10 a. m. The delay with them arose from an indisposition to separate and be associated in different canoes with the Ojibways we were obliged to hire; by noon, however, an arrangement was made, it being determined that one brigade of three canoes should proceed at once, the other follow on the morrow. Just before starting a large body of heathen Indians, from the camp on the opposite side of the river, came over in a number of small canoes and commenced a dance outside of the pickets of the fort. They were painted and feathered in various ways, and furnished an admirable subject for our artists. Having danced on the outside of the fort for some minutes, they entered and arranged themselves in a semi-circle in the quadrangle. The medicine-man and his assistant, gaud ily painted and decked with eagles' feathers, sat on the ground beating a drum, and near to them squatted some half dozen squaws, with a few children. About sixty men and boys, headed by the chief, painted and feathered similar to the medicine man, danced

or jumped around the ring. Our party being collected in front of the chief, he made a short speech, which was interpreted by a half-breed attached to the expedition to the following effect: "They were happy to see us on the soil; they were hungry and required food, and trusted to our generosity and the plenty by which we were surrounded." The pipe of peace was then lit, and handed in turns for each to take a whiff. The picture of a hand across the mouth and cheek was admirably drawn in black on the faces of the chief and medicine-man. The Ka-ki-whe-on, or insignia, consisted of eagles' feathers stuck in a strip of red cloth about four feet long, and attached to a cedar pole. The whole scene was highly ridiculous, and many of the performers were wretched looking creatures, being dreadfully affected with scrofula. Some of the men, however, possessed splendid looking figures, but the progress of civilization will soon close the history of these wretched Indians of the Kaministiquia.

Our first brigade, consisting of two large five fathom, and one middle size canoe, containing twenty-six men in all, started from Fort William at 5 p.m., and arrived opposite McKay's Mountain at about half-past six. Half a mile above the mission we noticed a very neat house in a clearing of about ten acres in extent, the last effort of civilization to be seen, with the exception of an occasional post of the Hudson's Bay Company, for many hundred miles. The first camp was pitched about three quarters of a mile beyond McKay's Mountain.

Opposite this magnificent exposure of trap, the clay banks of the river are about 14 feet high, and continue to rise on one side or the other until they attain an elevation of nearly 60 feet, often, however, retiring from the present bed of the river, and giving place to an alluvial terrace, some 8 or 10 feet in altitude, and clothed with the richest profusion of grasses and twining flowering plants. The current begins to be rapid about nine miles above Fort William soon after passing Point de Meuron, the site of the fort established by Lord Selkirk before referred to, and continues so, in the ascending course of the stream, to the foot of the first demi-portage, called the Decharges des Paresseux, where an exposure of shale creates the rapids which occasion the portage. The fall here is five feet 1 inch, in a space of 924 feet. The distance of this portage from the lake, by the windings of the river, is about 22¼ miles, and the total rise probably reaches 35 feet.

The current continues rapid to the foot of the Grand Falls, and high rock exposures commence on the precipitous banks three miles below them. These gradually assume the form of mural cliffs, capped with drift, increasing in altitude until they attain at the foot of the Grand Falls, the height of about 160 feet on the left bank, while on the opposite side of the river the mountain portage path winds round the steep hill side of a bold projecting escarpment, 91 feet in altitude, and nearly half a mile from the falls.

At our camp, seven miles below the Grand or Kakabeka Falls (cleft rock) as they are termed, the level of the river was estimated to be 40 feet above Lake Superior, and the foot of the falls 16 feet higher. The Grand Falls themselves are found by leveling to have an altitude of 119.05 feet, and involved a portage of 62 chains or three quarters of a mile. They are distant from the mouth of the river by its windings about 30 miles, and in an air line 17 miles.

As the altitude of these falls has attracted the attention of several observers, the different results obtained may not be without interest:—

Altitude ascertained by leveling (Mr. Dawson, August, 1857)	119.05
Capt. (now Col.) Lefroy, barometrical measurement	115.00
Mr. Murray, of the Canadian Geological Survey	119.00
Major Delafield	125.00
Sir John Richardson, Barometrical Measurement,	127.00
Lieuts. Scott and Denny	130.00

Assuming the height of Kakabeka to be 119 feet, the summit will be 175 feet above Lake Superior. This result includes the rapids at the foot of the falls. The levels were taken along the portage path, and if the rapids be deducted, the true height of Kakabeka probably does not exceed 105 feet.

The scenery of the Grand Falls is extremely beautiful. The river precipitates its yellowish-brown water over a sharp ledge into a narrow and profound gorge. The plateau above the portage cliff, and nearly on a level with the summit of the falls, is covered with a profusion of blueberries, strawberries, raspberries, pigeon cherry, and various flowering plants, among which the bluebell was most conspicuous. On the left side of the falls a loose talus is covered with wild mint and grasses which grow luxuriantly under the spray. Beautiful rainbows of very intense colour are continually projected on this talus, when the position of the sun and the clearness of the sky are favorable. Numerous small springs trickle down a perpendicular cliff of about 12 feet in altitude at the base of the talus, whose coolness and clearness, compared with the warm, coloured waters of the river, make them a delicious beverage, the difference between the temperature of the springs and river being about 20°. The right side of the cliff at the falls is perpendicular for a height of more than 100 feet, and exposes the stratification with perfect fidelity. The peculiar rounded forms into which the rock divides itself, noticed by Mr. Murray, were well marked.

The alluvial valley of the river from about three miles below the mountain portage to Fort William varies in breadth from a few hundred yards to one mile; the breadth occupied by land of a quality which might fit it for agricultural purposes extends to near the summit of the flank of a low table land, which marks the true limit of the river valley, and the average breadth of this may be double that of the strictly alluvial portion.

The low table land is thinly wooded with small pine, and the soil is poor and dry; the alluvial valley sustains elm, aspen, balsam, poplar, ash, butternut, and a very luxuriant profusion of grasses, vetches, and climbing plant; among which the wild hop, honeysuckle, and convolvulus, are the most conspicuous The rear portion of the valley, with an admixture of the trees just named, contains birch, balsam-spruce, white and black spruce, and some heavy aspens. The underbrush embraces hazelnut, cherries of two varieties, etc.

Occasionally the flanks of the low table land approach the river, contract the valley, and give an unfavourable aspect to the country. This occurs near the Decharges des Paresseux, and at most of the heavier rapids. The area available for agricultural purposes below the Grand Falls, probably exceeds twenty thousand acres, but if the flanks of McKay's Mountain be included in the estimate, a large addition may with propriety be assumed.

The Thunder Bay Historical Society

Fifteenth Annual Report

PAPERS OF 1923-24

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Papers of 1924

Thunder Bay Historical Society

OFFICERS 1923-24.

Honorary Presidents	Honorable Sir George E. Foster
	Mr. Peter McKellar, F. R. G. S.
Honorary Patron and Patroness	Mr. and Mrs. N. M. W. J. Mackenzie
President	Mr. John King
Vice President	Mrs. Peter McKellar
Secretary-Treasurer	Miss M. J. L. Black

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Captain McCannell	Mrs. G. A. Graham	Mrs. J. M. Sherk
Mr. C. W. Jarvis	Major W. J. Hamilton	Mr. F. C. Perry
Mr. Alex. McNaughton		

AUDITORS

Mrs. C. W. Jarvis and Miss Pamphylon
Auditors

JOHN KING—PRESIDENT OF THE HISTORICAL SOCIETY

Secretary-Treasurer's Report

MISS M. J. L. BLACK.

To the President and Members:
Ladies and Gentlemen:

I have the honor to present the following report as secretary of our society, for the year 1923-24.

We have a paid-up membership of twenty, all of whom attend the meetings most regularly.

During the year there have been four meetings. On Nov. 15 we met at the home of Mr. and Mrs. John King, when a paper by Mr. J. A. McComber was read; on Feb. 15 we met in the library, and had papers by Mr. J. Mackay Hunt; April 15 we met at the home of Mr. and Mrs. C. W. Jarvis, when was read a sketch of Mr. A. L. Russell, and excerpts from the early files of the newspapers; on July 11, we were the guests of Mr. and Mrs. Peter McKellar, when we met Mr. L. J. Burpee.

The society's activities have not been confined to the above meetings, for through the efforts of the president, Mr. King, the plot in which is the Hudson Bay memorial was put in good condition, and the care of it handed over to the Parks Board. Negotiations are also under way with the Canadian National Parks Commission for the erection of a memorial in the Heath Street Park, to commemorate the turning of the Grank Trunk Pacific sod, and the movement of the first grain.

It is with great sorrow that we have to record the loss of three of our members, Mrs. Bernard Ross, Major Hamilton, and Mr. Fred Fregeau. It was always a delight to talk to Mrs. Ross, and listen to her stories of early days in the west. Mr. Fregeau was always an interested and active member, while in Major Hamilton we lost one who had been on our executive since our organization.

We have received a number of reports in exchange, and also a set of valuable photographs of the early boats the latter being given by Captain McCannell.

All of which is respectfully submitted.

M. J. L. BLACK,
Secretary.

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Receipts

Oct. 1, 1923—	
Balance in Bank	$ 58.75
Government grant	100.00
Membership Fees—	
Miss C. Merrick	1.00
Mr. and Mrs. John King	1.50
Mr. and Mrs. McKellar (2 yrs)	3.00
Capt. McCannell	1.00
Mrs. Sherk	1.00
Miss Erma von Bockstaele	1.00
Miss Robin	1.00
Miss Black	1.00
F. C. Perry (2 years)	2.00
Mrs.. Miss and Mr. Copp	3.00
A. J. McComber	5.00
Major and Mrs. Hamilton (2 years)	3.00
Mrs. F. A. Sibbald (2 years)	2.00
J. J. O'Connor (2 years)	2.00
Miss Pamphylon (2 years)	2.00
Oct. 1, 1924—Total Receipts	$188.25

Disbursements

Canadian Historical Fee	$ 4.00
Printing	97.20
Minute Book	3.75
Wreath	5.00
	$109.95
Oct. 1, 1924—Bal. in Bank	$ 78.30
	$188.25

Fort William in Early Days

As Recorded in the Prince Arthur's Landing Sentinel

The Sentinel, Prince Arthur's Landing, Aug. 3, 1876.

THE TOWN PLOT

On Wednesday we spent a few hours at the Town Plot, and there noticed considerable change since our previous visit. Quite a clearing has been made, and we found a number of men busy on Lot 44, south of Gore street, removing stumps to clear the ground for the Round House. Mr. Isbester, the contractor, has the shop erected, and is all in readiness to go on with the work. The material is to be stone taken from our Thunder Bay quarries, the circumference is to be 600 feet, having ten stalls, height to be 16 feet, with, of course, raised roof; the smoke stacks are to be made of sheet iron, by French and Kennedy of this place. We should judge the whole work will be a substantial job, particularly as full confidence is had in the parties having the work in hand. The location is at the Town Plot terminus of the Prince Arthur and Kaministiquia Railroad.

We found Mr. John Sullivan in charge of a gang of men engaged in laying the iron for the track, the distance already reached being about three miles. Unless an engine soon arrives as expected the lorrie and horsepower will be found slow work as distance is gained. Large quantities of the rails are piled up, and more constantly arriving.

The only hotel open at the Town Plot is the Orillia House, by Mr. O'Connor, who evidently is doing a good business, while buildings for other purposes are talked about, including one for a store by Messrs. Street, of this place, who think of opening a branch store. However, as far as we could learn, the "town lots" are not going off like hot cakes, owing to the prices that are being asked.

Around the government dock, where the propeller, Lake Erie was unloading iron, there appeared to be considerable stir. The whole place has a business look. Not the least attractive spot is Mr. Walford's garden, fully demonstrating what energy and proper attention can do. It is evident that the soil is adapted to gardening purposes, and by another season more interest will be shown in that direction.

Passing homeward, we found Mr. Henderson's mammoth building converted into a boarding house, and the "First Hotel" is closed, having been purchased by the government, to keep the reserve along the river. Mr. Hazelwood's fine house attracts the attention of all passers-by, his family having recently arrived, the premises are now occupied. Mr. H. has been recently ill, but his numerous friends will be pleased to learn that the climate, etc., has favorable influence and he is getting better.

The Kaministiquia Hotel, Messrs. Ingalls and Knappin, Proprietors, east of the Town Plot, is doing a good summer business, a number of tourists stopping there at present; certainly the locality is a quiet retreat for a season and accommodations are satisfactory.

Nearly opposite the hotel is the new store now being finished by the Messrs. McKellar, for Mr. McLaren, lately arrived from Ontonagon, and who proposes opening at an early date. Mr. Tall is now painting the store in the highest style of the art.

Accompanied by J. L. Baker, of the Northern Railway, Toronto, Mr. Manly, of Toronto Collegiate Institute, and Mr. C. Baker, of University College, Toronto, who were up by the Francis Smith on a pleasure excursion, and spent Wednesday along the river, we were shown over the premises at Fort William by the worthy manager, John McIntyre. Recently, a division has taken place in the stock of goods, the clothing and light goods now occupying a store near the entrance to the old one to the left. The large stone building, erected eighty-five

years ago, is used for storage purposes. The neatness, regularity, and above all, the immense stock of first class goods astonished even our Toronto friends. While viewing the curiosities we saw an old flint-lock musket, of Queen Bess make, which would hardly answer for Black Hills service at present. The history of the early days of Fort William have historical events of interest that would be both amusing and instructive if properly placed before the public.

(Sentinel, Sept. 7, 1876.)

TOWN PLOT AND VICINITY

Tuesday afternoon we visited the Town Plot. A month had made some change; the government dock and other places in the vicinity presented large piles of railroad iron. The "Asia" was at the dock unloading. While there the train arrived and we noticed Mr. H. Ryan upon the cars. Immediately upon arrival a force of men were put to work, to load up again four cars, that the powerful engine moves up the steep grade with ease from the wharf. We understand that Messrs. Percell and Ryan have laid over 11 miles of tracks, and keep daily progressing.

We found men busy unloading from the boat construction engine, number 2, together with six platform cars. This engine, like the one now in use, is powerful, and when once ready will be a great acquisition to the working of the road. Extending eastward from the dock, along the edge of the river for a few hundred yards, the ground is preparing for the ties, in order to lay track for more wharfage accommodation. Certainly there is a great need for more dumping room.

The next object of interest we visited was the Round House. This is located a few hundred yards back from the front, and at the terminus of the P. A. L. & K. railway. We found a number of masons and laborers at work. The foundation is nearly completed and when built there will be ten stalls for as many "iron horses." A large tank is being excavated and curbed in the round house, for the supply of water to the engines. Some curious specimens of petrified wood have been taken out of the well, as shown us by Mr. Young, in charge of the tank sinking. Mr. Isbester himself is absent, but is ably represented by Mr. Alex. Fraser. Quite a large quantity of stone is upon the ground, delivered by Mr. McDougall, who has his quarry at the foot of Thunder Bay.

Since our previous visit, Mr. Conley has erected a house on Brown Street, and Mr. Finly is putting up a dwelling and bakery to the rear. Mr. A. Stevenson was busy building a sidewalk along said street. It is true that a month has not made any extraordinary change in the appearance of the place, but the cause assigned is asking too much for the lots in market, etc. However, we found Mr. O'Connor, Mr. W. W. Ireland and others all confident of a prosperous locality.

Upon our return we dropped into the Kaministiquia Hotel, Messrs. Ingall and Knappen, proprietors. Here we found some excursionists. Quite a number of visitors to our shores the present season have sojourned for a time at the house, and the landlord and landlady have won golden opinions. Among those there on Tuesday, were Mr. and Mrs. Wild of Jersey City, N.J., and Mr. and Mrs. S. M. Thomas of Brooklyn, Ontario

Passing to the new store almost opposite, we found Mr. McLaren superintending the opening of a new stock of goods. We must say his dry goods, ready made clothing, boots and shoes, groceries, confectionaries, hardware, etc., looked fresh and were tastefully arranged in his new store, recently painted and grained in Mr. Tall's best style of the art.

(Sentinel, April 12, 1877.)

TOWN PLOT AND VICINITY

Tuesday afternoon we handled the ribbons to Vigars' gay team, and had a pleasant drive to the Town Plot, where we found visible signs of progress. Mr. O'Connor of the Orillia House showed us around. He is busy building a new hotel on the corner of Railroad and Brown streets. We found men engaged completing the 200

feet dock of Messrs. Oliver, Davidson and Co. The depth of water about thirteen feet.

Returning to Railroad Street corner, upon our left were to be seen the comfortable dwellings of Messrs. Finly and Conly, and around a little to the right hand, is a new building recently erected for Mr. Ingalls. Next is the Orillia House, owned by Mr. Ingalls, and occupied at present by Mr. Andrew O'Connor, who keeps a comfortable hotel. In the rear is a quantity of timber for Ingall's new wharf. Near by, is the large new two story building of Messrs. Marks Bros., which is being finished upon the ground floor for a general store, and upstairs adapted for a public hall. In rear of Mr. Alex. Stevenson's building, he has constructed a dock. Along to the east are the comfortable residences of Messrs. Ireland, Warford, etc.

Along the railway tracks are huge piles of steel rails, ready to be removed when wanted. A little to the northeast stand the store house and woodshed of the C. P. R., and close by the Round House is progressing, when completed it is to accommodate ten locomotives. Further to the north are residences and boarding houses, and Mrs. Grenier's convenient buildings, to be used for a grocery store and residence, and the other as a Bowling Alley. As we continued our journey down to the right, is the government reserve, while nearly opposite the mammoth building partially erected last year for a hotel is the Messrs. Street Bros. fine new store, ornamental front, nearly ready for occupation.

Continuing homeward is the enclosure of the government, whereupon is erected the fine residence of S. Hazelwood, Esq., Chief Engineer, P. A. Div. C. P. R. It is due to the truth to say, that M. H. devotes his time to the affairs of his responsible position, and is, withal, popular with his employees and neighbors

Arriving at the east of the government reserve, we found the McKellar Brothers busy finishing the new two hundred foot dock, for the consolidated line of Messrs. Beatty and Windsor, Company. The depth of water, 15 feet, and frontage of property 600 feet (purchased from McKellar Brothers), where it is calculated that elevators for the handling of grain from Manitoba will be built. At present the eastern terminus of the C. P. R. does not come within a mile of the dock, but the survey has been made along the river, and it is calculated to continue the railroad to this steamboat company's property.

A short distance further brings to the Ingalls and Knappen dock, which has been recently enlarged, and these enterprising gentlemen have on hand several hundred cords of wood. The Kaministiquia House, Messrs. I. & K., proprietors, gained golden opinions last season, has done a fair business all winter, and with increased advantages is bound to bid defiance to any rival in the district. We next pass the store of Mr. McLaren, and found him as gay as a peach blossom, having inplicit confidence in the great future of the up-river enterprises, notwithstanding the occasional hits of the Thunder Bay Sentinel at "that bar" and the narrow stream. Well, we admire pluck and would not wish to rob our friends of a particle of their devotion to the beautiful Kaministiquia:

"That scarcely seems to stray,
Yet glides like happiness away."

(Barring when covered with ice as at present and in a very dangerous condition.)

We did not cross to Messrs. Oliver and Davidson's Mill, but learned that the hum of industry is to be heard, fitting up the mill, door and sash factory, overhauling the Jennie Oliver, etc. We learned that a good business had been done in the past winter in the sale of lumber, and a superior quality of logs has been secured to run the mill, when the weather permits.

The sun had disappeared behind the western hills, the shades of night were fast approaching, and as the roads were a little heavy we had no opportunity to pay even a flying visit to Fort William. However, we understand that the worthy governor keeps his argus eyes around and that everything moves forward—quietly, as it is one of the Hudson Bay Company's peculiar traits to keep their own councils.

(Daily Sentinel, Feb. 18, 1888)

Judging from the trouble our neighbors of "Fort William Town Plot" are experiencing in naming their ambitious burg, there is something in a name after all. With a post office originally christened Fort William, the building of the North Shore line of the C. P. R. and the large elevator near the old fort, came the establishment of a post office near the latter place, and some how or other the people to be accommodated succeeded in capturing the name "Fort William," rendering it necessary for those of the "Plot," as it was familiarly known, to select another name for their office. Neebing was chosen, and after a while the department recognized and adopted the cognomen. But that did not satisfy some of the residents of the future Chicago of the Dominion, and again there was a christening, "Fort William West" being selected. Another year has rolled around, and at the request of the C. P. R. officials, who state they wish to avoid confusion, there is to be another change, a transposition of words, making the new official stand, read West Fort William. This last christening may avoid confusion among the C. P. R. employees, but to the outsider it must be productive of great uncertainty as to how to address letters to correspondents, as it will take time to become accustomed to the change. Again, it may mean, that Fort William is to be the town on the Kaministiquia, and West Fort William is to become little more than a way station as the company is making all the improvements at "Fort William."

The Sentinel is thus particular in giving to the world the trials of a post master, and the various aliases to his office: Fort William alias Neebing; alias Fort William West, alias West Fort William, so that confusion may be less confounded.

(Weekly Sentinel, July 19, 1895.)

LOCAL CHURCH HISTORY

OLIVER.—The first step towards establishing the church in this township was the purchase of land on the 4th line, on which was subsequently erected St. James' Church. This was in 1886. In July of the same year, a block of six acres was purchased from John Baxendale, as a site for a parsonage and grounds. The purchase money amounted to $60.00, of which $40.00 were received from Mr. and Mrs. G. T. Marks, of Port Arthur. The Rev. M. C. Kirby, lately in Fort William, is the present missionary in Oliver, and he will take immediate steps, with the Bishop's sanction to erect a parsonage.

WEST FORT WILLIAM — In August, 1886, an acre of land was secured in this place for a church. It is on the north side of Victor Street, and consists of lots 38 and 40. One half of the latter was a free gift from Mr. Davidson, and others were purchased from Mr. Harvey. Work is under the charge of Rev. E. J. Harper.

Memories of Fort William

By J. McKAY HUNT

The road from Prince Arthur's Landing, now Port Arthur, was built by two gangs of men, one under the late James Conmee, M.P., and one under Thomas Woodside, senior, the father of the various Woodsides of Port Arthur. The route was the same as now followed from South Cumberland Street, Port Arthur, along Bay to Algoma, and along to and on lower Simpson, thence along what is now McTavish, to the Kam river, thence along near the river, to "D" elevator, on to Gore street, to the present intersection of Brown Street. (I have not the date of the fore-going, but I think that it was 1874.)

In 1884 the municipality of Neebing was formed, including the territory now Fort William. The C. P. R., seeing it needed the water front along the Kam river, bargained with the Neebing Council, to hew out the forest and grade what is now Simpson street to Victoria avenue, thence along Victoria to Syndicate, and on to "D" elevator, and paid the municipality three thousand dollars in cash in return for closing the river bank road, from McTavish to "D" elevator. During this time James Conmee had a shingle mill in the village of Meaford. With the burning of this mill, he lost everything he had, and it is said that he remarked "I have nothing to lose now, so I am going to make some money." He did it splendidly. I always felt his remark was a good one, and might well be adopted by anyone.

With reference to the municipal organization in the area adjacent to the Twin Cities; the first municipality was Shuniah, and it was composed of the townships of McIntyre, McGregor, and Welcome Islands, and Pie Island. The townships of Neebing, Paipoonge, Blake, Crooks, and Pardee, also Neebing Additional, some times called McKellar ward of Neebing township, with Islands 1 and 2 thrown in for good measure. Surely some township municipality reaching twenty miles or more northeast of Port Arthur, to eight or ten miles west of the Pigeon River bridge on the Duluth highway! The reason for this large municipality was, that there was a village sprang up on the shore of Thunder Bay, immediately after the landing of General Wolsley and his Red River expedition in the fall of 1869. A few years later, the Federal government decided to build a rail and water route to Selkirk on the Red River. Work on this started just opposite where the Queen's Hotel at Westfort now stands, and practically all money spent locally was spent at Westfort. Thomas Marks was the moving spirit in getting a ferry boat to run between Port Arthur and West Fort in summer and teams with sleigh with robes and blankets for winter to give the railroad construction men a chance to get a better sample of whisky and other commodities than Westfort handled. This did not fill the bill, as the men were very dry when they got off at Westfort and by the time they had a few drinks of Westfort "Redeye," Port Arthur was usually forgotten. Our friend Thomas Marks gathered G. O. P. Clavet, L. U. Bonin, W. C. Dobie, and a few others and laid before them a plan to ask the federal government to extend the railroad from Westfort to Prince Arthur's Landing. Mr. Marks was deputed to go to Ottawa, on this mission. It failed. Shortly after his arrival home, Mr. Marks' fertile brain worked up another plan, namely, "We will offer to grade the road bed and put ties thereon if the government would iron and operate it." His friends sent him back to Ottawa with this plan, and it succeeded, as the government thought that if these people are so enthusiastic as to spend a large sum of their own money, they ought to be helped. The road bed began at Brown street, following the present roadbed of the C. N. R., into Port Arthur within a few feet of Arthur street. But alas, where are the monies to come from. We have no municipal organization. The provin-

cial government were selling the lands of Weigandsville, Sills farm, etc., for 25 cents per acre, so it was necessary to take in an enormous area to sell bonds for $70,000.00, to grade and put ties on this seven miles of road. Hence the territory included in the original municipality of Shuniah. They tried to take in Oliver township also, but even at that early date there were some wise acres in Oliver such as Owen Duross, and his sons and a very few others who declined to be drawn into the net and to avoid it, Oliver applied for municipal organization by itself in 78 or 79. In 1892, I was coming from Montana. I was leaving Port Arthur on the Steamship Campana, Capt. John McNabb. Port Arthur had no way of finding when the train would arrive, so we sailed, and getting out perhaps seven miles, saw the train pulling in. The captain turned back and docked, and received a considerable number of passengers. I remember some women and children whom I had known at Owen Sound, and I also recall a few of the Port Arthur people on that trip. There were John Sills, senior., James Conmee, William Clarke, druggist, all since dead.

The debentures spoken of were divided at the divisions of the original municipality of Shuniah. In the session of parliament, early in 1884, Port Arthur was carved out of McIntyre and became an incorporated town with Thomas Marks as the first mayor. Their first meeting was in May, 1884. At the time of the incorporation of Port Arthur, Neebing municipality became incorporated containing the Townships of Neebing, Neebing Additional, Paipoonge, Blake, Crooks, and Pardee, while Shuniah had the remainder of McIntyre, McGregor, the Pie and Welcome Islands. In 1893 Fort William became incorporated as a town with the late John McKellar as mayor.

The first C. P. R. boat arrived about May 12, 1884. This was the Algoma, with Captain Moore in command. During this summer the Alberta had two serious collisions, and went to Detroit drydock. The Magnet took the place of the Alberta while away, the first trip, with Capt. Peter McNabb in charge; the second trip, the steamer Spartan took the place of the Alberta, with Captain Alexander McLeod in command. These boats, the Magnet, and Spartan, were side wheelers, and wood burners, and had to go to John McLaurin's dock for wood. The Spartan on her last trip down the river ran surprisingly fast. The late Archie McKellar was standing at the gate of the McKellar home near the river and, seeing the Spartan remaining in one spot he hurried down, when lo, and behold, the Spartan was hard on about where the lower end of the Cold Storage Plant of Gordon Ironside & Fares stands. Just as Mr. McKellar arrived a prominent citizen from Port Arthur who seldom came to Fort William, arrived, and said to Capt. McLeod: "You did it pretty well." It was alleged that the captain had been influuenced by some Port Arthur people to run the boat aground to convince the C. P. R. and the government that it was useless to make the river a reasonable harbor.

At the time of this so-called Spartan accident, I was the C. P. R. policeman, and was shortly aboard the Spartan, which was pulled off by the C. P. R. laying nearly a mile of track and getting three locomotives hitched together, and to the anchor chain of the Spartan, while the Steamer Ocean, and Tug Salty Jack were also pulling on her, and not a move did they get until all load at the front of the Spartan had been transferred to the stern. "It surely was done well."

Port Arthur History

As Culled from Early Numbers of the Prince Arthur's Landing Sentinel.

(Sentinel, Oct. 5, 1876.)

HISTORICAL

One of those pleasant occasions that cause the "Social Hour" to revive pleasant memories, came off at Mr. Moffatt's residence recently when a number of our principal business men came together. The entertainment was unexceptionable, and after dining, toast, and sentiment ruled a brief period. The reminiscences of Mr. Moffat and Mr. Dawson were very entertaining. The former said, on rising at the head of the table:

"Perhaps a few remarks from one who claims to be a pioneer, may be of interest, while referring to the opening up of this once distant section of our beloved Dominion, now distant no longer, and the first link that unites the rich and beautiful Province of Ontario with the thriving valley of the Saskatchewan, and eventually with the prized regions of British Columbia. These new provinces will in time be the homes of millions of our fellow citizens. It must be five and twenty years since the first mention was made of a railway that would unite the shores of the Atlantic with the Pacific, running through British territory. The scheme was considered so Utopian that it met with little favor from the public.

"The best efforts of a few men of ability towards breaking down the barriers of a monopoly so long held by the Hudson Bay Company was so far successful that in 1857, our Chief Justice was sent to England by the Government of this country to consult with the Legal Advisers of the Imperial Government as to the legal points bearing on the question at issue. In this state of the case early in the spring of 1858, to aid the Government as well as the laudable ambition to extend the trade with the Great West that a deputation consisting of several leading merchants of Toronto, waited on the Governor General to obtain the assent of the Government to the formation of a Company about being formed to open up the distant territory of Lake Superior, and establish a Mail Route through to the Red River Settlement on the understanding that the Government would aid the project in the shape of a subsidy for the carrying of Her Majesty's mails.

The deputation was well received, and the Government undertook to promote the project in the way suggested and giving it every encouragement which so national and praiseworthy an undertaking deserved. A company known as the Rescue company, was organized and one of them, the speaker, was elected and still continues to be president, for although hardly used in a variety of ways, that Company still exists.

An exploring party under experienced guidance was soon sent to Lake Superior, and after much and anxious consideration the PRESENT SITE OF PRINCE ARTHUR'S LANDING was pitched upon as the most desirable leading location for landing; a clearing of some thirty to forty acres was made, a wharf built for landing stores, a large warehouse, with cottages for the explorers, was erected, and a waggon road towards Dog Lake was started, all was done that could be expected under the difficulties experienced in that early time, and the mails were carried with a regularity not surpassed even in these days of railways and steamboats. In the spring of 1862, just as orders were being given for a fleet of ships, of light draft of water, suitable for navigation of the shallow lakes and rivers west of Dog Lake, the government transferred the mail subsidy to another company, and this without any notice whatever or any cause of complaint. It was known that the government of the day was far from strong, and it was felt so violent a breach of good faith must be owing to the exigencies of party which required the aid of votes to maintain its

position. The company had spent largely with the full knowledge of the government, whose leader more than once told the President to go on, and the company would never loose a copper with it. They had to sell their steamer, the Rescue, at a great sacrifice. In the summer the bush fires burnt down their buildings, and left scarcely a trace of waggon road, and in time the ice carried away their pier. Some time afterwards a settlement of accounts was arrived at by a subsequent government, when a large balance was admitted to be due the Rescue, and which would be a charge on the right of way to be paid for by any company that would succeed it. Matters remained in this state until public opinion compelled the government to take action when in 1868, our present worthy member in the Ontario legislature, was selected to take charge of the undertaking, and after whom the route is now called. He selected the same location for his base, thereby confirming the judgment of the Rescue Company and all who will take the trouble to look at the position of Prince Arthur on the map will admit that it must ultimately be a large commercial centre, and the depot of the vast mineral wealth of the Lake Superior region. The site of Prince Arthur for a city cannot be equalled in the Dominion, its gradual rise from the water, its natural terraces from which you have the view of the noble bay and magnificent mountains, cannot be surpassed."

(Daily Sentinel, Jan. 16, 1889.)

PORT ARTHUR

This important town was first called "The Station." In 1870 when General Wolesley came up the lakes with troops on his way to Manitoba in the Chicora, Capt. McLean. On board also were Mr. Tom Marks, the extensive merchant of Port Arthur and Mr. William Murdock, who with his staff were about to define the line of the present C. P. R. Passengers and goods were then lightered ashore, there being no docks. Upon leaving the steamer, General Wolesley asked Mr. Marks the name of the place, and on being told, said, "We will call it Prince Arthur's Landing." The name took readily among the 200 inhabitants, and held till 1874, when the municipality of Shuniah was created and officially fixed the name, which so remained till 1883. Then, the C. P. R. being under way, the name was changed by their wish to Port Arthur, supposed to be partly as a compliment to Prince Arthur, and as a companion to Port Moody, the Pacific terminus. The name of the post office was also changed, and in May 1884, when the town was incorporated, the name was finally and formally adopted.

(Port Arthur Sentined, Mar. 20, 1888)

PORT ARTHUR'S PROGRESS

In 1856, Robert McVicar, crown lands agent, the first white settler, built the first house near the present corner of Arthur and Cumberland, then covered with heavy timber.

First trading post was founded by Messrs. Marks Bros.

Town was surveyed in 1872, original town containing only 534 acres.

1871 population 1000; doubled in 1872. Business houses numbered 90.

In May, 1883, the C. P. R. changed the name to Port Arthur. In that year, the port returns gave 858 vessels, inwards of half a million tons with 293 thousand tons freight.

1886 local exports amounted to over $317,000 in fish, fur, silver, and gold ore, concentrates, building stone, etc.

Some Early History of Thunder Bay and District

By A. J. McCOMBER

The history of Canada teems with stories of adventure and romance. Twenty wars and rebellions, in its short life, provide ample material for a chapter that ranks second to none in the story of the nations. How Canada came to be opened up to civilization, what the motives were which impelled first the French and then the English, to spend their blood and treasure in battling for it, what lure drew the brave explorers ever further westward, provide a fascinating study for those who love to read a stirring tale of adventure and courage.

We who reside at the head of Lake Superior, are prone to imagine that this locality played no part in this splendid drama, and that our local history dates back but a few years. Never was there a more mistaken idea. True, that history is not old, compared with that of the nations of the Old World, but yet it is not a story of yesterday. For years the head of Lake Superior was the gateway through which streamed the discoverer, the missionary, the adventurer and the trader, each seeking in his own way and for his own purpose the great and mysterious Northwest.

When I say that our local history is not old, I refer to what I might call the history of the French and English regimes. But long before these, and long even before Columbus sailed on his voyage of discovery, the Lake Superior region had been the dwelling place of a people, of whom we know little indeed, but whose claims to a certain amount of civilization cannot be denied. We only know that they existed because they have left records of their existence behind them—not written records it is true—but records nevertheless which have lasted even to our own days. The Mound Builders, so far as we know, were the first inhabitants of these shores, and some scientists have declared that at least a thousand years have elapsed since they first visited Lake Superior. Even the Indians have no record of their existence. They left their mounds in the country south of the Great Lakes, and even along Rainy River, as mute testimonials of a lost race.

These people knew the use of metals, and the art of tempering copper, and their workings have been found on Isle Royale, that part of the United States which, on a clear day, you can see from the shores of Thunder Bay. There, generations before the civilization of Europe knew that there was such a place as the American Continent, they labored, extracting copper from the earth and fashioning it into rude weapons, and there they left their tools when for some mysterious reason they disappeared from the face of the earth. Whether they carried off by some epidemic, whether they were slaughtered by some more vigorous people, we know not, but we do know that they once inhabited this region, that they labored and disappeared.

The history of which I wish to speak, however, is the more modern history of this locality. How did it come about that Fort William was selected as a trading post; who was the first white man to look upon Kakabeka Falls; what name did the Kaministiquia River bear besides the one we know so well? These, and similar questions, should be of interest to us, not only because we live here, but because the answers to these questions are an indication, as in the case of other localities, that here the trader and the Indian of the past, in the uncanny way in which they seemed able to detect such things, saw that nature had at this point planned an advantageous spot where east and west could meet and do business. If we look at a map, and note the towns and cities scattered throughout Canada and the United States, we are struck at once by the fact that in al-

most every instance where the discoverer and the trader selected a site for a fort or trading post, there a large and prosperous city has risen. Quebec, Montreal (the old Mont Royal), Detroit, Sault Ste. Marie, Duluth, St. Paul, St. Louis are a few of the names which occur to one's mind at once. It is a happy augury, therefore, that the man who first established a post on the Kaministiquia River, was one of those adventurous spirits who sought to divert the fur trade of the northwest to this spot, and who was bold enough to enter into active competition with the Hudson's Bay Company, that hoary and venerable corporation, whose initials "H. B. C." were sometimes said to mean "Here Before Christ."

The seventeenth century was a period of intense activity for those daring spirits who were bent upon exploring and opening up new lands of trade and commerce. The French and the English were equally zealous. On May 2nd, 1670, the Hudson's Bay Company was brought into existence, its full name being "The Governor and Company of Gentlemen Adventurers of England trading into Hudson's Bay." Its charter was issued by Charles II, and it may be of interest to quote some of its provisions. Charles II "being desirous to promote all endeavors tending to the public good of our people, and to encourage" the undertaking, granted to his "dear entirely beloved cousin, Prince Rupert" and his associates "and their successors, the sole trade and commerce of all these seas, straits, bays, rivers, lakes, creeks and sounds, in whatsoever latitude they shall be, that lie within the entrance of the straits commonly called Hudson's straits, together with all the lands and territories upon the countries, coasts, and confines of the seas, bays, rivers, creeks and sounds aforesaid, that are not already actually possessed by or granted to any of our subjects, or possessed by the subjects of any other Christian Prince or State . . . . and that the land be from henceforth reckoned and reputed as one of our plantations or colonies in America called 'Rupert's Land.'"

As far back as 1610-11 Hudson had made a voyage to Hudson's Bay, giving England a title by virtue of discovery. Other voyages were those of Button in 1612-13, Bylot and Baffin in 1616, Foxe in 1631, and James in 1631-2. In 1668 Gillam erected Fort St. Charles (Rupert) for Prince Rupert and his associates. Fort Nelson was founded in 1682 by the Hudson's Bay Company, and at the same time Radisson, representing the French Compagnie du Nord, established Fort Bourbon in the vicinity. In the spring following Radisson seized Fort Nelson, but in 1684, having re-entered the service of the Hudson's Bay Company, he retook it for the English.

It was about this time that Du Lhut, the founder of Fort William, appeared upon the scene. The Sieure Daniel Graysolon Du Lhut was born at St. Germaine-en-Laye, in France, about 1640. He first served in the French Army, becoming a Lieutenant in 1657, and a gendarme of the King's Guards in 1664. He also took part in the campaign in Flanders, and was present at the battle of Senef in 1674. During that year he came to Canada, whether he had been preceded by several members of his family, amongst them his cousins the Tontys. At first he settled in Montreal, but in 1678 he left for the West, accompanied by his brother La Tourette and six soldiers. In 1679 he took possession of the Sioux country in the name of the King of France, and it was shortly after this that he established his main trading post at Fort William, that is, about 243 years ago. This Fort he named Camanistigoyan.

Directed there no doubt by the Indians, we can imagine Du Lhut, eager to land after his perilous voyage around the north short of Lake Superior, slowly entering the mouth of the river. The scene which met his eyes then was far different from that which we gaze upon today. The shores were wooded down to the very margin of the water. No giant elevators, no monster vessels, no busy town, greeted his eyes. The silence of the unbroken forest brooded over all. Mount McKay looked down on him as it now looks down on us, a mighty sentinel that seemed to guard the secrets of the West. A beautiful river opened up before him, its gentle water lapping the sides of his canoe, but whence it came he knew not, perhaps from

that wonderful Western Sea of which he had heard. Pulling his canoe up on shore he made ready to camp. His men cleared an open space, lit a fire, and prepared their evening meal. The Indian guides were eagerly questioned as to what lay beyond, and told wonderful stories of rivers, lakes and seas, Indian tribes and rich hunting grounds. At last, tired with the labor of the day, they sank to sleep, little dreaming, perhaps, that they had that day written one more interesting chapter in the history of Canada. The next day they commenced the erection of a rude fort or post. No doubt they explored the surrounding country, and we can imagine them finding their way to the top of Mount McKay, and there looking over the sparkling waters of Thunder Bay, being touched by some intimation of what the future held in store for this spot, the same feeling that inspired the poet Whittier when, writing of his own great American Northwest, he said:

I hear the tread of pioneers,
Of nations yet to be,
The first low wash of waves, where soon
Shall roll a human sea.

The rudiments of empire here
Are plastic yet and warm;
The chaos of a mighty world,
Is rounding into form.

Each rude and jostling fragment soon
Its fitting place shall find;
The raw material of a state,
Its muscle and its mind.

Du Lhut was not an ordinary man. Being a member of the King's Body Guards, he was of noble birth. In Montreal, as can be imagined, his social position as a noble gave him certain advantages. But he was of the breed which is not satisfied with the calm of city life. The lure of the west was irresistible, and he conceived the idea of opening up the trade of the Northwest, and diverting the fur trade from Hudson's Bay and from the Hudson's Bay Company. The Hudson's Bay Company had been vigorously operating in the north, and was attracting trade from the southern and western routes. This trade was immensely valuable, and engaged the attention of Governments as well as companies and individuals. The business of fur trading afforded an outlet for men who could not content themselves with peaceful pursuits at home.

Du Lhut had a brother Charles, the Sieure de la Tourette, and this brother at Du Lhut's instance built a post in 1678 at the entrance to Lake Nepigon, then called Lake Alemepigon. Six years later he built Fort La Tourette at the mouth of the Ombabika at the north end of Lake Nepigon, and the following year, 1685, he built a third trading post, Fort des Francais, near the forks of the Kenogami and Albany Rivers. These forts proved to be successful ventures, and drew much trade away from the Hudson's Bay Company.

Du Lhut's main trading post, however, was at Fort William, at the mouth of the Kaministiquia River, and from this base he explored the western country. He was the first Canadian to explore the west, and it was his privilege to save Father Hennepin from captivity when this famous Recollect missionary having become separated from La Salle's expedition, was wandering about in the wilderness near St. Antoine. On account of his interpidity, Du Lhut had great influence over the savages, who humored and feared him. He kept them loyal to France, and pledged them to join the expeditions which were organized against the Iroquois in 1684 and 1687. In 1686 he laid the foundation of the post of Detroit, and in 1696, having been made a captain after twenty years of service, was in command of Fort Frontenac, now Kingston. Here in 1707 he was succeeded by Tonty, his cousin. He died three years later, in 1710, in Montreal, and was buried in the Church of the Recollects.

Du Lhut was one of the most dauntless pioneer rangers (courers de bois) in Canada during the French regime. For thirty years he succeeded in keeping the country to the west of the Great Lakes under French control. Notwithstanding that he had every chance of becoming wealthy, he died poor. His superiors testified to his having been a very upright man. Du Lhut wrote accounts of his travels (1676-1678) but unfortunately they

have been lost. However, there is a plan in existence that he designed for a chain of posts to be erected for the purpose of keeping the lake route clear of savages and thus facilitating communication between Canada and the western and southern parts of the continent (1683-95). This plan was afterwards published. In the library of Congress at Washington may also be found extracts from his account of Detroit.

Although the City of Duluth, at the extreme southwest end of Lake Superior, has been named after this hardy pioneer, that honor would seem to have been better deserved by either Fort William or Detroit. However, the time for that is past, but if the City of Fort William ever undertakes the task—as it no doubt will some day —of raising monuments to those of her sons and daughters who are worthy of that recognition. let not Du Lhut be forgotten. To him belongs the honor of having, with far-sighted vision, chosen as a trading centre the spot where now the commerce of the east meets that of the west, and the citizens of that city will have no cause to blush at either the courage or honor of the man who turned the first sod within its limits, and who may truly be said to be its founder.

Du Lhut's trading post, however, did not last long, but in 1688 Jacques de Noyon ascended the Kaministiquia River on a search for the western sea. He paddled up the Kaministiquia and its connecting waterways to Rainy Lake, and in the diary which he left, he describes how, after going ten leagues up the river, he came to the first portage, the spot we now know as Kakabeka Falls. We do not know what feelings were as he gazed on this beautiful waterfall, the first white man so far as we know to view them, but no doubt he appreciated their beauty, as it has been appreciated year after year by visitors as well as by the residents of this district. He continued up Dog River, passed through Dog Lake, continued on through Lac des Mille Lacs, down the Seine River, and finally came to Rainy Lake, and there he built a temporary post and wintered. Thus 235 years ago the river Kaministiquia was opened up to trade and commerce with the Northwest. It is hard to realize that this took place in the year that James II was driven from his throne by the English revolution, giving way to his daughter Mary and his son-in-law William, who henceforth reigned as William and Mary, and that the great King, Louis XIV, was then King of France.

De Noyon's discoveries led the French Government to become interested, and in 1717 one Robertel de la Noue was sent out to rebuild the trading post at the mouth of the Kaministiquia River. The Kaministiquia was first known as the river of the Assinibcines, and then as Trois Rivieres, no doubt from the fact that the two islands at its mouth separate its waters into three parts as they enter Lake Superior. Rainy Lake was then known as the Lake of the Crists or Cristinaux Lake. The Fort built by De Noyon was at the western end of this lake. or on the banks of the Tekamimouen or Ouchichiq River (Rainy River). The only known account of De Noyon's journey through Rainy River is contained in a memoir by the Intendant Begon, dated 12th November, 1761, and from this we learn that the spring following the founding of this fort the explorer with a party of Indians descended Rainy River to the Lake of the Woods. Begon's description leaves no doubt as to the identity of the stream. "About two leagues after entering the river," he says "there is a fall, where a small portage is required, and there are also two other small falls where portages also require to be made, and then we come to Lac aux Iles, otherwise called Assiniboiles." The first fall mentioned is that which breaks the stream between Fort Frances and International Falls; the other two are Manitou Rapids and the Long Sault. At the end of the Lake of the Woods, according to Indian report, there was a river emptying into the "Western Sea." The Mer de l'Quest, or Western Sea, had been the goal of French exploration from Canada almost from the founding of the colony. As the tide of discovery rolled westward, the elusive Western Sea receded before it. Obviously, the great body of water which the Indins described to de Noyon. and which Begon calls the Western Sea, was what we know today

as Lake Winnipeg. At a later date this Western Sea was sought for far to the west and southwest, across the great plains, and over the Rocky Mountains, and it remained for Alexander Mackenzie to finally prove what a vast continent lay between the St. Lawrence and the true Western Sea.

No further attempts at western discovery appear to have been made until the year 1731, when Pierre Gaultier de la Verendrye began the long series of explorations to which he was to devote the remainder of his life. He set out from Montreal on June 8th of that year, with his three sons, Jean Baptiste, Pierre and Francois, his nephew La Jemeraye, and a party of soldiers and voyageurs, about 50 in all. They reached the western end of Lake Superior towards the end of August. Unlike De Noyon and Le Noue, La Verendrye had decided to follow a new route to the west, by way of Pigeon River, what was later known as the Grand Portage route. Because of trouble with his men he sent his nephew ahead with a small party, while he with the remainder wintered at the Kaministiquia. La Jemeraye got through to Rainy Lake, and built a post which he named Port St. Pierre, in honor of the leader of the expedition, on Rainy River near the place where it leaves the lake of the same name. The Fort stood on what is now known at Pither's Point. On June 8th, 1732, La Verendrye with his men set out for Fort St. Pierre, taking over a month to traverse the intricate chain of small streams and lakes, with their numerous portages, connecting Lake Superior and Rainy Lake. After a short rest at the Fort, the entire party, escorted by 50 canoes of Indians, descended Rainy River to the Lake of the Woods, crossed the lake to what was for many years later known as the North West Angle Inlet, and built Fort St. Charles on its southern side. This was the first trading establishment, in fact, the first habitation of white men, ever built on the shores of the Lake of the Woods. We need not enter into any further details of La Verendrye's travels, although they form a fascinating story. Suffice it to say that on June 8th, 1736, La Verendrye's oldest son and 19 Frenchmen, set out for Fort Michilimackinac to get provisions for the famished members of the expedition. But on an island some 21 miles away, the whole party was murdered by a band of Sioux, who had been led to believe that the French favored their traditional enemies the Crees. The island, situate in the Lake of the Woods, has even since borne the sinister name of Massacre Island. Some years ago the authorities of St. Boniface College organized an expedition to discover the exact site of Fort St. Charles, and after much searching, found it, together with the bones of young La Verendrye and his companion, Father Aulneau. The remains were removed to the College, and a pamphlet, describing the work of the expedition was published, which is well worth perusing.

The route to the west by way of Grand Portage has been mentioned. Four main canoe routes were recognized between Lake Superior and Lake Winnipeg, three of which led through Rainy Lake, Rainy River and the Lake of the Woods, and these three were in more general use during the period of exploration and the fur trade. The route first discovered was that by way of the Kaministiquia River. After 1717 that route was abandoned, in favor of that by way of Grand Portage, until the former was rediscovered by Roderick Mackenzie, of the North West Company, in 1798. The first mention of the Grand Portage route is contained in a letter by an officer named Pachot, who, referring to a proposed trading establishment on Rainy Lake, says: "The best route to go to the proposed establishment would be by a small river named the Neutokaogane (or Nantokougane) which is about seven leagues from Kaministigoya." The small river referred to was that now known as the Pigeon River, and the route was the afterwards famous Grand Portage Route. La Jemeraye, nephew of La Verendrye, was the first white man to paddle from Lake Superior to Rainy Lake, by way of Grand Portage. La Verendrye does not say in his journals why he adopted this route, but probably he had learned from the Indians that it possessed some advantages over the Kaministiquia. In any event he and his men used it altogether during the many years that he was en-

gaged in exploring the great western country; the same route was followed by other French explorers and traders down to the close of the period of French rule in Canada; and it was adopted by the British fur traders as their principal thoroughfare until difficulties in connection with the international boundary drove the officers of the North West Company to search for other routes more to the north.

The history of the re-opening of the Kaministiquia route, originally discovered by De Noyon, is somewhat curious. Towards the end of the eighteenth century, it having been found that Grand Portage, up to this time the principal establishment of the North West Company, was on American territory, a determined effort was made to discover another route farther north. Edouard Uumfreville was sent to explore the country west of Lake Nepigon in 1784, and actually found a practicable route, which will be referred to presently. In 1798, however, Roderick Mackenzie, returning to Grand Portage from the west, accidentally learned from a party of Indians of a water communication running from Lake La Croix to the mouth of the Kaministiquia. He followed it to Lake Superior, and as a result the North West Company moved its establishment from Grand Portage to the mouth of Kaministiquia, where Fort William (the old Fort Camanistigoya) was rebuilt sometime between 1801-5. Up to the time of Mackenzie's discovery, or rediscovery, of the Kaministiquia route, it seems to have been unknown to the North West Company.

The third route from Lake Superior to Rainy Lake, or Rainy River, was by way of the St. Louis river. It is not known definitely when this route was first discovered or used, but in an unpublished memorandum by David Thompson, for many years astronomer and surveyor of the North West Company, and later astronomer and surveyor under the sixth and seventh articles of the treaty of Ghent, he indicates that the route by way of the St. Louis river, Vermilion river and Lake Namakan, was a thoroughfare of the fur traders before 1783.

These three routes, by way of the Kaministiquia, Grand Portage and the St. Louis River, led to Rainy Lake and the Lake of the Woods. The fourth route was farther to the north, and did not touch Rainy Lake or the Lake of the Woods. It ran from Lake Superior up the Nepigon River to the lake of the same name, then westward by various rivers and lakes to English river, and down that stream to the Winnipeg river. It was discovered by Umfreville in 1784, and although a practicable route, was never much used by the fur traders.

Here let me pause for a moment to call attention to the wonderful daring and ingenuity of the men who travelled thousands of miles in birch bark canoes, and over long and hard portages. They thought nothing, apparently, of leaving their homes for months and even years, to make these journeys. We who travel today in palatial steam vessels, beautiful parlor cars and comfortable automobiles, would well hesitate at making even a single voyage involving the hardships which travelling at that time did. It may be of interest to give some description of the canoes used in those days, and how they navigated the intricate water courses Peter Grant, of the North West Company, in his account of the Sauteaux Indians and the fur trade in the Lake of the Woods region, gives the following description. He says:

"The North West Company's canoes, manned with five men, carry about 3,000 lbs. They seldom draw more than 18 inches of water, and go, generally, at the rate of 6 miles an hour in calm weather. When arrived at a portage, the bowman instantly jumps in the water, to prevent the canoe from touching the bottom, while the others tie their slings to the packages in the canoe and swing them on their backs to carry over the portage. The bowman and steersman carry their canoe, a duty from which the middlemen are exempt. The whole is conducted with astonishing expedition, a necessary consequence of the enthusiasm which always attends their long and perilous voyages.

"It is pleasing to see them, when the weather is calm and serene, paddling in their canoes, singing in chorus their simple melodious strains

and keeping exact time with their paddles, which effectually beguiles their labors. When they arrive at a rapid, the guide or foreman's business is to explore the waters previous to their running down with their canoes, and according to the height of water, they either lighten the canoe and carry overland, or run down the whole load.

"It would be astonishing to an European observer to witness the dexterity with which they manage their canoes in these dangerous rapids, carrying them down like lightning on the surface of the water. The bowman, supported by the steersman, dexterously avoids the stones and shoals which might touch the canoe and dash it to pieces, to the almost certain destruction of all on board. It often baffles their skill, when the water is very high, to avoid plunging in foaming swells on the very brink of the most tremendous precipices, yet these bold adventurers rather run this risk, for the sake of expedition, than lose a few hours by transporting the cargo overland.

"When they are obliged to stem the current in strong rapids, they haul up the canoe with a line, all hands pulling along shore and sometimes wading through the water up to their middle, except one man, who remains in the stern of the canoe, in order to keep it in the proper channel; this part of their duty is always accompanied with much labor. When the wind favors, they always carry sail, and in a fresh gale will generally go 8 or 9 miles an hour."

John Johnston, in his "Account of Lake Superior," describes the method of "making a portage." He says:

"Carrying the canoes, goods and provisions (across a portage) is done by means of leather straps or thongs, the middle of which is broad and fitted to the forehead of the carrier. The first bale or piece is tied so as to lie a little above the reins, the second is lifted over the head and deposited, without tying, on the first, and thus loaded, the engages, as they are called, trot off to the place chosen for a deposit, which they call a pose, and which in large portages are from 2 to 3 miles apart. This they repeat till the whole is transported; they then set off for the canoe, which they carry on their shoulders. They so go on till night, only stopping once for their meal, and once or twice for lighting their pipes. The packs are from 80 to 120 lbs. weight, and he is not looked upon as a "man" who cannot carry two; there are many who even take three and outrun their fellows. This is the mode of carrying all over the Northwest."

Reference has been made to the fact that the Grand Portage route was abandoned by the North West Fur Company when it was found that Grand Portage had become American territory. The story of how the international boundary between Canada and the United States between here and the Lake of the Woods was fixed, may be of some interest. On November 30th, 1782, Richard Oswald, on the part of Great Britain, and John Adams, Benjamin Franklin, John Jay and Henry Lawrens, on behalf of the United States, signed at Paris the provisional treaty of peace between the United States and Great Britain. It acknowledged the independence of the United States. Article II provided:

"That (in order that) all disputes which might arise in future on the subject of the boundaries of the said United States may be prevented, it is hereby agreed and declared that the following are and shall be their boundaries, viz., from the north west angle of Nova Scotia . . . thence through Lake Superior, northward of the Isles Royale and Phillipeaux, to the Long Lake, thence through the middle of the said Long Lake to the water communication between it and the Lake of the Woods, to the said Lake of the Woods, thence through the said Lake of the Woods to the most northwestern point thereof, and from thence on a due west course to River Mississipi."

On September 3rd, 1783, David Hartley, on the part of Great Britain, and Adams, Franklin and Jay, on the part of the United States, signed at Paris the definite treaty of peace. This treaty is commonly known as the Treaty of Paris.

Owing to the maps and other information available at the time of the drawing of the treaty, being erroneous in many particulars this treaty, instead of preventing disputes was exceedingly fruitful of them, and several times brought the two nations to the verge of war. The result was that practically the whole boundary line was at various times the subject of treaties with the United States, and invariably Canada got the worst of it.

On December 24th, 1814, Great Britain and the United States signed at Ghent the treaty that closed the war of 1812. The treaty provided for a determination of the boundary "from the water communication between Lake Huron and Lake Superior to the most northwestern point of the Lake of the Woods." In 1822 surveyors were instructed to ascertain the position of "Long Lake" or, if no lake of that name could be found, to determine the chain of waters supposed to be referred to under that name. In October, 1824, it seemed likely that Pigeon River and Rainy River would be adopted as the boundary line, as no Long Lake had been found, but the British Commissioner ordered surveys of the route by way of the St. Louis river, and the United States Commissioner ordered the exploration of the Kaministiquia River.

The Commissioners were unable to reach an agreement as to the line from Isle Royale to the Lake of the Woods. Barclay, the British Commissioner, claimed that the line should run from Isle Royale southwesterly to the head of the lake, thence by way of the St. Louis and Vermilion Rivers to the Grand Portage canoe route, and thence by the latter to the Lake of the Woods. Porter, the United States Commissioner, contended that the line should follow the Kaministiquia canoe route to its junction with the Grand Portage route, and thence by the latter to the Lake of the Woods.

The treaty of 1783 defined the boundary, as before mentioned, as passing "northward of the Isles Royale and Philipeaux, to the Long Lake, thence through the middle of said Long Lake to the water communication between it and the Lake of the Woods, etc." Barclay therefore contended:

(1) That the St. Louis River answered the description of Long Lake, as it contained a lake expansion at its mouth.

(2) That it was an ancient commercial route, whilst the others were comparatively new.

(3) That the St. Louis river was more navigable than the others.

(4) That on many old maps it was described as "The lake or St. Louis river."

(5) That the boundary spoken of in the treaty was "through Lake Superior," and it was a fair deduction that it should run through to the end, as otherwise it would not run "through Lake Superior."

Porter, the United States Commissioner, claimed

(1) That Dog Lake was "Long Lake."

(2) That it could never have been intended that the boundary, as described in the treaty, should form a great arc simply to take in an unimportant island such as Isle Royale, but that it had intended to run the boundary line straight to the mouth of the Kaministiquia river.

(3) That the Kaministiquia provided continuous water communication which was not the case with the other routes.

The matter continued unsettled until July, 1842, when Lord Ashburton wrote to Daniel Webster, then Secretary of State for the United States, proposing that the line be taken from a point about six miles south of Pigeon River, where the Grand Portage commences, and continued along the line of said portage to Rainy Lake, the route to remain common to both parties. On the 27th of the same month Webster replied that he was willing to agree on a line following the Pigeon River or Grand Portage route to Rainy Lake, it being understood that all the water communications and portages should be free and open to the use of the subjects and citizens of both countries. Ashburton accepted these terms, and they were incorporated in a treaty, and the matter was thus finally settled.

Almost all the trouble involved in definitely fixing this portion of the international boundary line arose by

reason of errors on the map used in the drawing up of the treaty. This map, known as Mitchell's map, showed a large stream emptying from Rainy Lake into Lake Superior, and the negotiators naturally chose this stream as the most natural and convenient to form the boundary. But for this geographical error the boundary line would most certainly have been drawn to the head of Lake Superior, then up the St. Louis River to its source, and thence due west to the Mississipi River. As the treaty was actually drawn, it provided an impossible boundary line if Pigeon River was intended, as the line could not be carried through the Lake of the Woods, and due west to the Mississipi River. The Mississipi River, on Mitchell's map, appeared as having its source far to the north, when as a matter of fact its source is due south of the Lake of the Woods.

The inclusion of Philipeaux Island in the boundary description also caused much confusion. On Mitchell's map Isle Royale was either indicated twice, once under its own name and again under the name of Isle Philipeaux, or else Isle Royale was indicated under its own name, and Pie Island was indicated as Isle Philipeaux. There was a similar duplication of Michipicoton Island, which appeared as Ile Maurepas and again as Pontchartrain Island.

Respecting the "Long Lake" shown on Mitchell's map, there can be no doubt of its identity with the present Pigeon Bay. The large stream shown as flowing out of Rainy Lake was in reality Pigeon River, a comparatively small stream, which as we now know does not flow out of Rainy Lake.

It is interesting, though probably unprofitable, to speculate as to what the consequences would have been had either the St. Louis River or the Kaministiquia been chosen as the boundary. In the latter case, we would have had the United States right at our doors, Mt. McKay and the Mission Terminals would have been in the State of Minnesota, and the building of our Canadian railways in all British territory to the west would have been a much more complicated operation than it actually proved to be. On the other hand, had the boundary line followed the St. Louis river, Canada would have been the possessor of the famous and immensely wealthy iron ore deposits of the Mesaba range. In either case the history of this locality would have been entirely different. Mr. Mitchell, whoever he was, by preparing a map of a locality with which he was not familiar, lost to Canada one of the richest mineral sections in America, and helped to build up the City of Duluth, in United States territory, at our expense.

Reference has been made to the North West Company, and a word as to the company may not be out of place. Whilst the Hudson's Bay Company was composed mostly of Englishmen, or at any rate men living in England, the North West Company was composed of men living in Montreal, principally Scotchmen, as is indicated by the numerous "Macs" mentioned in connection with its affairs. They were active competitors of the Hudson's Bay Company, and it can well be imagined that with men of the type of those employed by the rival companies, competition would soon develop into active warfare. It is not my purpose to go into the history of this warfare. It is an interesting story, and Fort William figured many times in the bitter fight. But to make a long story short, Lord Selkirk, having acquired a controlling interest in the Hudson's Bay Company, attempted to found a colony where the present City of Winnipeg stands. His failure was about as complete as it could be, and yet it is not too much to say, that out of his efforts and struggles, the present Northwest—so far as its agricultural potentialities are concerned—had its beginning through him. His struggle with the North West Company is well known. Defeated at last, he sailed home to die, and the two companies were amalgamated, and the Hudson's Bay post was immediately moved from Point de Meuron to Fort William. Point de Meuron, which lies just above the west limit of Fort William, was so called after Col. de Meuron, the leader of a Swiss regiment, brought out by Lord Selkirk, which wintered at that spot. The change to Fort William took place in 1821, and thus 102 years ago Fort William again became the headquarters

of the great fur trade of the west.

It was about 1805 that the Fort at the mouth of the Kaministiquia river was rebuilt, and named Fort William in honor of the Hon. William MacGillivray, who died in 1825. It remained but a Fort, however, until the early seventies. In 1869 the Hudson's Bay Company was compelled, after long and strenuous negotiations, to sell out to the Canadian Government, the whole of the great North West territory, which it had governed for almost 200 years. It had on the whole governed well, but the time had come for a change, and the pressure could no longer be resisted. Thereafter the Canadian Pacific Railway was projected and built, and the very modern history of the District commenced.

There are many other interesting events which, had I the time, could be detailed. The founding of the Indian Mission at Fort William in 1846, the landing of Lord Wolsley's expedition at Prince Arthur's Landing (now Port Arthur), and its toilsome and perilous trip up the Dawson Road and the Kaministiquia River to Fort Garry, the building of the Dawson Road, the surveying and building of the Canadian Pacific Railway, the commencement of the great Canadian National railway system, which was really initiated by the building of the old Port Arthur, Duluth and Western Railway, the great fight between Ontario and Manitoba, to determine whether we should form part of Manitoba, or part of Ontario, all these have their interest to one who is desirous of learning the history of the past and of understanding the present, but they are recent events, well known to you all.

I have merely skimmed the surface of the history of this District. There is a wealth of material which can be drawn upon, and some day no doubt, some writer of ability, able to clothe the story in fitting words, will prepare a history recording these events, a story which will rival any of Parkman's works. These few fragments of history arouse most interesting speculations. This territory was once French. Wrested by England from France, a large part of it narrowly escaped becoming American territory. Had it remained French, or had it become American, the history of Canada, and the history of each and every one of us, would have been entirely different. Had not Mitchell's map been defective, our territory in all likelihood would have extended to the St. Louis River which separates Minnesota and Wisconsin, and the City of Duluth would have been on Canadian soil. But even as it is we have a wonderful land. Providence has wisely ordained that no part of the earth shall lack some human being who loves to call it his country. The Esquimault in the north, the negro in the heart of Africa, the South Sea Islander on his little island, cling to their native land, believing that it is the favored land above all others. But looking out over the troubled world of today, we know that we have that favored land in Canada, and we can deeply appreciate the feeling of the poet when he says:

There is a land, of every land the pride,
Beloved by Heaven o'er all the world beside;
Where brighter suns dispense serener light,
And milder moons imparadise the night.
A land of beauty, virtue, valor, truth,
Time tutored age and love exalted youth;
Oh, thou will find, where'er thy footsteps roam,
That land thy country, and that spot thy home.

Pioneers of Paipoonge

Written by Mr. J. M. Hunt, for the use of his daughter, Mrs. Hanna, who read it at the Women's Institute.

As far as I have been able to gather the first pioneer in Paipoonge was Mr. Pennock, who built a very comfortable log house on Lot 8, Concession 2, in 1883. This house was burned by a grass fire. In 1883, a man whose name I have been unable to ascertain, was located for lots 7, 8, and 9, concession 3, south of the river, lot 7, was at one time occupied by Fred Smith, a son in law of Mrs. Alex. Crawford, and at present is occupied by Mr. Grantz. Lots 8 and 9 are now owned by Campbell Hanna. The first locatee once undertook to find his location and brought an axe and grubber and shover, and began operations just west of what was known as the Smith bridge, over the Slate River between concessions 2 and 3, and a few rods south of the road allowance. Realizing the futility of working on land which might not be his, he returned to Fort William, leaving his tools behind him. These were found about 1887, by James Simpson, the locatee of lots 16 and 17, concession 3. William Brock bought the rights to this property in 1887.

In May, 1887, our family settled on what is at present my home. In the fall of 1887, the late James McGregor and Fred Gammond filed on their locations on Concession 5. In 1888 the late Henry Parsons located on what is now the Pettit, and Bliss farms, and James McGregor, and Fred Gammond moved their families out to their locations. In 1887 John McLure and his son Angus built and resided on Lot 11, concession 5, where Mr. McLure lived for many years. During the first summer my father's family resided on the location, there was not a resident in what is now known as the Slate River settlement, the only outside news was the arrival of my father on Saturday night, having walked from the Beaver mine, 8 miles distance, after working six full days, and a quarter of a day overtime in the evenings for four evenings a week. Bears were fairly numerous, prairie chickens were plentiful, wolves were then unknown, but arrived from the north about 1889, from where they followed the red deer which kept company with the moose, for their mutual protection. For some years there were no roads, and neighbors could meet only by travelling through the burned over logs, and jump from one to the other across the sloughs.

I have heard my father tell of a visit of Mr. Margach, Crown lands agent, accompanied by the late Alexander Crawford, in 1888, another visitor was W. S. Piper, who located Lot 10, Concession 1. Mr. Kirby, an English Church minister at West Fort William, arrived and stayed to dinner and such a dinner! The baker's bread was all gone, and my father insisted he would not lose two days to go for bread, and Mamie, my oldest sister, and he set sponge, but something went wrong, and the bread was the heaviest and had the hardest crust ever produced in the Slate River Settlement! It is only fair to say that Maimie was only ten years past, and not posted on bread making. A few days later, they went to Fort William for supplies with Buck and Bright, and a two wheeled cart. The road then crossed Newton's creek, just west of the Slate River, and crossed the Slate River on the south end of Concession 3, thence along the blind line, and sometimes in Concession 4, about Lot 7, it made an 8% curve to the north, going around the foot of two mountains, and finally arriving at Point De Meuron bridge. After crossing this we came to the Point De Meuron farm house, then occupied by the late Alexander Macdonald, and his wife, who recently died in Fort William. These people were a blessing to the very early pioneers, as a rest for a man and beast, with a lunch and a cup of tea for which many pioneers in Slate River were thankful.

In 1888 the late James Tonkin was sent to make trails for the settlers by the Neebing council, from the Slate River, west to Oakleys, north to J. M. Hunt's and south by way of John McLure's and James McGregor's toward Fred Gammond's. When I recall how the settlers, without roads, had put their teams through what was almost bottomless sloughs, and the perseverance, displayed by almost all of the pioneers, and then look at the road now, on which the settler can reach Fort William, in 30 or 40 minutes, in perfect comfort, I am amazed and delighted. Those faithful pioneers are deserving of at least kindly remembrance. There are many who ought to be mentioned, but must be left for some future occasion. I must not close though without mentioning a few of those who paved the way for the Slave River of today, chief of whom is the late Ephriam Oakley and his family; John McGugan, and the late George King. Later, came Thos. Miller, senior, and his family from Bruce County, and the late Robert Hall, and Dan McGregor, while further south, and very much isolated, Francis Zimmerman, with a young family, stayed with the job, under very severe handicaps. I cannot place each and every settler according to date of settling, etc., and possibly have missed some who ought to have been mentioned.

The winters of 1892 and '93 had very heavy snowfalls, a team crossed in safety the Kam River at the lower subway, on May 1st, with two thousand feet of lumber. The weather then turned warm and kept warm, the snow melted very fast, the water in the Kam river came up so quickly that the ice was lifted out without rotting. This formed a jamb of thousands of tons of ice against the Point De Meuron bridge. James McGregor started for town, arriving at the bridge about 9 a. m. The bridge was lifted off all but the end piers and was bellied away down stream at the middle. It was impossible to cross. Mr. McGregor sat on the bank alone, and witnessed a panorama which excels anything seen in the movies.

Alexander Lord Russell

By H. K. Wicksteed.

Among the most useful and least advertised of Canadian Pioneers and the Land Surveyors of the last generation and one of the most notable of them was the late A. L. Russell, who died in Ottawa on June 11th, 1922.

Mr. Russell fell naturally into the profession, being a son of the late Andrew Russell, who was some 50 years in the service of the Government, and latterly as Assistant Commissioner of Crown Lands. Naturally he was much in contact with the earlier surveyors and he strove to raise their standards of work and with such success that he was credited by them as being the "father of astronomical surveying in Canada."

Lindsay Russell, nephew of Andrew, was a distinguished successor, who had a great deal to do with the mapping of the Ottawa Valley and delimitation of timber limits, etc. In the 60's he ran several exploratory lines north and west from Thunder Bay and was associated with Simon J. Dawson in the exploration and construction of the amphibious route from Lake Superior to Fort Garry which was the forerunner of the Canadian Pacific Railway. Later in the 70's he conducted the trigonometrical survey over the prairie provinces to determine the principal meridians which governed the detached subdivision surveys and he afterwards became Survey General and still later Deputy Minister of Interior.

The subject of our sketch was born at Kingston in Nov., 1842, at which time it was the seat of government. He was educated at the high school in Quebec and early entered the Civil Service. As a consequence of the "Trent affair" and the difficulty with the United States, the Civil Service Aifle Corps was formed in 1861 and young Russell joined it at 19, and immediately distinguished himself as a rifle shot, winning several first prizes. In 1866 during the Fenian Raid he was continuously on duty and passed 2nd class board of officers. A year later in 1867 he joined the Toronto Garrison Artillery and passed through the School of Gunnery and 1st class board of officers.

In 1869 he published a handbook of rifle shooting which was accepted as an authority in the art. In 1870 he accompanied Col. Wolseley to Fort Garry on the historic Red River military expedition and afterwards read an interesting paper on it before the Thunder Bay Historical Society. The expedition was unique as to transportation and commissariat arrangements and the Colonel was so impressed with the work of the Canadian "Voyageurs" that he incorporated a number of them in his subsequent expedition up the Nile in the futile effort to relieve Gordon in Khartoum. Later he accompanied Governor Archibald from Thunder Bay to Fort Frances on his way to Fort Garry, as the first Governor of Manitoba. Archibald's canoe crew was commanded by the famous Iroquois guide, Ignace Mentour, whom the writer also knew well and Russell mentions him appreciatively in his paper. A year or so later he was assistant leveller on one of the survey parties for the Canadian Pacific Railway under John Fleming and was one of those who rediscovered the forgotten Lake Nipigon. Incidentally he became intimate with some of the pioneer residents of this north country: Sir Henry de la Ronde and Mr. Crawford of the H. B. C., in the Nipigon country; John Watt, a well-known half-breed voyageur; "Tchiaton," a Christian Indian of high character who had so perfect a sense of direction that he was credited with having a transit theodolite in his head. The Railway surveys of this date were very unsuccessful and unfortunate owing to the absolute inexperience of the engineers in charge in this class of work and several men were lost in bush fires, while the results were quite misleading.

On April 16th, 1873, he qualified as a Land Surveyor in Ontario and in the same year he was appointed one of two Canadian Surveyors as aids to the Royal Engineers in marking the boundary line, the 49th parallel of latitude from the Lake of the Woods westerly, and later he assisted his cousin Lindsay in the accurate triangulation survey for the determination of the principal meridians and base lines, and it was at this period that he acquired that taste for precise work which was a hobby with him for the rest of his life. His work on these surveys was highly commended and mentioned in the reports of the Royal Engineers.

In 1876 he married in St. John's Cathedral, Winnipeg, Aurora Caroline, daughter of Henry Codd, a gentleman farmer of Ottawa. Tiring of his incessant absence from home he shortly afterwards moved to Port Arthur where he had some property and started a general surveying business in partnership with the writer. He was a citizen of Port Arthur up to within two years of his death, and besides subdividing a great deal of the present city he surveyed a number of mining claims, Indian Reserves, rights of way for the Canadian Pacific and Canadian Northern Railways, etc., etc.

He was for a time a town councillor, also school trustee. He was the originator of the Current River Park and water power development and an enthusiastic worker in every scheme for the welfare of the city and district.

His military instincts still showed and in 1889 he was appointed paymaster of the 96th Algoma Rifles, from which he retired subsequently with the rank of captain. At this period he showed again his wonderful skill with the rifle, making the possible 7 consecutive bulls eyes at 800 yards and winning the all-comers' military rifle match. In 1912 he was elected captain of the Lake Superior Imperial Veterans, inspected and favorably commented on by the Duke of Connaught. In 1914 he joined the home guards and was placed in charge of Dominion registration of Thunder Bay and Rainy River districts.

In 1920, at the age of 78 years, he won the Civil Service Rifle cup in Ottawa with the record score of 9 consecutive bulls eyes.

Russell still persisted in survey work and in 1919 he was commissioned by the Ontario Government to make a detailed survey of Lakes Shebandowan and Greenwater to the northwest of Port Arthur. Misfortune came upon him and Mrs. Russell went through a very serious illness which finally ended fatally. He moved her, on the advice of friends, to Ottawa, intending to complete the draughting work in connection with this survey there. A few months before his death he met with a very serious street car accident from which he never recovered completely and he died as above recorded in his 80th year. Mrs. Russell survived him by only two weeks. As executor for the little estate it fell to the writer's lot to complete the mapping of his last survey and he begs here to testify to the great courtesy shown him by the director of surveys and his staff.

Mr. Russell is survived by three sisters—Mrs. J. B. Simpson of Ottawa, Mrs. Osborn Lambly of Belleville, and Mrs. Roy of Boyn Attryn, Pennsylvania. Only one son was born to him early in his married life who died in infancy.

A. L. Russell was a professional man to his finger tips. He had a great love for and belief in hhis country and his chosen city of Port Arthur and, while he could with his record during the latter years of the 19th century and his many influential Ottawa friends have undoubtedly secured and filled a good position in the Civil Service he steadfastly set his face against the change. He saw the great future development which was coming and believed he could profit by it.

Like many professional men he was an artist in temperament and he had a surpassing contempt and hatred for modern business methods and the trickery and chicanery so often involved and he was extremely outspoken in his denunciation of them. As a consequence he made many personal enemies. Although of Scotch descent he was absolutely devoid of thrift and his association with Royal Engineers and military men probably contributed to this characteristic. In

private life he was delightful, hospitable, generous, and possessed of a great fund of anecdote and considerable humor as a raconteur. His private generosities were carried to a fault and were not always discriminating or wise. No former associate or veteran ever applied to Russell for help in vain and many of his $5 bills were spent on whiskey by the recipient instead of on the sick wife or child which was the ostensible excuse for the appeal.

Port Arthur showed gratitude for his public service, the papers published long complimentary articles, and the secretaries of different clubs and organizations to which he belonged, wrote letters of appreciation and sympathy. It is to be hoped that a city of 15,000 or more, amongst whom he lived and worked for 40 years. will eventually do something more than this and that in connection with the historic monuments to be erected, one of which will be placed by Port Arthur, some more enduring memorial will commemorate his unselfish work as a pioneer. The present generation has been so busy making money out of Canada's resources that they have given little thought to those of former generations who made the resources accessible and available. In all Canada, for instance, I think there is no memorial to the Verendryes, father and son. who opened up a trade route from Lake Superior to the Saskatchewan and from the Red River to the Rocky Mountains, nor to Thompson who carried the work on through the mountains to the Western ocean. Both died in neglect and poverty and the passengers who ride today in luxury over the route they initiated have most of them never heard of Verendrye, and of Thompson only because a river bears his name. The very spirit which tempts a man into the wilderness and bids him prepare the way for the toiling and scheming generations which follow and carry on his work in a more selfish spirit if not less efficiently appears to cut him off from the sympathy and fellowship of his kind. Russell was of this class. He had vision without what is called today business capacity. With all respect for some of the great names of the day he was perhaps better without.

Russell inherited a fine constitution and while not a particularly strong man he was a good traveller and a fair woodsman. His physical specialty was his wonderful eyesight which made him not only famous as a rifle shot, but also an exceptionally good instrument man. He seldom or never used a magnifying glass for vernier readings and his favorite instrument was a tiny transit theodolite which could be carried in his overcoat pocket. By repeating and reversing he did work with this little concern such as I have never seen excelled with much larger instruments, and withal he was quick as well as precise in test plotting of his work he was wont to use a sheet of foolscap and a miniature protractor and scale with 80 or 100 divisions to an inch. Precision and astronomical work was a hobby with him and with a better mathematical education he would have made an exceptionally good observer. His love for instruments and precision was an obsession and in our association I sometimes used to be obliged to call him down for devoting too much time to purely academic studies when more important issues were at stake. But his caution in his work did not extend to his care of himself and while I do not remember that he ever had a serious accident he suffered much hardship and privation which a little forethought would have prevented. I well remember one night when we travelled the length of Thunder Bay together with a dog train and arrived at Port Arthur in the morning in record time to the great astonishment of the mail carrier who had been held up by open water the day before. The ice we travelled on could not have been more than an inch or two in thickness, but on this occasion at any rate our recklessness was successful if not good policy.

Russell died painlessly in his bed. He was a good and kind man. "Requiescat in Pace."

For the Ontario Government Mr. Russell made the following surveys:

Flying survey of waters West and South of Twps. near Whitefish Lake—March, 1886.

Part Twp. Conmee—May, 1886.

Lakes between Arrow Lake and Agnes Lake on Hunter's Island—Dec. 1887.

Certain lands North of Twps. Ware, Gorham and MacGregor—June, 1915.

Traverse shore of Lower Shebandowan—Sept., 1917.

Traverse shore of Upper Shebandowan—June, 1919.

For the Dominion Government Mr. Russell made the following surveys:

1827—South outlines Twps. 11-5, 6, 7 and 8-Pr.; North outlines Twp. 3-1-Pr.; Twps. -71 and 2-Pr.

1873—Outlines and subdivisions.

1874 Outlines and traverse part Lake of Woods.

1875-76—Outline work.

1877—Parts of 2nd meridian and 3rd meridian and outline work.

1878—Outline work West of 2nd meridian.

1879—Outline work and exploring Carrot River district.

1880—Outline work West of 2nd meridian.