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The Thunder Bay Historical Society



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PAPERS OF 1908-1909

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1908/09 -
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OFFICERS

Honorary President—Mr. Barlow Cumberland

President—Mr. Peter McKellar

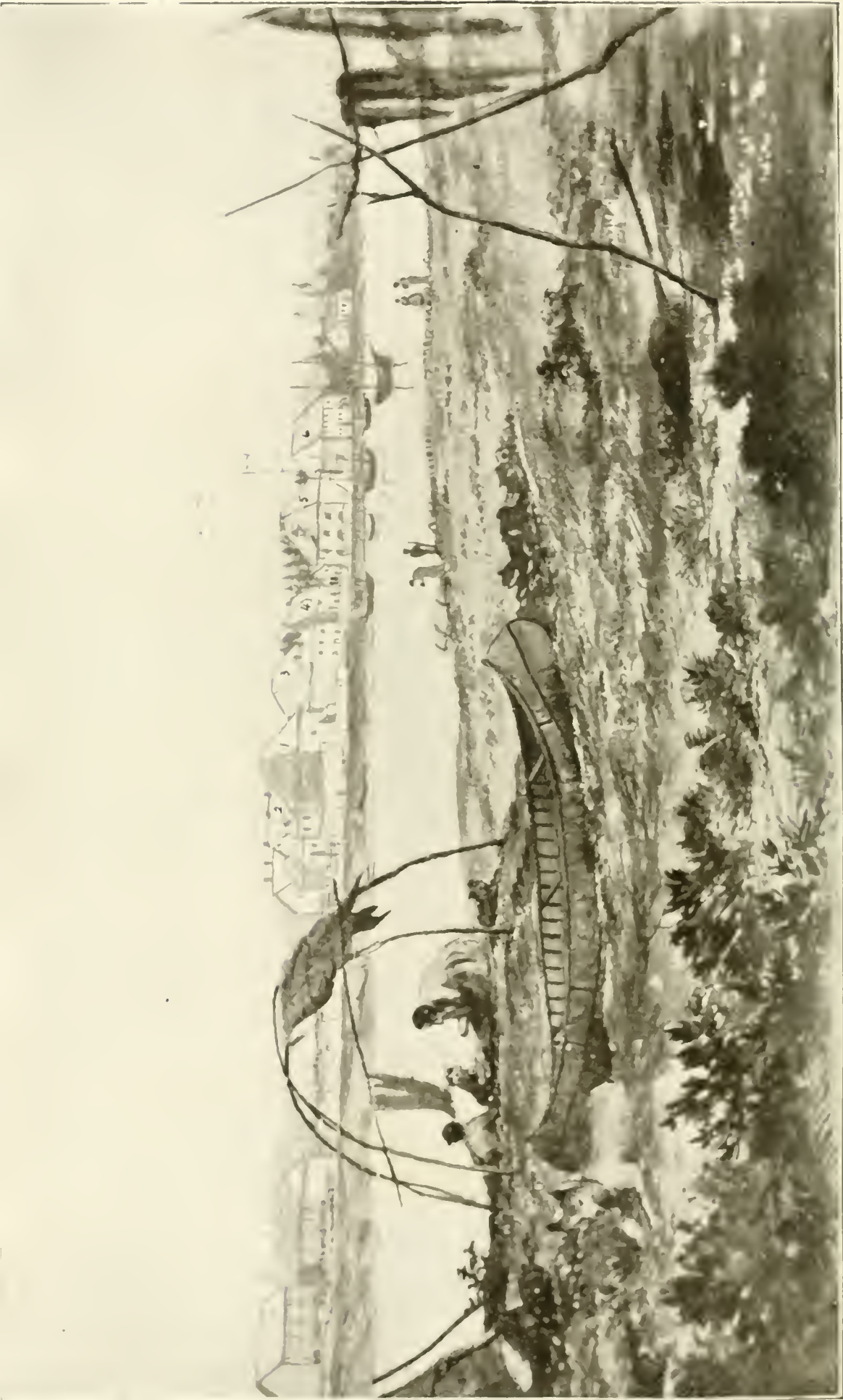
1st Vice-President—Mr. A. L. Russell

2nd Vice-President—Mr. John McLaurin

Secretary—Mr. A. Calhoun

Treasurer—Miss C. C. Grant

Executive Committee—Mr. John King, W. J. Hamilton,
D. Smith, Miss Stafford.



FORT WILLIAM IN 1856.

PREFACE

THE following papers and poems were read at the meetings of the Thunder Bay Historical Society during the winter of 1908-1909, the first year of its existence. Through the kindness and generosity of the President, Mr. Peter McKellar, they now appear in this somewhat more permanent form.

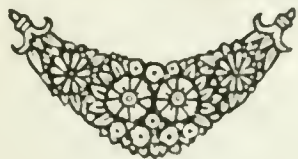
It is the hope of the Society that the publication of this booklet will serve to awaken greater interest in the important work which is being done in preserving the early records of the district.

We hold the enviable position of still having with us many of the pioneers of the earliest settlements on the shores of Thunder Bay. It is these pioneers who speak in the following pages. Within their lifetime the canoe of the voyageur has given place to the iron horse and the leviathans of our Great Lakes.

As the portal to the great unknown, unpeopled West, Thunder Bay has had a rich historic past. As the outlet for the golden tide of commerce of a now rapidly developing West, it promises a future of illimitable, if less romantic, possibilities.

To bridge the gap between these two phases of its many-sided development, is to tell the story of the growth of our Dominion itself. Not out of nothingness can greatness grow. Our pioneers did their part in the making of Canada as well as of this district. We do well to honor them and record their deeds.

ALEXANDER CALHOUN, Secretary.



LAKE SUPERIOR

Lake Superior, the Greatest, the Best;
Boundless, nigh—from the East to West,
"Hidden Sea" is the name it flaunts—
Deeper than mystery's deepest haunts,
Ever its billows are rolling o'er
Priceless treasures, a kingly store;
Ever its ceaseless undertow,
Summer winds from the meadows blow,
Searching each grove and caverned wall,
Spruces like sentinels, guard it all,
Beautiful now in the noonday sun,
More so, still, when the day is done,
And the shafts that proclaim the night
Draw from its breast the colors bright,
Ever its bosom undulates—
Ever on to the tortuous straits;
Siren like is its moaning tide,
Tomb of all who have come and died
Merciless, cruel, yet grand, sublime,
Thus will it flow till the end of Time,
Would that Nicolet might, once more,
Come from the past to thy smiling shore;
Or, Duluth see thy troubled brow
Ah, that thy sponsors might see thee now;

—Miss Stafford.

INTRODUCTORY ADDRESS BY PETER McKELLAR

To The Officers and Members of the
Thunder Bay Historical Society.
Fort William, Nov. 5, 1908.

On the 2nd of October, 1908, this society was organized, and officers elected at a meeting held in the City Hall, Fort William. Mr. Barlow Cumberland, of Port Hope, President of the Ontario Historical Society (of which we are a branch) the chief promoter, was present and delivered a highly interesting address on the subject. He said his principal reason for accepting the provincial presidency this, the second term, was, to get the Thunder Bay branch of the society established under his regime; as he has been connected with the District in mining, steamboating and otherwise for many years. He considered this a field prolific in the materials for making such a society famous, or words to that effect.

The time seems ripe for starting the society. The cities are growing rapidly and must continue to grow, as surely, as the Western Canada will. With the passing years valuable information, narratives, traditions, anecdotes, etc., are liable to be forgotten, therefore it is desirable to get as much as possible of such early historical knowledge of the District, placed on record. In no other way can it be done so effectively as through a local historical society, such as this. All know how interesting and highly prized the eccentric and cute sayings of children are to the fathers, mothers and friends; so in a similar way are the early historical vicissitudes of a place prized.

One of the important or chief objects of the society, is to instil patriotism in the individual—the poet says:—

"Breathes there a man with soul so dead,

Who never to himself hath said,
This is my own, my native land."

To the Historical Societies we owe much; the preservation of places and events made sacred in defence of our country, or otherwise, as the battle grounds of Lundy's Lane, Queenston Heights, Quebec and other places; the erection and preservation of monuments for great events, and great men. Also the collection and preservation of Indian lore, relics and curios for the enrichment of our history.

Many enterprising places in the Province of Ontario, have formed branch societies and are doing good work in gathering information, and spreading valuable literature for the benefit of their localities, as Toronto, Ottawa, Hamilton, London, St. Catharines, Peterboro, Milton, Barrie, Niagara and other cities and towns. In several localities the women have formed branch societies separate from the men, as in Ottawa, Elgin, Wentworth, Bowmanville, and other places, and are doing valuable work for our Country.

There seems to be some objection to the name, The Thunder Bay Historical Society, claiming that it should be named after the City of Fort William or Port Arthur. I consider the city name would be a mistake, as it would cover but a small portion of the interesting historical parts of the District, and leave out for instance, the place occupied for a time by Lord Selkirk and his famous De Meuron soldiers, when on the way to revenge the Red River Massacre—also the place Colonel Wolsley with his troops occupied, on his way to quell the Riel Rebellion. There are many other noted spots, also those covered by Indian lore, such as the Nini-hou-chou, etc. Again see what other cities have done, after, no doubt, long deliberations. All the cities with rare exception, selected the county name and not the city, as:—

Hamilton—The Wentworth Historical Society.

St. Thomas—Elgin Historical Society.

London—The London and Middlesex Historical Society.

Napance—The Lennox and Addington Historical Society.

Walkerton—The Bruce Historical Society.

Windsor—The Essex Historical Society.

Milton—The Halton Historical Society.

Barrie—The Simcoe Historical Society.

Kingston—The Kingston and Frontenac Historical Society.

Ottawa—The Ottawa Women's Canadian Historical Society.

In all these and other cities, the county name or Canadian was used, in a few the city name was added to the larger area. Time will show the wisdom of adopting the name, The Thunder Bay Historical Society.

The people of Thunder Bay are noted for their loyalty to home and country, therefore, I would ask them to join the Thunder Bay Historical Society, as its chief object is to foster and cherish loyalty and patriotism for the home and country.

We have here a field prolific in the required material, and also the ability to make use of it. By a slight effort on our part we can render this local society a valuable adjunct of The Ontario Historical Society. I hope many will join the Society and help to make it a success, worthy of the District of Thunder Bay, and not leave the honor of its initiation to a future generation.

There is a commercial centre rising here that will have few equals in

point of greatness, on the Continent of America, and its growth will be very rapid. It seems to me the City of Thunder Bay would be an appropriate name for it should the cities ever join; Thunder Bay is known far and wide on account of the Thunder Bay Silver Mines, that flourished here in years gone by, besides, Thunder Bay is the name of the District. Under any circumstance, Thunder Bay seems the most appropriate name for this society.

To become a member and have all the privileges of the Society requires only an annual fee of one dollar. To many the membership should be a treasure, as there are incidents and events in a person's life that are worthy of record, and may never find a place in the public press, nor in book nor pamphlet but, could be easily introduced orally or in writing into the records of a local Historical Society. Again a person would have an opportunity of spending a pleasant hour or two, once a month, in listening to short addresses, or in giving one, as well as taking part in the discussions which in general will be interesting as well as profitable.

The Ontario Historical Society was incorporated by Act of Legislature of Ontario in 1899. Any local Historical Society organized in the Province, can join or become affiliated to the above Provincial Society by passing resolutions, asking for the same. Then the local Society will become an incorporated body, with all the powers and privileges conferred by the Act on the parent Society.

PETER McKELLAR,

President



The First Military Expedition to The Red River.

By A. L. RUSSELL

I am sure you will agree with me when I say that no history of the British Empire would be complete without a page devoted to the important part played in the westward course of Empire by the Military Expedition to the Red River in 1870 under Field Marshal—then Colonel—Wolseley.

Had it failed, what serious results might have followed affecting the Confederation of our Dominion and British Supremacy in the Northern half of this Continent?

There might have been no justification for such expressions as, "an All Red Route between the East and the West" and "an Empire on which the sun never sets," and "the roll of the drum never ceases."

On the first of July, 1867, Confederation was an accomplished fact and on the fourth of December of the same year the Honourable William MacDougall—or the Father of Confederation—moved, "That the Dominion extend west to the Pacific Ocean and two years later, on the payment of \$1,500,000 and other valuable considerations and conditions, the Canadian Government acquired from "The Governor and Company of Merchants Adventurers Trading into Hudson's Bay," all the right, title and interest in a vast domain covering over 2,300,000 square miles, and during the session of Parliament in that year a Provincial form of Government was drawn up for the newly created Province of Manitoba, the Honourable William MacDougall receiving the appointment of Lieutenant-Governor, and in order to be on hand when the Queen's Proclamation, incorporating it as a part of the Dominion, was read, he was already at the frontier of that Province in October of that year.

I might have mentioned that the

first map of that Province extending between Longitude 96 west of Greenwich to 99 and from Latitude 49 North, the International Boundary, to Latitude 50 deg. 30 min. showing the proposed system of surveys, similar to that in the United States, was prepared for the Priy Council at the request of the late Sir Alexander Campbell by your humble servant.

Had Governor MacDougall been allowed free access to Fort Garry it is probable that there might have been no rebellion but that "blawsted fence" across the Pembina Highway barred his progress and, as recorded, several wild Metis, children of the Wilderness, attached to the old order of things, headed by Louis Riel, would have none of him.

The writer had the honor of accompanying the next, this time acceptable Lieutenant-Governor Archibald, in a canoe trip from Thunder Bay as far west as Fort Frances.

A military expedition having been considered advisable it must necessarily pass through British Territory and then, as now, the gate of the West was at Thunder Bay and here, in early June of 1870, landed the first Wolseley Expedition, every preparation having been made for their coming by the late S. J. Dawson, C.E., in charge of the lines of communication, who despatched the previous winter Lindsay Russell (Ex-Surveyor-General) over land via Duluth, to accelerate the construction of the road to Shebandowan Lake, some forty-eight miles in length, including two very imposing bridges over the Kaministiquia and Mattawin Rivers.

Owing to Mr. Dawson's foresight, energy and ability, combined with Colonel Wolseley's oversight and the absence of intoxicating liquors we

are enabled to record the fact that the Expedition was a complete success, no accident, nor sickness was reported and, barring occasional wet days and attentive mosquitos and black flies there was no cause for discontent in the renowned Military Picnic.

Mr. Dawson devoted his whole time and attention to the numerous important details in connection with the equipment of the Transport and preparing to meet every conceivable emergency. On him fell the responsibility of the building of suitable boats—about 126, weighing from 700 to 900 pounds were required—teams had to be provided, also road-makers, carpenters, voyageurs, and guides, as well as other matters too numerous to mention.

Not a little caution was exercised by him in providing for the goodwill of the Indians along the route; the clever and audacious Chief "Blackstone," it was alleged, would give us trouble, but beyond taking notice of all who passed and playing the role of a successful beggar, nothing transpired.

At Fort Frances and on the Rainy River some Sioux were met with. However, as they were credited with being participants in the Minnesota massacre, they were by no means anxious to risk any disturbance on the British side of the border.

The trip to Fort Garry, about six hundred miles (via the Winnipeg river) was made by the troops in less than six weeks and the return trip took less than a month.

The distance to Fort Frances, 208 miles from where embarkation was made by Governor Archibald's party in just one week and with a few incidents in connection with this my story ends.

Our two canoes were, of course, rivals in the race but the famous Uneas Mentour or "Deerfoot," the steersman of the Governor's boat, had no trouble in disposing of anyone who might desire to pass the canoe which carried the "Queen-mother's" representative.

As the writer was a volunteer since the celebrated Trent affair and always proud of the old flag, our arrival at Fort Frances was enlivened

by the display of a fifteen foot red ensign, which I very respectfully tendered to His Honor to hoist in his canoe.

In addition to the flag a large magnifying glass and a powerful magnet I had, with a view of entertaining the Indians and others in that remote region, carried along a first-class Magic Lantern, and, with the approval of the Lieutenant-Governor, who was assured by both Hudson's Bay Agent Mr. Crowe, and my friend, R. I. N. Pether, the Resident Indian Agent, that no trouble could result, I had the great pleasure of giving an entertainment which was the subject of many a fire-side tale for many years afterwards.

The capacious storehouse door was fitted with a white cloth screen, and, having secured the services of the dignified Mr. Chattellain as interpreter, picture after picture was displayed.

The usually sedate Indian could not contain himself when I exhibited a moving picture showing a large rat crawling over a bed and disappearing down the mouth of a man who had indulged in an attractive cheese diet and presumably it was the feminine portion of my audience who insisted on many repetitions of the chromotype pictures with kaleidoscopic effects; doubtless they saw an infinite variety of beautiful patterns for moccasins, belts, leggings, etc.

On the following morning I was aroused early by Interpreter Chattellain, who escorted the various chiefs to my tent with a request for an audience.

He stated that they desired to apologise for the unseemingly demonstrative conduct of the younger members of the bands, and that they were fully aware of the supernatural nature of the performance and had acted becomingly.

On being informed that I was glad to hear of their appreciations of the exhibition and that it would be repeated should the opportunity occur, they departed well satisfied.

I might mention that, camped here, temporarily, was Captain—now Colonel—Scott's Company, to which

were attached Lieutenant—now Brigadier-General—Macdonald, also Ensign Bell and my late brother, Colonel-Sergeant W. W. Russell.

I enjoyed my trip immensely and was delighted to find everyone, were they English, Scotch, Irish, French, or Indians, all cheerfully working together for the common good. It re-

minds me of our favorite poet's stanza :—

"Britons all, be joined together,
Work together, heart and soul,
One race, one flag, one fleet, one
throne,
Britons, hold your own."

The History of Thunder Bay in Verse.

FERGUS BLACK, B. A. M.D.

Once on a time, when the Earth was
young—

When Manitou, the Indian god,
Was still engaged, in contest strong,
At war with Chaos and old Night,
He hurled at them such scorching
darts,

As kindled deep Laurentian fire,
Beneath the sordid crust of Earth,
Which caused commotion so intense,
As shook this planet to its core.

'Twas then that Manitou did plant,
In Earth's receptive bosom broad,
Full many a bright and sparkling
gem,

And minerals rich of every kind,
He scattered far, with bounteous
hand,

The wealth of ages yet to come.
With trident strong this seething
mass,

He tossed in mounds and hills grotesque,

And mountain range extending far,
With battlements and glistening
domes,

He pitched high in mid air to cool.
And from these heights he viewed
afar,

For many a league both east and
west,

And saw a rugged line that formed
The bound'ry of an inland sea.

Though Manitou was then possessed
Of many lakes, both large and small,
In parts of earth he had reclaimed,
He said that this compared with
these,

Was vastly the Superior.

'Twas thus this name came down to

us,

And in our hearts doth linger still,
And will be lisped by children yet
For many ages yet to come.

With search-lights such as gods employ,

He flashed from murky cloud to
earth,

And searched this sinuous coast afar,
Until he found a beauteous bay,
Bedecked with many an island gem,
Though not as yet with verdure
clothed,

And guarded to the north and east,
By natural fortress strong and high,
Wherein that monstrous giant dwelt,
Who still lies supine on its crest.
Meanwhile appeared such brilliant
lights,

And such electrical display,
As ne'er was seen by mortal eye,
While loud-mouthed thunder named
the bay,

And mountains echoed back the
name,

And hills and valleys did the same,
And each did shout with loud ac-
claim,

"It's Thunder Bay ! It's Thunder
Bay !"

Then from the far off west and
north,

Great Manitou, with finger strong
Did trace a furrow deep and wide,
Which wound along for many a mile,
Through hill and glen and creek and
fen,

Thus marking out the distant course
Of some great river yet to be.

At length, when ages past had gone,

He poured his bounteous waters
forth,

And deeply drenched the mountain
tops,

While many a laughing rill leaped
down,

And mountain torrents rushing wild,
Sought out that ancient water-
course,

Which wisdom's finger pointed out,
To guide them to the inland sea.
So thus was born this infant
stream,

Which flowed along with tottering
step,

And oft received with rippling smile,
Its watery gifts from north and
south,

Until it grew to wondrous size,
And filled its bed from bank to
bank,

Then Manitou, just bending low,
Did whisper deep into her breast,
Such awful mysteries of the past,
As only rocks and rivers know,

And are not soon revealed to man.
Then with his bright electric pen,
Across the lowering face of night,
In many a sparkling chain of fire,
And hieroglyphics grand and bright,
In language quite unknown to earth
He writ this ancient river's name;

While Thunder, his interpreter,
From rostrum high within the
clouds,

Proclaimed in such an awful tone,
As shook the trembling rocks be-
low,—

"Her name is Kaministiquia"
And from this ceremonial grand,
The christened river rolled along,
Through many a winding mile in
length,

And many a changing width and
depth,

And many a varying change of
mood,

But always with increasing force,
Until she spread 'tween widening
shores,

And moved along in silent stealth,
As if she felt within her breast,
Monitions of impending fate

Anon her pent up feelings burst
Her ample bosom rose and fell;
With eager haste, and graceful
sweep,

She quickly passed the dizzy verge
Of Kakabeka's awful gulf,

And leaped with shout, and thunder-
ing roar,

Into that chasm dark and deep;
And there she sang, in singing still,
The Epic of the wilderness;
While from the tinted clouds of
spray,

The voice of many waters came,
And sang in tones both loud and
sweet,

The chorus of her matchless song.
Then down the rugged channel deep,
With towering wall on either side,
Bedecked with sparkling crystal
gems,

The river rolled and moaned and
tossed,

With many a flying crest of foam,
From waves that whirled in mazy
dance,

Until she gained a wider view,
Which gently soothed her troubled
breast,

As she perceived with gladsome
smile,

A peaceful valley broad and long,
Reclining in the mountain's arms.
Then by this valley's side she moved
At times as if in pensive thought,
Or down some slight inclining plane,
She ran with laughter and with
song,

And thus pursued her windine way,
Anon appeared far in the east,
Arising from the earth abrupt,
What seemed some mighty rampart
high,

With lofty battlements and dome,
To guard the valley's eastern
gates;

So placed perchance by Manitou,
Who named this fortress Mount Mc-
Kay,

A name thus coming down to us,
And to that mountain cowering still,
Shall pass to ages yet untold.
Approaching this deceptive scene,
Which distance paints in outlines
dim,

This ancient river glided on,
With such quick bends and tortuous
curves,

And with such rapid changing views,
As formed a moving picture grand
Suggestions of some fairy land,
Where mountains move at touch of
wand

At length she came with graceful
sweep,

And bent before that rocky throne,
On which that ancient monarch sat;
And from her calm and peaceful face,
Reflected smiles so sweet and bright.

As lit his rugged features up,
And smoothed some wrinkles from
his brow.

Thus on she moved in silent peace,
And through her triple outlets
rolled,

And as she outward calmly flowed,
She was received with wide embrace,
And, resting there, she whispered
low,

Her secrets to the inland sea.
Meanwhile on every side was spread,
A continent, it seemed, of stone,
A boundless, formless, lifeless waste,
Whose gloomy breast might well
conceal

Chaotic forces lingering still,
Resisting those aesthetic laws,
That issued from great Wisdom's
throne.

Then Manitou, whose magic brush
Was dipped in moss and grasses
green,

With graceful and artistic sweep,
Did paint that boundless waste afar,
Beyond that small encircling rim,
That bounds the range of human
sight,

And every mountain's rugged face,
And every little hill and glen,
And river banks and valleys broad,
He decked in every varying hue,
That rests and soothes the human
eye;

And painted trees of wondrous
height,

And scattered them both far and
near,
To stand erect as sentinels,
And guardians of this land re-
claimed.

And he adorned the river banks,
And dressed the valleys all with
care,

With buds and flowers of every
hue,

That blends with varying shades of
green.

And there he placed the sighing pine,
And cedar with its fragrance sweet,
The spruce with sparkling needles
green,

The larch decked out with tassels
gay,

The graceful birch with silvered
stem,

The poplar with its palsied leaf,
The willow with its drooping spray,

And Gilead with its healing balm,
And clustered ash on river's brink,

And all the shrubs he had ordained.
Then every cloud that scattered far

Its wondrous gifts of watery gems,
And all the myriad blades of grass,

That shed their dewy tears of joy,
And every smiling flower and bud,

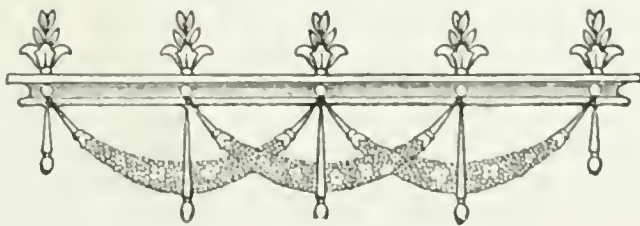
And shrubs that clap their hands
with glee,

And trees that waved their giant
arms,

And Nature's sweet, benignant smile,
Did each and all attest the fact,

That Manitou's great work was
done,

While from his ancient girdle hung,
The scalps of Chaos and old Night,
As trophies of successful war.



EARLY PIONEER DAYS

By JOHN McLAURIN

In the year 1864, when I brought my family here, there were not many houses here then. I camped where Elevator "D" now stands. There was standing there a fine little grove of small poplars, so I took my axe in the morning, and in two days, all alone, I had my shanty built, and my family of four nicely under cover, and after all my belongings were placed inside of a ten by twelve, there was not much room to flounce around. The next question was, how to get lumber to build a fit house to live in, so I got a man who had an open sail-boat about thirty foot keel, and we set sail in the morning for Copper Harbor across Lake Superior (no saw mills here those days, nothing but the whip sawn). We arrived there the second day out. Next day I bought my lumber, and we put it on board, 3,000 feet, all ready for an early start next morning, and Capt. Lambert mailed his letter, for which he got \$50.00 for mailing it on the American side, as there was a good deal of jumping of mining claims in those days, and it was a matter of time. Next morning it was

fair wind, and we hoisted sail at sunrise, wing and wing, and we had a glorious sail across Lake Superior. We landed at Elevator "D" at twelve o'clock that night, only four days out after lying off one day at Copper Harbor, Keeweenaw Point, U.S. The next conundrum was to get help to build the house. All the Mission men were gone fishing. The flatted timber was 6 inches thick, 18 and 24 feet long, so I went to work all alone, to put in the foundation, hoping some stray man would come my way, but no such luck. I worked away, putting up one end at a time on peeled poplar skid, and when it got so high it would slip back on me, when I went to shove the other end up, I had to have my wife hold a prop to keep it from slipping back. So I worked along in that shape until I got the plate on just eleven rounds in eleven days, and I finished the house 18x24 in two months and had my family in it for Christmas Eve. I chinked it with moss and shavings, no lime to be got for love or money, but it was warm as pie. This was where the large tanks of Elevator "D" now stand.

Early Recollections and Reminiscences of Fort William

BY JOHN KING.

My recollection into the history of Fort William goes as far back as the year 1878. That year I landed on the shores of the Kaministiquia in a place called Town Plot, now known as West Fort William. The population at that time was about seventy-five white people. The C.P.R. was laid from the Coal Dock, West Fort, to a point called Buda Tunnel. There was no ballast on the tracks at that time. At the Coal Dock they unloaded the rails for the construction of the C.P.R., also the coal. The only trains running were made up of flat cars and of one flat car made into a caboose for first class passengers. There were then only three engines called No. "4," "5," and "6." In 1878 I worked as brakeman on the C.P.R. and had the honor to be one of the crew that took up to Wabigoon the party of the Marquis of Lorne and Princess Louise, daughter of Queen Victoria. For the occasion we had all the cars decorated with bunting and flags. We lunched them at Twin Lake, near Gull River, and from Wabigoon they continued their journey west by canoe.

In the fall of 1881 I took up five car loads of glycerine from the powder house east of Fort William to Riley Siding. This glycerine was for blasting the rock on Section B. It was hauled on sleighs from Riley Siding to Eagle River. Each team carried two red flags for danger, one in front and one behind. In 1881 the population of Town Plot was about 200 souls and the tax revenue about five hundred dollars.

In 1883-4 we unloaded the first grain crop that came from the West with wheel barrows into a shed built on the Kaministiquia River at West Fort William. In the spring this grain was loaded into boats again with wheel-barrows. The first year we unloaded about one-half a million bushels. The same year the C.P.R. built the track from West Fort to East Fort, now called Fort William. There was a small station built also.

I will also mention a few of the most important events which happened in the district east of Fort William in 1883-4-5 under the Government construction.

In 1884, if I remember well, the winter was unusually severe and the Government asked the C.P.R. to clear the snow from Fort William to Nepigon, where they were building the road. The Government was not equipped for such work. I was still with the C.P.R. and as foreman was asked to undertake the work. We took about one hundred men, three engines and a snow plow. The snow that year was piled up, in some places, from twenty to thirty feet high, the highest around Loon Lake. We had to work with great care as the track was not ballasted. I remember it took us two days to run seventy miles. That we were welcome at Nepigon goes without saying, for they were in great need of supplies.

Then came the Riel rebellion in the North West. The troops were taken through on the C.P.R. as far as Jack Fish. The tunnel not being completed and the rails not con-

needed, the soldiers had to cross the Jack Fish Bay on the ice and take the train on the other side. Fort William, Port Arthur, Rat Portage and Gore Bay organized a rifle company under the command of Major Ray, Captain Smith and Lieutenant H. Elliott. So you see we had pretty nearly as good military protection then as we have now.

In 1885 I was in charge of the construction of the road and we laid

Also in that same year they started to build Elevator A. We laid the track in the yard and the Elevator. They had then only three tracks. One their main line, another to the Coal Dock and one into the Elevator. The first shed in East Fort was where Elevator B stands to-day. The merchants had to cross the track on Stewart Street to get their freight.

Now we unload coal here by the one hundred thousand tons. In 1885



THE FIRST COAL DOCK, THE FIRST ELEVATOR AND THE OLD FORT

the track from the present station to the diamond in Port Arthur. We took up the rail on the Prince Arthur Landing Spur, which the Canadian Northern use as their main line to day. In that year the C.P.R. built their first dock at East Fort of about two hundred feet frontage, where now stands Shed No. 1. They also put up a patent derrick with machinery of about one hundred and fifty feet wide by four hundred feet long to unload the coal by buckets. This was the fastest system of unloading coal at that time.

there were twenty-six thousand tons of American coal delivered here. The revenue on that coal was Fourteen Thousand dollars. The depth of the harbor was at that time fifteen feet, four. Now we have twenty four feet of harbor depth. The population in 1886 was about two thousand souls. In 1886 where now is Victoria Avenue was then a thick forest. In that year the work was started to cut the road from Simpson Street by Victoria Avenue, Syndicate Avenue and up to Frederica Street. The roads were graded but hardly pass-

able with a team. In 1885 we had two telephones, Mr. McLaurin and I being the lucky ones.

On the site now occupied by the Bank of Montreal E. Pelletier put up the first store under a tent, and we were more than once glad of the shelter in the rough weather. On the corner of Syndicate Avenue and Victoria Avenue Joe McNabb built the first hotel. Then came the Mireault Hotel, and then the Avenue, then came the King & Pelletier General

Piper was the big hardware man.

The crop of wheat in 1886 was three million bushels and in 1887 there was about five million bushels. This year, 1909, the wheat crop alone is estimated at one hundred and seventy-six million bushels. It would be hard to say how many wheelbarrows it would take to unload this year's crop of wheat.

In 1888 with Mr. John McKellar as Reeve, the C.P.R. was induced to come from Port Arthur to Fort Wil-



FORT WILLIAM HARBOR IN ITS EARLY DAYS

store, where is now the toy building. At that time the whole population was supplied with fresh water by Stewart Thom with an outfit consisting of two barrels and a one-horse wagon.

Dr. Baker was then the only Tonsorial Artist. His studio was situated in West Fort. If any of us wanted a shave we had to climb into a high chair with a straight board for head-rest.

Mr. H. G. Grant used to supply us with "The staff of life" and W. S.

liam. We granted them an exemption from taxation for twenty years. I was a Councillor that year and voted for the exemption. From then on Fort William started to build up in earnest, and year after year we see it grow wonderfully. The people of Fort William to-day owe a great deal of gratitude to our departed and regretted Major John McKellar, and if I had my wish the first monument ever erected in Fort William would be to that man, for he was the sower and we are the harvesters.

The Fort William Ice Jam and Port Arthur Ice Shove.

BY PETER McKELLAR

What gave rise in the early days to doubt and fear about the Fort William Ice Jam and the Port Arthur Ice Shove is as follows:

About 1860, as reported by many eye witnesses, the winter was cold, with deep snow and thick ice. The

few people in the district. They resided at the Indian Mission and at the Hudson's Bay Company's post on the Kaministiquia River. The Mission was on high land and was undisturbed. The Hudson's Bay Post consisted of from twelve to sixteen



THE OLD FORT

spring opened out warm with heavy rains. The Kaministiquia River broke up, while the ice was firm on the Bay. At that time there were but

buildings, situated on the low land next the river, at an elevation of about five feet above the Bay. These buildings were located at about the

point where McTavish St. strikes the river at the present time. Mr. John McIntyre was in charge of the Hudson Bay Company Post at the time, and often spoke about the flood. Mr. Colin Rankin, of Mattawa, was an officer of the Hudson's Bay Company and was at Fort William on the occasion of the ice jam in 1860. He was visiting the McKellar family of Fort William about two months ago, and told me that the Fort William flood was caused by an ice jam at the mouth of the river; that the water and broken ice backed up and flooded over the low land. It covered the dwelling house floors of the Company to the depth of two to three feet of water, and the people had to go upstairs for a few hours. The jam soon gave way, and the water subsided to its normal level in about one hour. Some of the small boats were carried back to the bush, but little or no damage was done.

I may mention that the Hudson's Bay Company had built and occupied these buildings for over fifty years, and had not experienced any inconvenience from high water until the occasion of the ice jam referred to.

The second ice jam occurred at Fort William in 1881, and the third and last one in 1893, the two last being practically repetitions of the first.

The Port Arthur ice shove took place about 1860, and I understand that it was on the same season as that on which the first Fort William ice jam occurred. Mr. Frank Brown, a pioneer trapper, owned the only house, a log building, in the old site of Port Arthur. It stood near where the Muringgi Hotel now stands. The only other building in the locality was that of Capt. Robert McVicar, which stood on the north side of the McVicar Creek, near its mouth. Several parties witnessed the ice shove. They said it

was on a beautiful day in the spring and the ice appeared strong on the Bay. A land breeze came up and drove the ice away from the shore for some miles, and the people thought it had gone out for good, but suddenly the wind changed, and a light breeze came up from the east. In a little while they noticed the ice coming back. It kept coming and coming until it struck the shore with fearful crashing. They said it was a sight never to be forgotten, to see that great field of solid blue ice, about three feet in thickness and miles in extent, coming onward, breaking down trees, moving rocks, and crushing and piling ice in miniature mountains along the shore. It was several weeks later before all these ice mounds had disappeared.

Mr. Brown's house was moved back on its foundation many feet. A large boulder weighing many tons had previously stood some yards from the shore, so that canoes and small boats passed inside but this rock was lifted entirely out of the lake and left high and dry upon the shore. Brown's house and the rock or boulder stood there for many years, and were pointed out as monuments of the Great Ice Shove.

Mr. Brown was much alarmed at the time, and moved back on the Dog Lake trail and cleared a farm and built a home, in which he has lived for many years, and may be found there at the present time. The impression made upon his mind was so strong, that for many years he entertained his visitors with the account of the Great Ice Shove.

These noted incidents occurred three years before my arrival here, and were still very fresh in the minds of the settlers, and the subject of frequent talk. Every cold and snowy winter for a number of years thereafter brought a recurrence of dread to the minds of Port Arthurites lest

a catastrophe should occur at Fort William; and the people of the latter settlement were not less solicitous for the safety of their friends in the neighboring village, in case of another fearful ice shove.

Twenty years passed, one after another, without any flood, jam or shove, until 1881, when the second ice jam on the Kaministiquia River occurred. It looked quite formidable, as will be seen by the accompanying photographs of the third jam which

are as follows:

...

"April 24, 1881—Sunday—A few in church. The first rain and thunder storm this season. Mail came; ice good on Lake."

"April 25, Monday—A rough, windy day. The ice on the river commenced breaking up and driving by noon. After noon the river commenced to rise, and the ice to run very rapidly, about two and a half miles an



THE KAMINISTIQUEIA NEAR ITS MOUTH IN ICE-JAM OF 1893

was similar to the other two. Wild reports were flying around the country about the great destructive flood at Fort William. When the smoke had cleared away it was found that little harm had been done, as was true of the first jam, twenty years before.

I anticipated that the reports of this ice jam would be greatly exaggerated, to the detriment of Fort William, so I wrote down in my journal the actual results of the flood, as noted on the spot, which

hour. It was still solid at the mouth of the river. Soon the ice began to jam back. By four o'clock p.m. it reached the Mission. The water rose and covered the low land below the Fort, in front of the barn, in front of the McViears, and at John McLaurin's. Two pieces of the road have been covered with ice two to three feet thick, the piece from the corner below McIntyre's to within one hundred feet of the school house bridge, and again from opposite the mill to the turn at the Fort. John and I drove with the buggy but had to go through the fields at

those places. The Morrison family left the house and came up to the Fort, the whole place below being covered with water. After we left (about six o'clock) it rose higher and covered the fields for the most part up to opposite the mill, and got up to the floor level of Mr. Richards' dwelling house (the Fort house). A little water went in but did not cover the floor. The family got afraid and went to Weigand's and The

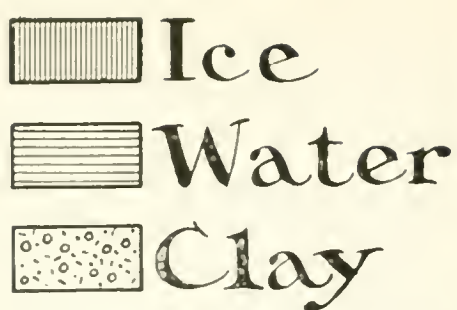
in a series of undulations. The rug that was tied to it was not carried away, nor the old piles moved, or but a few. Eighty cords of wood, or more that was piled alongside, four feet high, were left unmoved, with the exception of a few sticks off the ends of the outer tiers. The wagon, buggy, sleighs, racks, etc., that were lying in front of the Fort barn were not moved. The low land next the river, in front of the dwelling house



THE ICE-JAM ON THE KAMINISTQUIA IN 1893, NEAR ITS JUNCTION
WITH THE McKELLAR RIVER

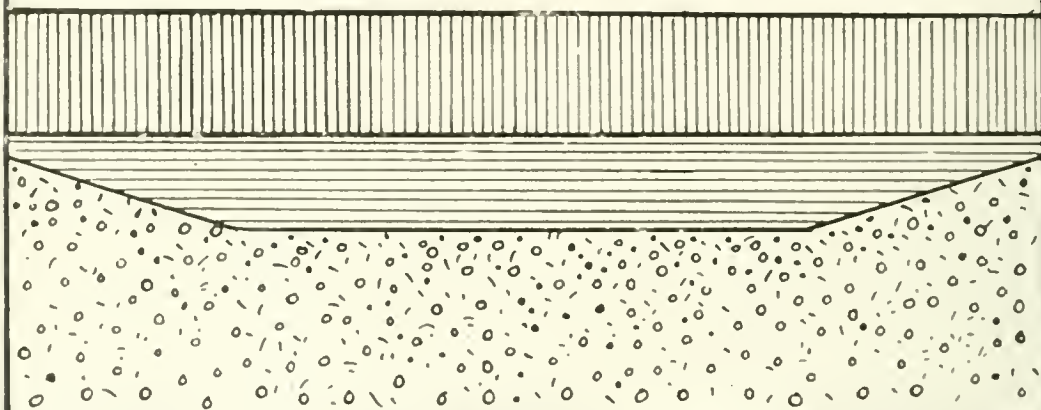
Landing (Port Arthur). The vessel "Richardson" was hoisted on to the bank, where it lay. The tug leaked badly in the morning, lying at the dock. One of the dredge scows was carried away. The "Jessie" and a number of small boats were only shoved in a little further on shore. The old, rotten, Hudson's Bay Company dock was badly injured, the covering being moved a little and left

on the Island (at the mill) was covered with water and ice, and some wood carried away. John McLaurin's wood, that was piled at his low dock, was partly carried away, and his two small buildings that were alongside of his dock were moved a few rods, also his scow. Mr. Caddey's (the Government engineer) boathouse was carried away. C. N. Black lost seventy to eighty cords of wood. In-

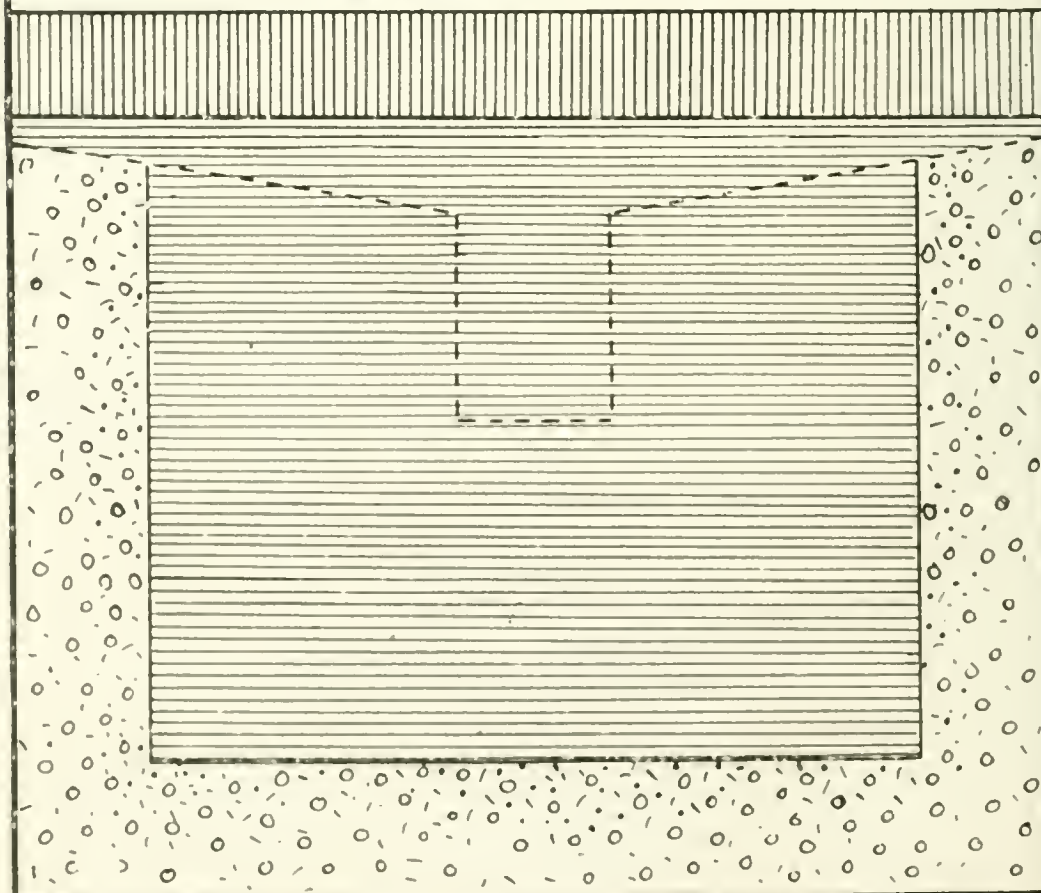


Scale -
 Hor^l 100' = 1"
 Vert. 8' = 1"

SECT. N^o 1



SECT. N^o 2



Section No. 1 Sketch showing the Kaministiquia Bar before dredging at the time of the first flood in 1860. Section 2 Sketch showing the Kaministiquia Bar at the time of the two second floods in 1881 and 1893 after some dredging had been done

golls' and the Government dock were covered with water. The water at its highest was about seven to eight feet above its normal level. A great deal of old timber and wood went out with the ice. The ice was a foot or more in thickness, in blocks, and in great quantities. There was no force to the water outside of the channel; it simply flooded back on to the land. The ice got vent, and the water went down rapidly, about seven o'clock in the evening."

"April 26. The river was down six feet from the highest point it had gained yesterday. I was down at the Fort. The water did not rise to the floor of the Fort dwelling house, but in Richards' house a small piece of the floor got wet. In Morrison's house, he claimed the water to be about sixteen inches over the floor. (Judge) Laird and a lot of the Landing folks were over, seeing it. There was no ice in the Fort yard, but there were scattered blocks on the cricket field. The road was, at its highest, about covered over to the bush, at the other side of the fields, so that Morrison and the rest were able to go in a boat that far, in the ditch, but not on the land."

Miss Mary McKellar's diary gives a complete account of the 3rd ice jam on May 10, 1893 and shows it to be similar to the others. She says the winter had been extremely cold, with deep snow. The ice on the bay was solid and the river jammed at the mouth and flooded the low lands. There was much excitement. Some flour was injured at Elevator C, and also Piper's line that was in our old warehouse. Outside of that there was little harm done. Next day, May 11, the river was down to its usual condition. During the last 30 years there had been only one flood like it.

It will be seen by the foregoing that these were ice jams, and not devastating river floods, like those that occur on many rivers and cause much destruction of life and property. A flood of that nature can never occur on the Kaministiquia River, as long as the topographical features of the locality remain as they now are; and we need not worry about that, as only a cataclysm could effect such a change. The drainage area of the Kaministiquia is comparatively small

extending back only about one hundred miles. There are two large reservoirs within forty miles of the mouth of the river,—the Dog Lake and the Shebandowan Lake, with a combined area of about two hundred square miles. The greatest freshets of rain and snow that could come would only raise these great reservoirs a few feet. The excess of water would take weeks to flow off by the river, instead of rushing out in a few days, as is the case with rivers of great length and great drainage area, and with no great reservoirs near the mouth to impound the waters.

The ice jam cannot occur again on the Kaministiquia River, as long as the harbor is used for shipping. The channel through the bar is now three hundred feet wide and twenty-two feet deep. No ice that comes down the river could jam in so great an opening, even were there no Kakabeka Falls to break it into comparatively small pieces. Even before dredging with only five to six feet of water over the bar at the mouth of the river, there was only one ice jam in the memory of white people, for a period of seventy years, up to 1880, and this was trifling in its effects. The accompanying plans, drawn to scale, will show very conclusively the impossibility of an ice jam occurring hereafter.

There was nothing strange about the mouth of the river getting jammed with the conditions shown on plan No. 1, but it is remarkably strange that during seventy years, at least, it only jammed once before 1873 when the first dredging was done. The jam in 1881 found the opening through the bar at the mouth extremely small as will be seen by the dotted lines on Section 2. The channel through the bar will never be smaller than shown on plan No. 2, while shipping visits the docks at Fort William, but on the contrary will be enlarged from time to time.

In regard to the Port Arthur ice shove, it may never occur again in the same way; and if it did, it could do no harm with a good breakwater in front of the city, as at the present time. The ice would pile over the breakwater, and break down harmlessly along the inside.



FORT WILLIAM TO-DAY



29

MORNING  HERALD

The Thunder Bay Historical Society



REPORTS OF OFFICERS
 and
PAPERS OF 1909-1910

*Under Mar 30/12
The day before*



OFFICERS

FOR 1910-11

HONORARY PATRON

MR. BARLOW CUMBERLAND
President Historical Society
Port Hope, Ont.

PRESIDENT :

MR. PETER McKELLAR

FIRST VICE-PRESIDENT

MR. JOHN KING

SECOND VICE-PRESIDENT

MISS SARAH STAFFORD

SECRETARY

MRS. G. H. SLIPPER

TREASURER

MISS GRANT

EXECUTIVE COMMITTEE

MR. J. J. WELLS
MR. H. SELLERS
MR. W. J. HAMILTON
MR. A. McISAAC

The Thunder Bay Historical Society



Reports of Officers
===== and =====
Papers of 1909-1910



Peter McKellar

President's Address

To the Members of The Thunder Bay Historical Society :

I beg to make the following short statement, at the close of the second year of existence of this Society. I may review briefly our progress from the commencement, as it does not appear in former print.

Within the last decade, several attempts have been made to establish an Historical Society under different names, as Thunder Bay, Fort William, or Port Arthur Historical Society, Old Timers, Pioneers, etc., all of which died out after one or two meetings, until the present Society was formed.

The Inaugural Meeting of the Thunder Bay Historical Society was held in the City Hall, Fort William, Ontario, on the 2nd of October, 1908, with Mr. Joshua Dyke in the chair. After an address by Mr. Barlow Cumberland, President of the Ontario Historical Society, the Society was organized and the following officials elected :

President—Peter McKellar, Fort William.

1st. Vice-President—A. L. Russell, Port Arthur.

2nd. Vice-President—J. G. King, Port Arthur.

Secretary-Treasurer—A. McNaughton, Fort William.

Executive Committee—Messrs. J. J. Wells, W. Phillips and A. Calhoun, Fort William, and J. L. Meikle and J. C. Dobie, of Port Arthur.

Several resolutions were passed, the nature of which were sectional and restrictive, such as the holding of meetings alternately in the two cities; and the dividing of officials into two parts and electing each part, alternately from the cities each year.

Of the nine officials elected, only the Vice-President, from Port Arthur, and the President and one member of the executive (Mr. A. Calhoun) from Fort William, attended or took part in any of the meetings thereafter.

Mr. A. Calhoun kindly consented to accept the position of Secretary-Treasurer, and we continued as best we could, expecting the other officers would come in so that we would be in a position to apply for affiliation with The Ontario Historical Society. Towards the close of the year it became evident that the Society would have to close up, or reform, and make new regulations.

I was anxious that the Society should continue, as otherwise, with each passing year some valuable local traditions

would be lost to the future history. Thereupon I laid the matter before a general meeting of the qualified members of the Society, showing the necessity of making the constitution non-sectional and with the majority to rule. The meeting was unanimous in making the change and authorized the President and Secretary to draft out a form constitution for presentation, correction and adoption, at the next meeting. The new constitution was discussed, clause by clause, and unanimously adopted, and now appears in print. The official vacancies were filled and application was made for incorporation by affiliation with the Provincial Society. We were informed that our application would be acted upon at the next general meeting.

Five or six original valuable addresses were given the first year, and are presented in the first Annual Book.

The addresses this second year, as will be seen in this Annual Book are valuable, though few in number. For the latter result I am responsible on account of being away in California for five or six months. Nevertheless, there were several profitable meetings held during the year, some of these were wholly social and highly enjoyed by the members.

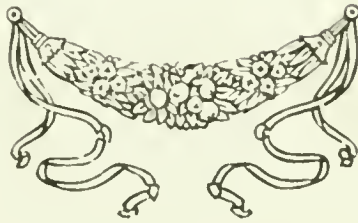
We can now confidently look forward to increased prosperity. The importance of the work is being appreciated, by reason of the presentation of the Annuals. Hereafter there will be no lack of valuable papers to record.

At the next January meeting there will be a paper by Miss M. Black, on the Fort William Libraries; one by Mr. A. A. Vickers, on the Fort William Indian Treaty, 1859. In March, one by Mr. W. J. Hamilton, on the famous Silver Islet Mine, and one by Dr. Oliver, on old times. Later on Mr. J. J. Wells will read a paper on Early Municipal Matters; Mr. D. Smith, one on the Press, and the President, one on the contest between Thunder Bay and Nepigon for the terminus of the Canadian Pacific Railway on the Great Lakes.

During the present year I expect many papers will be read, and for publication they may require to be abridged, while the paper in full must be retained in safe custody. The Executive will attend to this matter.

The Society is growing, there being nearly fifty on the roll now. With a slight effort the number can be greatly increased.

The reports of the Secretary and Treasurer will also appear in this Annual, also cuts of the individual writers. I think it will improve the standard of the Annuals of the Society. I am sorry that this matter of individual illustrations in the first book was overlooked.





MRS. G. H. SLIPPER

Secretary's Report

In reviewing the work of the Thunder Bay Historical Society during the year of 1909-1910, the second year of its existence, we find much to encourage us to continue this work of preserving the early history of our district, and awakening greater interest in the early records.

During the year October 28th, 1909, to October 10th, 1910, inclusive, this Society held five regular meetings and one Executive meeting. Interesting discussions and bright, well-prepared papers were the rule at all these meetings. Many were the plans made for furthering the work of the Society and those members who have attended the meetings throughout the year feel they have been repaid in fullest measure and are today better informed in regards to the early history of this portion of Canada, than they otherwise would have been.

As the papers read at the meetings of the year will be published, it is unnecessary to comment upon the same in this report.

It was with deep regret that we were forced to accept the resignation of Mr. A. Calhoun from the office of Secretary, which took effect at the end of January, 1909.

During the year most of the meetings have been held at the homes of the members and in this way a more social time has been enjoyed, as the hostesses in every case have, after the business of the meeting, served refreshments, and a delightful happy time was in order with the merry chat and personal reminiscences over the tea cups. The hostesses, who so kindly provided hospitality during the year for the Society were : Mrs. Peter McKellar, Mrs. John King and Miss Stafford.

Respectfully submitted,

MARY A. SLIPPER,



MISS C. C. GRANT

Treasurer's Report

The balance on hand at the beginning of the year was \$31.10. Since then \$17.50 has been paid in for fees, making a total of \$48.60. The expenditure for the year was \$1.75 for a minute book, \$17.00 for the printing of three hundred copies of the by-laws, and \$5.00 for a strong box in which are stored books, papers, and documents of value. Here are preserved important pictures, photographs, and maps. The Society is now in a position to receive more materials relating to the early days, and to keep all in safety in this repository, the iron box. The total expenditure being \$23.75, the amount in the bank to the credit of the Society is \$24.85.

Through the liberality of our highly-esteemed president, Mr. Peter McKellar, the members of the Society have been made recipients of two handsome Year Books at a cost of about two hundred dollars. The Year Book for 1908-1909 is a very handsome book, displaying great care and artistic work in its composition. It contains all the papers read at the meetings of the Society during the year, and photographs of interest in the history of Fort William. The Year Book for 1909-1910 speaks for itself.

This handsome gift from Mr. McKellar is indicative of the deep interest taken by him in the welfare of the Thunder Bay Historical Society and this interest insures for this young Society long and continued prosperity.

CHRISTINA CAMERON GRANT,

Treasurer.

February, 1911.





S. M. Keller

The Red River Expedition

By Mr. D. McKELLAR

The way I came to take part in the Red River Expedition in the summer of 1870 was as follows:—

It was a memorable season in the history of Thunder Bay, on account of the military expedition, commanded by Col. Wolseley (now Lord Wolseley), that passed through here on the way to Fort Garry. Mr. S. J. Dawson was in charge of transportation. It was an unusually wet summer, which threatened disaster to the undertaking, on account of the miry condition of the newly built roads over clay lands, from Thunder Bay to Shebandowan Lake, a distance of forty-six miles. The season was far advanced when the expedition arrived at Thunder Bay, owing to the delay at Sault Ste. Marie canal. It was essentially necessary that the troops should get back before the freeze up, and it was evident that the water route must be used to its fullest extent in forwarding the boats, as it would be impossible to take them by the waggon roads. The voyageurs were sent to take the boats up the Kaministiquia River. They succeeded in getting as far as the Mattawan Station on the Mattawan River, a distance of twenty-six miles, or a little over half way to Shebandowan. In the meantime, while the voyageurs were engaged on this section of the route, Cap. Young, of the 60th Rifles, with his company, without regard to the voyageurs, undertook to take the boats up the Mattawan River. After being away for some time he returned with the boats, and reported that the route was impassable, and that the boats would have to go by waggon road from this point. This would be disastrous, as the roads were in a very bad condition, and the large quantity of supplies, outside of the boats had to be carried over them. Col. Wolseley reported to Mr. S. J. Dawson, who was responsible for the route, and even accused him of misrepresentation, as Mr. Dawson had claimed that the boats could be taken from Thunder Bay to Shebandowan Lake by water. Colonel Wolseley states, as Mr. Dawson told me, that he had reliable information from Capt. Young who had examined the route and that it was impossible to take the boats by way of the river from Mattawan, and wanted to know what was to be done. Mr. Dawson, being well acquainted with our family, and knowing we had much experience in this part of the country, as we had been prospecting for mines

for many years, and knew the Indians who knew these rivers, sent a messenger to our house for my brother, John McKellar. When he got the reply that John was not at home, he sent back the messenger to get any one of the McKellar men to come to him without delay, as he had important business under consideration. I, being the the only one at home, went to see him, and he told me about the condition of things at the Mattawan. He said: "I want you to go up to Mattawan station and take the boats up the Mattawan and Shebandowan Rivers to the Oskondago River. Take with you a crew of the local Indians from the Mission at Fort William. Here is a letter to the foremen along the line, authorizing them to give you any men, boats or supplies or anything that you may want. See that you get the best, so that you will be able to open up this route." He suggested taking Iroquois, and Sault Ste. Marie Indians along with the local Indians. I selected ten local Indians, ten Iroquois, and ten Sault Ste. Marie Indians. We arrived at the Mattawan and picked out three boats. While fitting them up for the trip, Capt. Young, who was camped on the opposite side of the river, came across to where we were working and said to me, "You can save yourself all this trouble, for there are not men enough in the expedition to take the boats up this river." Next morning, at four o'clock, everything being ready, we pushed out from the shore, ten men in each boat. I took the lead with the local Indians. Mr. T. A. P. Towers with the Sault Ste. Marie crew followed, and Capt. Pritchard, with the Iroquois brought up the rear. In about an hour we reached precipitous rocky range, where the river was confined in a narrow, crooked gorge, only a few feet wide. On the north bank, which was from thirty to forty feet high, was a comparatively level plateau, with two large trees growing quite near the edge, about twelve feet apart, in so convenient a position that they seemed to have been placed there for the purpose of being felled and placed parallel over the bank into the river, to form a run-way upon which we could pull our boats to the higher level, which it was imperative that we should reach. This work was accomplished in a few hours. Over the plateau we cleared a road way twenty feet wide and laid cross poles six or seven feet apart; over these ten or fifteen men were able to pull a boat right along, with a couple of men on each side to keep the boats on an even keel. We soon struck the river again, above the gorge, where the water was navigable and followed it for a short distance, when it became impassable altogether. Upon examination we found that the river here made a detour of about a mile and a half, which consisted of a series of rapids and falls. By making a portage of a little over half a mile we again struck the river above the rapids. This

portage passed over a comparatively high range but the slope was gradual and easily overcome, after we had cleared a road and laid cross poles, the same as before.

From this portage to Oskondago Station on account of the high water, caused by the heavy rains, there were no serious obstructions, there being only three rapids that required skilful management.

At nine o'clock in the evening we arrived at Oskandago Station, the point of our destination, having been on the route since four o'clock in the morning.

The route was now established, and proved a complete success.

Capt. Ward, of the 60th Rifles, was camped here and rushed down to meet us. He was delighted and surprised and said to me, "How did you get here? I understood it to be impossible to get the boats up the river this far." The news soon spread, and there was great rejoicing along the line, as success was assured, there being only two miles of a gravelled road to the dam site on the navigable water of Shebandowan Lake. It was now proven that this route could be used to great advantage in forwarding supplies, as well as boats, the last stretch of eight miles being easily navigable, from which point a branch road was opened to the main wagon road. This branch road was named Brown's Lane, after the man who surveyed it, and became quite a popular road afterwards, when large quantities of supplies were forwarded over our new route.

There was one accident occurred, owing to a mistake made by one of the Companies of the 60th Rifles in trying to take three loaded boats up the river without voyageurs. At the first rapids they lost control of their boats, which dashed against the rocks and upset, and the supplies all sank or floated away. Fortunately, there was no one drowned, as the men all reached the shore, and walked back through the woods to the station. It was reported that the Company's pay, in an iron box, went to the bottom and was lost. Parties have been looking for the box at different times since, but failed to find it as far as I know. When the news of this disaster reached Col. Wolseley, he was greatly annoyed, and blamed the voyageurs. I explained to him that the captain of the company had ignored the voyageurs, and had manned the boats with the soldiers only, when they should have had a voyageur in the bow and one in the stern of each boat. Then Col. Wolseley issued a proclamation that hereafter no boat was to leave any dock without a voyageur in the bow and one in the stern. This mandate was strictly enforced, and the transport of supplies went on very satisfactorily. The success of the water route relieved the pressure upon the waggon road, and much time was saved. In due course the whole equipment reached Shebandowan, which is practically the height of land, and from this point onward the expedition moved freely.

D. McKELLAR.



MISS B DOBIE

Girlhood Days of Earlier Port Arthur

By MISS BELLE DOBIE

Since asked to write on this subject, there are two lessons, at least, I have learned—one on the destruction of anything that might be of use in the way of letters for reference; another, the need of keeping a diary—that alone would have simplified the whole thing.

I suppose each and every girl thinks her girlhood days the happiest, but it is doubtful if there were any happier days than those of fifteen or twenty years ago, or more. The solid pleasures were to be had, the stiffer conventionalities were almost unknown. A girl figuring at a "pink tea," or even opening the door at one, was never indulged in, but the more healthful pleasures were popular, such as tobogganing, skating, and all other out-of-door exercises.

But to really get started I suppose I should begin at the days of the discovery of Santa Claus,—the night I sat up, until twelve o'clock to make sure he did not come down through the chimney,—as I had been "hearing things." "That old Santa was a myth." "He's just your father dressed up, etc." I was rewarded for my curiosity and trouble of sitting up late, for sure enough he was an imaginary Santa Claus. I must not forget to say the present he brought is still in my possession (a plate)—the cup and saucer belonging to the set were broken long ago. The wonderful revelation was passed on to other young friends, but the stocking was hung up religiously every Christmas eve, and has continued to do so ever since, only in a different way—hints, etc.

The girls and boys about this time looked forward much to Dominion Day, with its (Indian and Squaw) canoe races, walking the greasy pole, etc. The lali and thumpian procession was of special interest to the girls—of seeing "George Marks" (as we called him, because we liked him), dressed up as an Indian. He never failed to recognize us as he passed by, always waving his hand at us.

For Dominion Day we laid in a special supply of fire-crackers. The first one awake in the morning was to call the rest of the crowd, by means of the salute of a fire-cracker, and,

needless to say, the day was full to the brim with fun.

Another popular amusement with the girls was sailing on rafts, made of logs nailed to a few boards and pushed along by means of a long pole. This particular amusement struck terror to the hearts of our fathers and mothers, for many a time were we blown out into the lake, and had to be rescued by the older ones.

Other amusements were rowing around under the docks, often having to duck our heads; also fishing for minnows, catching polly-wogs and putting them in bottles, searching for agates was of great interest to us, the finding of beetles and all sorts of other insects.

Trolling was great sport to the girls, and also the boys, as they expected to be invited in to supper, for helping take the fish off the hook. We often played truant to amuse ourselves in this way, quite willing to take chances on being punished.

About the time mentioned our little public school, a long, narrow building, was situated in the old government yard, as it was called. The house was standing there until two years ago, when it was torn down to make room for the Pagoda and the Canadian Northern Hotel, now under construction. Our school teacher in this building was Mrs. Langrell, wife of Mr. E. P. Langrell, now of Woodland, Manitoba, who was later a teacher in the Public School. The term spent in this school seems almost a blank. There is not even a strapping impressed on my memory. This must have been near the Santa Claus days on the other side, I expect.

Later on as the village, or town, grew larger, a school was built, on the present site of the Central public school, with Mr. Langrell as teacher. An efficient one he was, and we little appreciated his worth and patience, for many were the pranks we played, the discipline in those days requiring the patience of Job.

At the time I mention, our present Waverly Park was partly a swamp, where we, at recess, used to ramble, finding cranberries, raspberries, sometimes wild roses in the drier parts. Quite distinctly, I remember, when there was no Catholic cemetery, a grave in the park, of one of our school-mates (Joseph Grenier). Often, during recess, we watched his sister Julia taking advantage of this opportunity by saying a prayer; so devout was she—we were not quite so, I'm afraid,—as we looked upon her as a sort of curiosity or character, when she made the "Sign of the Cross."

Last year, when they were excavating for the new Collegiate Institute I quite expected to hear of our old school-mate's remains being unearthed, as there is no record of them ever having been removed as far as I know. This may sound

gruesome, but I thought it might interest some of you.

To get back to the fun-and-pleasures-of-girlhood-subject as we got more grown up, we had Hallowe'en parties, played tricks, which consisted of tubs of water, in which we would dive for apples, or an occasional rap on a neighbor's door, or a tick-tack on our own window. Then on St. Valentine's day, sweet messages were exchanged, or ugly, home-made ones instead,—sometimes written in the following flattering tones : "You break more looking-glasses than hearts," etc., but the glasses were just as hard to break as the hearts. Sometimes they lasted for years notwithstanding the rough usage.

With the Hallowe'en trick-playing over, the exchanging of valentines past, our attention seemed to turn to other amusements. Occasionally a birthday party was indulged in — the young host or hostess supplying us with slips of paper, accompanying the name of a guest, supposed to be your side partner for the rest of the evening, which meant partner for the first dance,—or as many more as your generosity permitted, for supper, and partner to be escorted home,—whether congenial or not. In those days they were human, just as they are to-day, and many a time we drew partners that caused us to smile outwardly and sometimes swear inwardly.

Then again there were neck-tie parties, the neck-tie being an excuse to draw a partner, an excellent thing for the bashful young man of a few years ago, and perhaps a good suggestion for some of the present day.

Girls of the time mentioned were quite domesticated. They could sew, knit, bake, do many kinds of work from which they are now spared or deprived, I hardly know which to say. In these days there are so many labor saving devices.

As I have gradually reached the time of the more modern girlhood days, I find my subject getting threadbare and worn-out, but I will not stop without mentioning that the amusements of the girls a number of years ago, were much more innocent than those of now-a-days, the minds of the twelve-year-old today comparing more with the seventeen-year-old of twenty years ago.

Such a thing as a "Bird's Opera Society," or "Children's Orchestra," as they have in Port Arthur and Fort William, would be unknown, and now I wish every Fort William and Port Arthur child as happy a girlhood as ours in the earlier days of Port Arthur.

BELLE DOBIE.

November 25th, 1910.



MR. HARRY SELLERS

The Early History of the Handling and Transportation of Grain in the District of Thunder Bay

Paper by MR. HARRY SELLERS

With the completion of the C. P. R. line from Lake Superior to the West in 1883, means had to be provided for the handling of such grain as might be offered for sale or shipment East. A temporary arrangement was first installed, sheds being built for this purpose at West Fort William and Port Arthur; No. Five dock and Marks' dock being used also. The first boat to take grain via Lake Superior from the North West was the S. S. Erin, Capt. Sullivan, Master, who is still sailing on the Simla. This was in the fall of 1883, a large portion of her cargo being transferred by cars from the Grain Sheds to "Marks' Wharf" and loaded by wheelbarrows, thro' chutes made for the purpose, and shovelled back. The balance of the cargo was taken on in bags from No. 5 dock, a rather primitive and costly process as compared with modern methods. It was, however, loaded, and that seemed to be the main point.

The next step was the erection of the elevator known now as King's Elevator, Port Arthur, a small one as compared with others : 350,000 bushels capacity. This building was started in the fall of 1883 and was ready for business for the crop of '84. The first boat to load at this building was the Acadian, Capt. Malcolmson, Master. Up to this date no serious idea seems to have been taken of the enormous productive qualities of the "Great North West," but the crop of '84, showing such an increased percentage, it became imperative that something more should be done. The result was the building at Fort William of Elevator "A", built by the B. & B. department of the Canadian Pacific Railway, by the D. Leary Bros., in charge, with a capacity of 1,000,000 bushels, with the ability to unload nine cars simultaneously, (this was true of the size of the cars at that time). The building was finished in sufficient time to take in grain of a portion of the '84 crop, that is during the winter of '85. There was no great

quantity taken in, as owing to the lack of dredging in the Kaministiquia River, the outside channel, and inside the river was somewhat tortuous, the consequence being that Elevator "A" at Fort William only received the overflow from the elevator at Port Arthur, the C. P. Ry. boats refusing point blank to go up the river.

The schooner "Slige" owned by Messrs. Graham & Horne, had the honor of being the first boat to take grain from the first elevator built at Fort William in the early spring of '85. The writer weighed the grain, the late John Carney was Foreman. Speaking from memory the cargo taken by the "Slige" was 17,000 bushels. This sounds small as compared with the present day loading, it being now no unusual thing for a vessel to come alongside an elevator and load 250,000 bushels.

I have previously spoken of the objections made by the C. P. R. boats to loading, up the river, the result being that we were compelled to load up the grain in cars, transfer them to Port Arthur and load them on the boat through the Port Arthur elevator. Other boats seeing this, were not slow to avail themselves of this privilege and as at that time most of the unloading was done in Port Arthur it saved them considerable time if they did not have to go to Fort William. Up to this time more or less dredging had been done in the river, but with little attempt at system. Mr. J. L. Patton, Resident Engineer of the C.P.R., took the position that there was sufficient depth of water in Fort William and volunteered to pilot one of the C. P. R. boats into Elevator "A," load, and take her out. The late S. S. "Algoma" was the one chosen, Capt. Moore, Master. She was duly loaded and taken out with little trouble. This occurred about June, 1885. After this, boats continued to load with more or less regularity. The crop of '85, or rather the portion that came through via C. P. R. was only 1,500,000, the year following, '86, much greater; then came the crop of '87, an immense one, exceeding all anticipations. It came on a scene of unpreparedness, both the Port Arthur and Fort William Elevators were filled up pretty well. From the time we had been in operation, a month, the shipments hardly equalling the receipts, the consequences were that by January 1st, 1888, the elevators were filled up, and to prevent a blockade on the road, the Grain Sheds were again utilized at Port Arthur and West Fort William. In addition to these an enormous shed was built immediately back of where Elevator "E" now stands, to hold 800,000 bushels. This was built by the C.P.R., under the superintendence of Mr. W. J. Ross. Grain was unloaded into this shed as rapidly as it could be erected and covered, twenty gangs of men working night and day to relieve the congestion, and by the time the carpenters were through the whole shed was filled up.

Some idea may be formed of the immense amount of labor required to fill these sheds when it is stated that it all had to be loaded into wheelbarrows with hand shovels and wheeled to a distance of 80 to 120 feet, 16 feet high, besides weighing each load over a platform scale. Nevertheless each gang of four men unloaded three cars per day and working from 8 to 12 gangs continuously we unloaded from 50 to 60 cars per day and kept the railway line open. There are men still in the elevators in Port Arthur and Fort William and some who are not working at these places, who will still retain a vivid recollection of this work, how it was done in the depth of a very severe winter, the snow that year being the deepest the writer has seen in 27 years.

After the above experience, elevators followed each other in rapid succession.

Elevator "B." Designed and built by Mr. W. J. Ross, capacity 1,000,000 bushels, was finished and ready for the 1889 crop. This elevator since destroyed by fire, (see photo) has been replaced by a modern fireproof house.

Elevator "C." Storage house, filled from Elevator "A". Designed and built by Mr. J. A. Jameson. Capacity 1,250,000 bushels, built in 1890, material, wood.

Elevator "D". Built in '97, by the Steel Storage and Elevator Construction Co., of Buffalo, material steel, capacity 1,500,000 bushels, working house destroyed by fire, since rebuilt and enlarged.

Elevator "E". An annex to "B", built by the MacDonald Engineering Co., of Chicago, material steel, capacity 1,900,000 bushels.

Up to this time, 1902, all these facilities for handling grain, had been built and erected by or at the instance of the Canadian Pacific Railway. Now another factor appears upon the scene, the Canadian Northern Railway. They have now a line through from Port Arthur to Winnipeg and the West, and in March, 1902, they were ready and receiving grain in their elevator at Port Arthur, now known as Elevator "A", built by Mr. J. A. Jameson, of Montreal, 1,250,000 bushels capacity. This plant has since been added to and now consists of two working houses, combined capacity 2,000,000 bushels, with fireproof tile storage capacity of 5,000,000 bushels, total capacity 7,000,000 bushels. For further description, see Appendix with photo attached.

Following the Canadian Northern, other elevators followed, having no connection with any railway company and privately owned. The Consolidated, Ogilvies, The Western, Muirhead & Black's, The Thunder Bay, Davidson & Smith. The latest addition is the G. T. P. Elevator on the Mission River, Fort William, capacity 3,250,000 bushels, entirely fireproof, and considered to be of the most modern construction.

* For further description of these last buildings, see Appendix.

To Summarize.—The first grain so far as I am able to ascertain was shipped out from Flat warehouses from Port Arthur, on the Str. "Erin," in the fall of 1883. An elevator was built in Port Arthur to take care of the crop of '84, followed by the building of Elevator "A" at Fort William.

Crop receipts in 1885 at this point amounted to 1,500,000 bushels. In 1887 it jumped to 4,500,000 bushels. These figures were not exceeded until 1892, when 5,000,000 bushels was handled. At the present time over 10,000,000 bushels are handled. The above figures are not total crop figures and take only into account what has passed Port Arthur and Fort William elevators; neither do they include what has been used as flour, seed, etc., in the west, or gone through by other routes.

The total value of elevators in 1885 was \$ 340,000.00

The total value of elevators in 1910 is 8,500,000.00

The two first elevators built still stand and are doing business today, that is King's Elevator at Port Arthur and Elevator "A" at Fort William. I wish I could say as much for the old employees who were there 27 years ago. There is considerable change in the personnel of the staff. The late John Carney, also Wm. Blair and others, have seen their last car unloaded and their last boat depart. There are still some of the old gang left who remember the time when the bush was close to the elevator and the river was used more by the pick-crel, perch and pike than it was by the boats. The names that come readiest to my mind are Jas. Davidson, John McAvay, Jos. Redden, John Redden, W. Irwin and, lastly, Mr. M. Sellers, who was General Superintendent of the C. P. R. System for the first period of twenty years.

HARRY SELLERS,

Supt. P. A. El. Co.

Port Arthur, Nov. 25th, 1910.

APPENDIX

Statement showing elevators at Fort William and Port Arthur, giving their style of construction, capacity, etc.

FORT WILLIAM

G. T. P. TERMINAL ELEVATOR.

Concrete and steel. Workhouse capacity 750,000 bushels.
Storage capacity 2,500,000 bushels.

BLACK AND MUIRHEAD ELEVATOR.

Wood. Capacity 110,000 bushels.

WESTERN TERMINAL ELEVATOR.

Tile and steel. Workhouse capacity 100,000 bushels,
Storage capacity 780,000 bushels.

CONSOLIDATED ELEVATOR.

Description as above. Also Annex, concrete and steel.
Capacity 600,000 bushels.

OGILVIE ELEVATOR.

Steel workhouse. Capacity 400,000 bushels. Annex, re-
inforced concrete and steel. Capacity 490,000 bushels.

EMPIRE ELEVATOR.

Wood workhouse. Capacity 500,000 bushels. Annex,
tile. Capacity 1,200,000 bushels.

DAVIDSON & SMITH.

Wood. Capacity 80,000 bushels.

C. P. R. ELEVATORS.

"B". Tile. Capacity 482,000 bushels.

"E". Steel tanks. (Storage Annex to "B"). Capacity
1,976,000 bushels.

"A". Wood. Capacity 1,039,800 bushels.

"C". Wood. Capacity 1,195,000 bushels.

"D". Tile. Capacity 336,000 bushels. Steel storage.
Capacity about 1,500,000 bushels.

PORT ARTHUR

C. N. R. ELEVATORS.

"A". Wood. Capacity 1,000,000 bushels.

"B". Wood. Capacity 750,000 bushels.

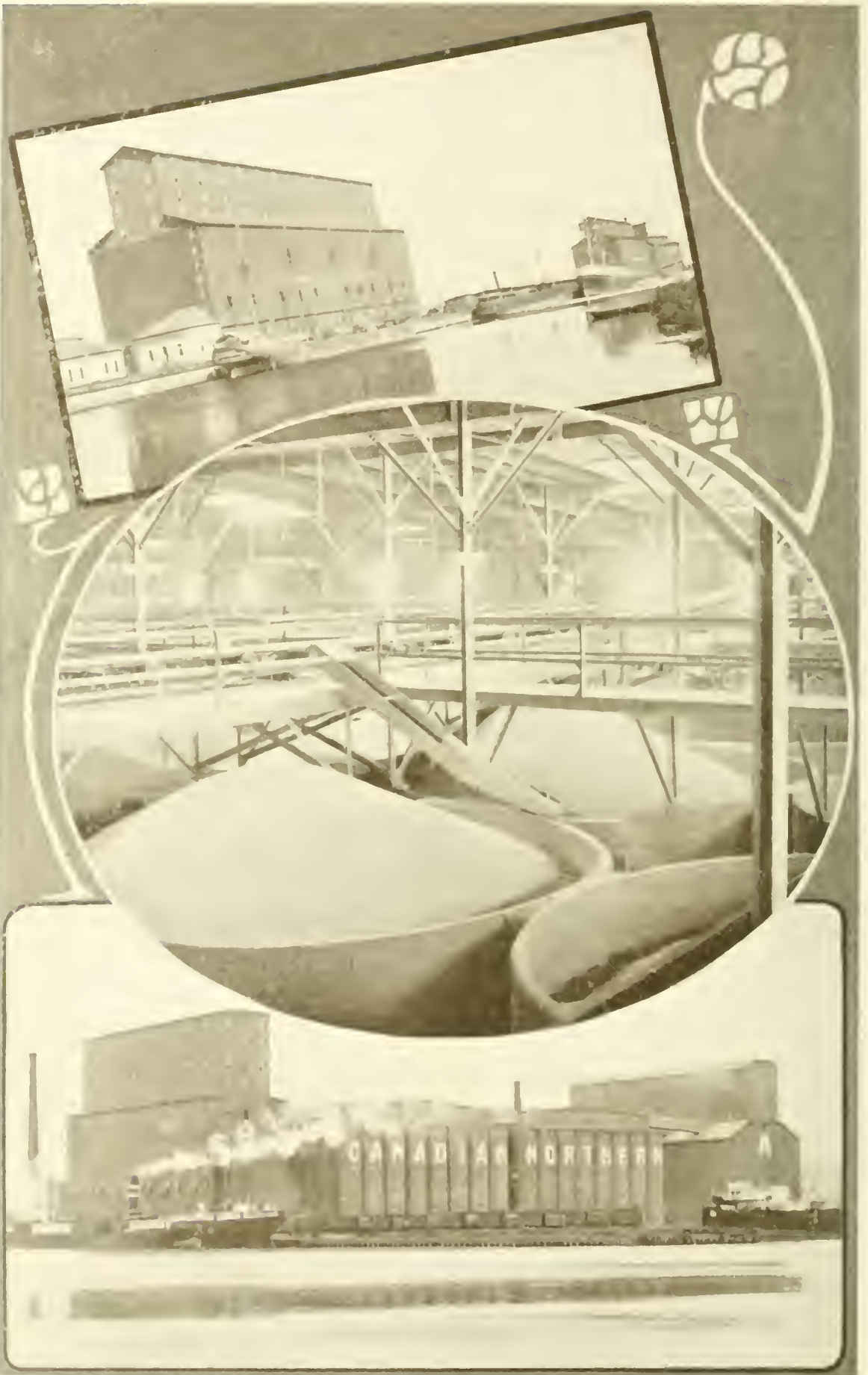
Storage part. 160 tile tanks. Capacity 4,500,000 bush-
els.

THUNDER BAY TERMINAL ELEVATOR.

Workhouse, wood. Capacity 360,000 bushels. Storage
part, concrete tanks. Capacity 1,110,000 bushels.

KING ELEVATOR.

Workhouse, wood. Capacity 250,000 bushels. Storage
part, concrete tanks, tile cupola. Capacity 500,000 bushels.



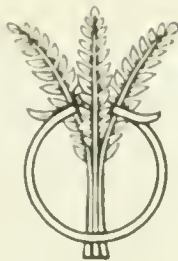
ELEVATOR B FORT WILLIAM BUILT IN 1889 (SINCE DESTROYED BY FIRE)
INTERIOR CANADIAN NORTHERN ELEVATOR PORT ARTHUR
CANADIAN NORTHERN ELEVATORS PORT ARTHUR

List of Members

Since Organization of Society

Mr. and Mrs. D. R. Byers.
Mr. and Mrs. Alex Calhoun.
Mr. and Mrs. L. R. Clarke.
Mr. and Mrs. G. E. Graham.
Mr. and Mrs. W. J. Hamilton.
Mr. and Mrs. John King.
Mr. and Mrs. A. D. Lemay.
Mr. and Mrs. MacIsaac.
Mr. and Mrs. P. McKellar.
Mr. and Mrs. F. C. Perry.
Mr. and Mrs. W. J. Rapsey.
Mr. and Mrs. A. L. Russell.
Mr. and Mrs. A. Snelgrove.
Mr. and Mrs. J. J. Wells.
Mr. J. McLaurin.
Mrs. Deacon.
Miss M. Black.
Miss C. Grant.
Miss Stafford.

Mr. G. R. Duncan.
Rev. H. Hull.
Mr. H. Harkness.
Mr. D. McKellar.
Mr. W. McCall.
Mr. Ralston.
Captain Walpole Roland.
Mr. A. A. Vickers.
Mrs. G. H. Slipper.
Miss Dobie.
Miss M. McKellar.
Dr. Black.
Mr. C. Frezeau.
Mr. R. M. Hamilton.
Mr. D. Kerr.
Mr. A. McNaughton.
Dr. Oliver.
Mr. J. Ritchie.
Mr. W. Smith.



3.

(25 April 1910-11)

The Thunder Bay Historical Society



PAPERS OF 1911-1912

2

Officers for 1912-13

Honary Patron—Mr. Barlow Cumberland
President Historical Society
Port Hope, Ont.
President—Mr. Peter McKellar
First Vice-President—Mr. J. J. Wells
Second Vice-President—Mr. A. McIsaac
Secretary-Treasurer—Miss C. C. Grant

EXECUTIVE COMMITTEE

Miss Mary Black	Dr. Oliver
Miss Sara Stafford	Miss Belle Dobie

AUDITORS

Mrs. Geo. Graham	Miss Black
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NEW MEMBERS SINCE LAST ANNUAL

Miss Kate Livingstone
Miss Maude Livingstone
Mr. and Mrs. Geo. Graham
Mr. John Morton
Dr. M. B. Dean
Mr. N. L. Burnett



Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

PETER McKELLAR, Esq.

Fort William, Ont, Nov. 27, 1912.
The President's Address for 1911 and 1912.

To the Officers and Members of the Thunder Bay Historical Society, I beg to make the following short statement.

In this the third Annual is included the work of two years. The work progressed as usual, although I had been away in eastern countries during five or six months of the time. There have been nine or ten valuable papers on original matter presented which will appear in the Annual. Besides these papers many interesting reminiscences of "by-gone" days were indulged in, that would be worthy of presentation and will no doubt be largely absorbed in papers later on. We are gathering considerable knowledge of the early days of Thunder Bay—let us continue the good work for the benefit of those who come after us.

Since writing the last Annual, No. 2, we have been fortunate in securing in the Carnegie Library, a comfortable place for holding our meetings, and also a safe place in which to store papers, books and valuables. For these conveniences we are indebted to the city and Miss M. Black, the Librarian.

We have also been fortunate in securing an annual appropriation of one hundred (\$100) dollars, to assist in our publications, from the Provincial

Government through the help of Mr. C. W. Jarvis, our worthy M. P. P.

Our Society is becoming widely known and we have received quite a number of letters inquiring for our Annuals and other information about the early history of our district. We have tried to satisfy their demands and mailed a number of the copies.

We have not yet succeeded in formulating a scheme for the museum, but in the meantime we have the valuables safely stored in a vault.

I regret to have to record the death of two of our members, Mr. Robert M. Hamilton, merchant, and a favorite, especially in the social and musical circles in the twin cities. Mr. John McLaurin was a respected pioneer of Fort William and a contributor to our first Annual.

We are expecting many more of the citizens of Thunder Bay to join the Society and help a worthy object along.

The Pioneer Banquet is still in the air, but we fully expect to bring it to earth during the present year.

I thank the members for their fidelity to the cause and I may especially mention Miss C. C. Grant, our Secretary-Treasurer, who with the assistance of Miss M. Black, faithfully attends to the clerical work of the Society.

PETER McKELLAR.





MISS C. C. GRANT

Secretary-Treasurer's Report

MISS C. C. GRANT

The work of the Thunder Bay Historical Society for the years 1911-12 has been most encouraging. Great interest has been shown in the proceedings of the Society and there has been a gratifying increase of membership.

Since the last annual report appeared, nine meetings have been held, at which the papers printed in the following pages were read and discussed.

An era in the history of the Society was reached in August, 1912, when for the first time the meeting was held in the handsome new Public Library. Through the kindness of the librarian, Miss Black, the strong box in which are stored books, papers and documents of value, is deposited for safe-keeping in the vault of this building. Thanks are due Mrs. Anderson of Preston, Minn., and Mr. J. J. Wells, Fort William, for valuable historical gifts of maps and photographs preserving scenes of the Fort William of long ago.

One of the most enjoyable meetings was that held at the home of Miss Dobie, Regent St., Port Arthur. Refreshments were served, and a social time enjoyed, after the business of the evening was concluded.

It is very gratifying to report that the Government has shown quite an interest in the work of the Society, insomuch as an annual grant of one hundred dollars is to be given it, to be used towards the publication of an Annual Report dealing with the work of the Society. The balance on hand in the treasury at the beginning of 1911 was \$24.85. Since then \$25.00 has been received in fees, which with the Government grant of \$100, leaves a balance in the bank of \$149.85. There has been no expenditure.

Respectfully submitted,

CHRISTINA CAMERON GRANT,

January, 1913

Sec'y-Treas.



Our Public Library

MISS M. J. L. BLACK

The following interesting article on the public library was given by Miss M. J. L. Black, at the meeting of the Historical Society last night.

To anyone familiar with our Public Library, the thought that its history is to appear in the annals of our Historical Society, must seem more or less ridiculous. Its history is still to be made; it has no "past," and in fact little "present," and even what might possibly be called its "past," is lost to us for the time, at least, as we have not even a record of the minutes of the Board prior to 1897.

According to legend, though, the Library was organized as the "C. P. R. Employees' Library," in 1885, and it first found a home in the old C. P. R. roundhouse at West Fort. Mr. John Whitehurst was a member of that first board, and has occupied the same position ever since. In him, the Library has always found a most enthusiastic supporter.

In those early days the C. P. R. fathered the organization in a way that was beyond criticism. They provided free accommodation, and janitor, and also gave an excursion each summer in its benefit. On some occasions they made as much as \$1,200.00. However, the Company grew weary in well-doing, and gradually curtailed their generosity, till finally they charged for every service rendered to the Library. The result was disastrous, though the Library had many faithful friends who succeeded in keeping it alive for many

years in spite of the difficulties by which they were surrounded.

As I mentioned before, the first official records that we have of the Board are the minutes for the meeting of January 12th, 1897. Mr. S. Phipps was then president, and Mr. Bowman, Secretary-Librarian. The rest of the Board was made up of Messrs. Hodgson, Reading, Cumston, Whitehurst, Gorrie, Harriman, Hamilton, with Messrs. Hanna and Corbett as auditors. It is recorded that at this meeting there was a sale of periodicals, which netted \$28.20. Evidently the Board did not realize the fact that in those papers, they were parting with the most valuable part of their library, to recover which, we would give a good deal. Apparently in those days the Board only met when there was special business to transact, for the meetings are few and far between, and usually deal with the management of the annual picnic.

In January, 1903, the Secretary reported a membership of "nearly one hundred," but the minutes display a spirit of depression that is rather pitiful. Evidently the finances were in a pretty serious condition, and must have become more so, for there is no record of any meeting during the year 1901. Many thought that the library was dying, and some were sure that it was dead, and should be given a decent burial. They failed to see that it was just the calm before the storm; the dark moment before the burst of the rising sun. Reading between the

lines of the minutes of the two meetings that occurred in 1905, one cannot fail to see the beginning of the renaissance of library work in Fort William. During these meetings it was suggested that the Library should be moved to a more central part of the town, and at the January meeting in 1906 it was moved by Mr. Speed and seconded by Mr. E. E. Smith, "That the C. P. R. Library of 2,000 books, with all apparatus, be merged into a town library and that a committee be appointed to interview the town council, in regard to the matter." The City Council met the committee half way, and agreed to provide accommodation in the City Hall, and also light and janitor.

From this point on the Public Library's course has been clear sailing. It was organized as a subscription library with a membership of one dollar, and by the end of 1908 it had a membership of 182. Towards the end of

1907 arrangements were made to have the books classified according to the Dewey method, and in January, 1900, a bylaw was passed granting the library an income of a half mill on the dollar, on all rateable, real and personal property in the city, with the understanding that the Library should be absolutely free. Early in the year arrangements were made with Mr. Carnegie, in regard to a gift for the erection of a suitable building.

Though in the "past," 1910 is too near us to attempt to give any record of what occurred. However, it might be well to record in our historical annals, that in that year was instituted the first Children's Story Hour, and that it also saw the first Travelling Libraries sent out into New Ontario, through the means of the Fort William Public Library. The year closed with a membership of 1974.





A. A. VICKERS, Esq.

Treaty Making with Indians

A. A. VICKERS, Esq.

At a recent meeting of the Thunder Bay Historical Society held in the City Hall on Friday evening last, a most interesting account of "Treaty Making with Indians" was given by Mr. A. A. Vickers. His narrative was taken from a diary of his father, the late J. J. Vickers, who came here for the first time in July of 1859. The following extract therefrom will prove of interest to members of the Historical Society.

J. J. VICKER'S FIRST TRIP TO FORT WILLIAM.

Wednesday, 29th June, 1859.—Left Toronto by the 5 p.m. train to Collingwood, got there at 10 p.m., went on board the Steamer Rescue, but the boat did not leave on account of storm.

Thursday morning.—Got under way at 5 a.m., rather calm but heavy sea on. Got up at 8 a.m., could hardly stand to dress, had light breakfast at Chesley. Captain Dick and I talked till noon. At 3 o'clock we passed between Bears Rump and Flower Pot Islands, and can see Manitoulin in the distance. Called at Bruce Mines at 5 a.m. Friday and started for the Soo at 5.30 Friday.

Reached the Canadian Soo at 11 o'clock, saw J. Wilson, Pim and Simpson, crossed to American side to coal and walked through the village. At 4.30 we got through the canal and started for Michipicoten Island, 12 hours run, where we expect to spend some hours and pick up precious stones.

Chesley has an Indian interpreter, named Johnson, to speak to the Indians at Fort William.

Saturday, 4 p.m.—We arrived at Michipicoten Island at 9 a.m., had to lay to in the lake from three to six in the morning from fog; so thick could not see one inch, and tremendous storm; found the south side of harbor

very pretty and quite safe, got agates and spar stone; Captain caught speckled trout, others take guns but shoot nothing; this evening we start for Fort William and hope to reach it in the morning. 8.45 p.m.—At sea we have some of the speckled trout, it is still daylight, but getting dark and very cold. I believe it is always cold here, in the cabin a good overcoat is only comfortable.

Sunday morning, 8 a.m.—About to pass Thunder Cape, 15 miles from Fort William, the water here very cold. One o'clock just about to row to Fort William; after dinner Indians come on board, some painted, look very funny. Got to Fort William, see Mr. McIntyre, who receives us kindly. We are now squatted on the grass smoking, five of us. Chesley gone into house to see Mr. McIntyre. On his return we propose going up the river to inform the Red Man to hold a council tomorrow. Have been up and arranged matters for tomorrow. I take down questions and answers.

Indian Council held Monday, July 4th, 1859.

Rev. Father Chonie complains of whiskey having been given to the Indians on boat. Chiefs present—John Qvinvery, over 100 years old, Wm. Kebishkokigigme Shkaay, in English Shebakgik or Shebahgheghick. Father Chonie raised the objection that the chief outside the house did not belong to his tribe. Number of Mission Indians present 28, Pagans 32.

Chesley to Johnson, "State to the Council to offer to the Great Spirit our thanks for the peaceful mission at this station. I have some words to address to the tribe called Fort William Indians; I am sent to speak these words, being Second Officer by their Father, the Governor General to treat with them on the subject. Although I appear before you as a stranger, I am

nevertheless familiar with their habits, having studied their manners for half a century, 45 years of that period I have been an officer at the Government. The greater portion of that time I have been east among their brethren. I mention these circumstances to assure them that I have the Red Man's interest at heart; if then I succeed in showing them that the Indian Department is their friend, I am repaid for my trouble.

Before proceeding any further, I will read the authority I hold to negotiate with you; when I am done I will sit down to await your answer; if you then speak to me I will then explain the object the Government have in view. Mr. Chesley reads his authority and instructions from the Indian Department and Crown Lands Department; they accept Mr. Chesley and his authority.

Johnson says: He is directed by the Chief and children; we are not at all times prepared to answer; says he is grateful to the Almighty for the privilege granted of considering all today. We recognize you as being our Father and sent on by the Governments to treat, that is all we have to say at present.

Chesley to interpreter: "State the subject is not new, it is important that they should make up their minds at once as the steamer awaits. I hope they will use all expedition. Mr. Chesley reads the proposition and shows the portion of reserve required. Have they any idea of coming to an understanding today? Would like that they should. Want pork or something to eat? Sorry he was not prepared; did not know it was the custom or would have brought some." Mr. McIntyre said he would furnish it, so off they go to have a grand feast of flour and pork.

We met again at 4 p.m. Interpreter repeats: "You have heard what your great Father has to say to you; we wish your reply. Chief stands up, shakes all our hands, says he is getting very old, he is not able to interpret his words, but is anxious to relate what occurred at a treaty with Lord Elgin in 1850. He depends on the Almighty; it the Master of Life suc-

ceeds in his undertaking he will also succeed. He was present at the treaty of 1855, and heard the words made use of there. He saw Lord Elgin and Mr. Robinson seated on his right. They made a proposition at that time to purchase the property of Indians from Penetanguishene to Hudson's Bay that was demanded from them and ceded to the Government. At first payment was made \$6.00 a head, the treaty will tell what was done then. "I do not want to remove anything from the former treaty, I merely want to state for my young men what did occur. Mr. Chesley says I would rather not. I cannot alter what my superior has done. Chief says he is authorized to speak in a preliminary style, then his young men will be ready to speak—all the words you have mentioned to him, he understands, but it requires reflection, my life will soon pass away but my young men must be considered. Previous to going to Treaty of 1855, they had made out a boundary from this to falls, and desire to know what it is. They think the reserve is made smaller. Mr. Keating was secretary, and instead of making it six leagues he made it six miles. We were asked at first if they were satisfied to take the whole at this side or one-half."

RECESS TO CONSIDER.

Deputy Chief, addressing all, refers to Chonie as a Priest, who taught them to respect God; then repeats the words to all present. Are all willing to give up reserve, provided they get the original reserve of six leagues anywhere? I was under the impression that this present reserve would be of great benefit to us. I waited for the white people to consider it worth more than heretofore. We will relinquish this reserve provided we get land same size and same improvements as at present; in addition they ask a sum of money for removal to new reserve. Mr. Chesley says: "Tell them I have heard their proposition, and will report, though I have no idea the Government will accede to their request; they ask too much for the land." Chief says: "The Indians living near Montreal have never been neglected, why should we be?" Chesley explains

how it leads to bloodshed, etc. Chief: "We are under the impression we would like to wait till tomorrow morning." Chesley: "I wish to convey to the people that I come to warn them, and if these difficulties arise, we cannot promise to protect them, though the Department will do all they can for them."

CONSULTATION.

Chief: "We comply with the wishes of the Governor-General, we relinquish a portion of the reserve, giving a description of lands, etc." We had tea with Mr. McIntyre, lots of cream and hard boiled eggs. After this we went on board Steamer Rescue, being at anchor outside the bar of Fort William. Herrick came with us, we had game of whist, then to bed.

Tuesday, July 5th, 1859.—To breakfast, then on shore to see our Indian friends. We now go to Pagan Camp. Chesley to Johnson: "I wish you would tell the people present that I am a little disappointed not receiving a more satisfactory answer. Yes. Do you consider you have equal right in reserve or division thereof? Yes. Do you receive equal benefits from lands, although we have not commenced to cultivate? Our intention is to do so. Tell them their representation through Mr. Dawson has reached the Government, and their not having embraced Christianity is for themselves to consider, but promise them half the reserve, and tell them they will have the same proportion and protection against the inroads of the whites; and Mr. Dawson states their willingness to comply with Government request. In regard to report of Mr. Dawson he heard Mr. Dawson stated so.

Chesley says: "My instructions are to get an unanimous expression, if not to get the majority, he is anxious before returning to get their opinion on the subject. All the Indians in favor of relinquishing reserve were surprised, because in 1850 Mr. Robinson said the minerals therein were sold and they received the benefit, they were told they were to be settled, but were not yet; that took us by surprise. They told Dawson what they wanted;

they wished "to lay their log with care, as you cannot lay a log carefully in one day; and they also consider among themselves what size their lots should be. Chesley: "I would they would give me in writing something to show their father the Governor-General of their willingness to give up their one-half of reserve, and to have it witnessed." "Yes. How many do you number?" Chesley asks. Cannot tell; he offers them, if this be approved by the Governor-General, one dollar a head all round. They want to be in possession of a parchment to keep. "You shall have it so soon as I get the assent of the Governor-General."

We then crossed to Fort to see the Christian Indians. They say: "We met in smoking council last night and have deliberated all night, and have come to the determination of reserving to ourselves 100 acres for each family; some of the young men are about to marry, and they want to be included." How many families are there and where do they select? They tell where they are. We now arranged Treaty. Mr. Chesley writes copy to present to Governor-General. We all signed as witnesses, thus ended the Indian Treaty.

I bought a splendid pouch and pipe from the old Chief. Then we went on board after enjoying Mr. McIntyre's hospitality; got caught in a thunder storm. Mrs. McIntyre and children came on board with us. Chesley took off his coat to cover the children. 3.30—Off we go, now for home.

Wednesday morning, 9 a.m.—Here we are lying to in a fog, fear going too close to Michipicoten Island, where we have to call for three men left on our way up. Mrs. McIntyre has been sick all night, no female on board to take care of her. Sea smooth, still fog, cannot stir. 6 p.m., dare not move, we try to amuse ourselves playing whist and smoking.

Thursday morning, 7 a.m.—Here we are 24 hours in fog, not able to stir one foot; it is no joke, and even now there seems no chance of clearing off. Fear we cannot get home by Saturday as hoped to, we cannot leave these poor men on the island; we whistle all

day but they don't hear us, and we only suppose we are near island. One o'clock—Still fog, Captain thinks he will try and find island.

Thursday evening.—36 hours in fog.

Friday morning.—50 hours in fog, made steam slowly, and sighted island, but not any better off than before, no sign of the men. 11 o'clock, sighted island closely, sent boat to look for men, all on board in great suspense, we see our boat returning alone, when near they shout, "We found them." We then see, we all shout with joy, this was another boat coming towards us, and about 12 o'clock. They had provisions for sev-

eral days, but we did not know that. Now we are ready to start for Sault Ste. Marie, but cannot get to Collingwood before Sunday.

Saturday morning, 6 a.m.—Just in Soo Canal, fog again near its mouth, could not enter till this morning, and hope to reach Collingwood about 9 this evening.

Sunday night.—Here we are at last at Collingwood; we start at 5.30 in the morning for home, sweet home.

Monday morning, July 11th, 1859.—On the cars all right now, once more on dry land. This ends my first trip to Fort William.



Paper by Peter McKellar, Esq.

Fort William, Oct. 23, 1911.

The Right Honourable, the Prime Minister of the Dominion of Canada.
Ottawa, Ontario.

The Council of the City of Fort William would respectfully call your attention to the valuable pioneer services rendered by the late Simon J. Dawson, C.E., M.P.P. and M.P. in opening up Western Canada.

During forty years of the best days of his life he was engaged in important works for the Government, exploring, surveying, engineering and mapping out undeveloped territory, and also legislating in Parliament. In these works were included the superintendency of opening up new lines of transportation such as the well known "Dawson Road;" also conducting negotiations with the natives prior to regular treaties. Afterwards his experience was helpful to the Government in drafting treaties with the Indians.

In 1869 Mr. Dawson was directed by the Dominion Government to prepare and provide means to conduct a military expedition from Thunder Bay to Fort Garry on the Red River; through a wilderness of about five hundred (500) miles. The famous Colonel Wolseley expedition of 1870 consisted of about three thousand men, soldiers, voyageurs and natives. During the winter Mr. Dawson had large wooden bridges built across the Kaministiquia and Mattawa Rivers, and also 150 boats with flat scows. He also had the necessary voyageurs and supplies in readiness for the following spring. He was in

charge of the transportation branch of the service, and so well did he supply and conduct the affairs that the expedition was a great success, without an accident worthy of record, and for which accomplishment Mr. Dawson received the thanks of the Imperial and Dominion Governments.

Mr. Dawson had done much for the country during his lifetime, yet, in his latter years he was in straightened circumstances. The pioneers of the Thunder Bay District feel that he was deserving of better treatment from the Government than he did receive. Whatever means he had accumulated in active life he invested in mining enterprises in the Thunder Bay District, but like many others, he lost it, yet the country gained by the expenditure.

Mr. Dawson came to Canada from Scotland when a boy. His uncle, Col. Miles McDonnell, was the first Governor of Assiniboia, and cousin of Lord Selkirk. One of his brothers was a member of Parliament, and another one was a well known Catholic Priest in Ottawa. The Dawson Genealogical Tree is extant, and an honorable one, extending back for many hundred years.

Mr. Dawson has passed beyond the means of earthly aid, but the Government could well and justly help his only surviving relative by a small annuity to relieve her pecuniary distress during her remaining years. This council, therefore, would respectfully ask of you to use your influence with the House of Commons to provide

some means of sustenance for Mary E. Dawson (Mrs. W. H. Fuller) during the rest of her lifetime. She is the niece, and also the last member of a worthy family line. Through misfortunes, she has in advanced age, been left a widow almost destitute. She has not been used to "roughing it" and at this time of life to leave her without means of support would make a blot on the Canadian people—in view of what the family have done for the country in the past.

S. C. YOUNG,
Mayor.

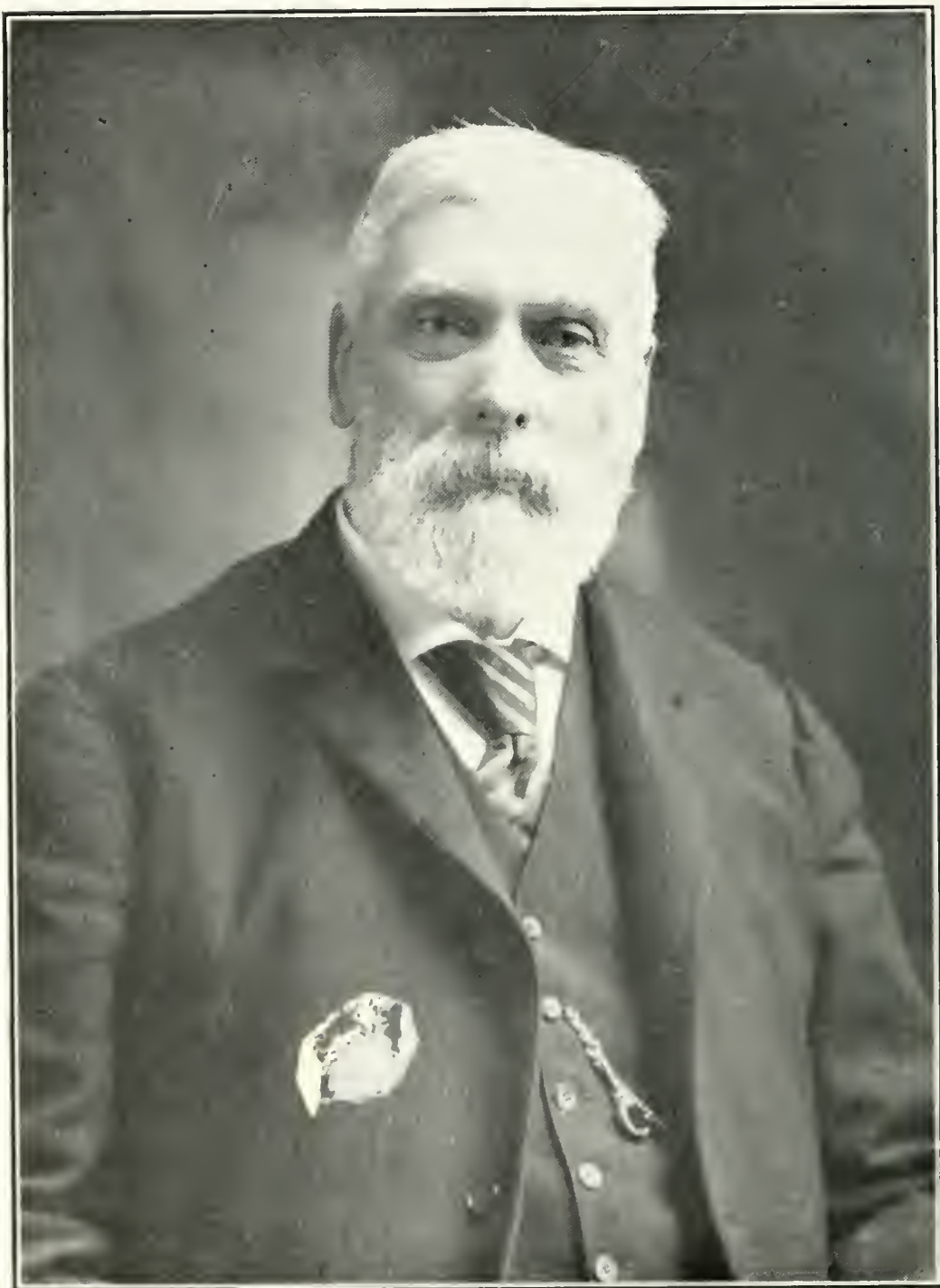
A. McNAUGHTON,
City Clerk.

The foregoing petition to the Honorable, the Prime Minister of the Dominion of Canada, was drawn up, and submitted to the City Council, by Mr. Peter McKellar, the present President of the Thunder Bay Historical Society.

P.S.—I will present to the Society a framed picture of Mr. Dawson, which was presented to me by his niece, M. E. Fuller.

PETER MCKELLAR.





DR. T. S. T. SMELLIE

The Origin and History of the Fort William Relief Society

DR. THOS. S. T. SMELLIE

The Fort William Relief Society originated in a near-tragedy which occurred in the afternoon of an early spring day in the year 1893, which under slightly altered circumstances would have successfully rivalled the horrors of the Black Hole of Calcutta, of which so many of our school children have read. As Fort William has in some respects a special interest in this dark tragedy the facts may be briefly recalled.

In the summer of 1756, nearly a century and a half ago, the City of Calcutta was besieged and taken from the British by the Nawab of Bengal, and a hundred and forty-six English speaking people were taken prisoners and confined for the night in a dungeon, afterwards known as the Black Hole of Calcutta, in the northeast bastion of Old Fort William, the military prison of Calcutta. This room or dungeon had only two very small windows, and there was neither air to breathe nor water to drink. Moreover, this room in which all these 146 persons were confined was only 15 x 18, just the size of an ordinary dining room, and there was hardly standing room for these poor people whose dreadful sufferings lasted through the whole of that long night. When morning came only twenty-three people were found alive—that is five out of each six persons had miserably perished.

Let us now turn our attention to the Fort William which we know, and has the advantage of a temperate climate and the clear cool temperature of early spring instead of the intolerable heat of tropical summer. As an immigrant train slowly crawled into Fort William that afternoon no one supposed that train differed in any essential from dozens of such trains which arrived every week during the

spring months. But from Schreiber was telegraphed the news that there was an undoubted case of small pox on board. Both towns were terrified and for several hours the train was kept moving back and forward between the two municipalities neither town was disposed to harbor the unfortunates. But at last, as Fort William was the division point on the C. P. R., it was decided to throw off the infected car there and the car was spotted exactly opposite the present Elevator B. There it remained for the night, but early next day the car was run up to the Mission and was anchored close to Elevator D., almost where the house of the late Mr. James Mulligan stands. Shortly afterward it stood just where the diamond crossing is stationed at West Fort. Eventually the car was taken out to the four mile creek, where it remained until after the quarantine was raised, some six weeks after the car was first brought to Fort William.

But it was at Elevator D where the dire distress and dismal malcondition of these poor immigrants was first revealed. By direction of the Dominion government I was asked by Mr. J. A. McEwen, Dominion Immigration Officer, to look after these poor unfortunates.

On proceeding to the car in the early afternoon of the Saturday I was prepared for some things, but the unparalleled condition of things completely took my breath away. This was an ordinary colonist sleeper car, having not much more floor space than the notorious Black Hole. Seventy-four people were in that car, the doors were by order closely shut, so were the windows—even the ventilators were stuffed. Coarse food of good quality such as bread, tea, crackers and cheese had been provid-

ed, but the children had not been considered or remembered, and there were twenty of them, eight under one year of age.

The stench was intolerable, the toilet had become clogged and of no use, the people had to be in their bunks because there was not standing room for all on the floor. There was great distress for want of water because the tank had become empty and the Indians at the Mission in their terror threatened to shoot any one who put his nose out of the door. There was no water for performing their ablutions, and it was not possible to wash a single rag, even for the babies. The eventual safety of the people proceeded from the fact that the case of small pox was early discovered, and the rash had appeared only a few hours before Fort William was reached, and this was apparently their salvation. Had these people been huddled together as described till the stage of supuration had arrived there would have been many deaths, and the death rate would have closely approached the death rate of the Black Hole.

The men were one by one sneaking out under cover of the darkness, or when they thought they were being unobserved and bringing in a little water in a tea pot.

I at once gave orders that all doors, windows and ventilators should be opened for ventilation and four small stakes were set up, marking off a small square within the limits of which they were free to patrol and get fresh air and where the children's clothing could be washed. Conveniences were entirely absent, but night had come on and much could not be done till the morning, so after treating the sick, vaccinating the people and giving them all a cursory medical examination, I left them, promising them an early morning visit.

Next morning was Sunday. Fort William was but a small town, we had no daily papers and it seemed a hard thing to get people to know what was going on in their midst.

But in every emergency when help is urgently needed some one is found to fill the breach. This was the natal

day of the Fort William Relief Society—this spring Sunday in April, 1893—now nearly twenty years ago.

In default of a daily press, and no press at all on Sunday, we appealed to the pulpits of the different churches and the special wants of the people were made known to the people of Fort William generally by noon. The notices read in the churches mentioned the things specially needed, such as clothing for both sexes and all ages, soap and towels, soups, milk, cooked meat and vegetables, besides canned goods. The special needs of the children were specially dwelt upon. It was announced that at four o'clock that afternoon a delivery wagon would proceed from a central spot in Victoria Avenue to the infected car, laden with such clothing and supplies as the generosity of the citizens would prompt them to give. Mothers especially were called upon to remember these innocent and inoffensive people and here was where the pioneer women shone—shone radiantly. Not only was the delivery wagon abundantly filled with all necessities, on incredibly short notice, but the ladies saw that this case of destitution was going to be a sustained one; so, before parting they decided to meet again on Monday for organization, receive daily reports and provide for several weeks' supply of what was needed. Of course the town supplied eatables, and the government paid for these supplies, furnished tents, etc., but the ladies from their cast-off garments and other household supplies gave what neither the government or the town could supply.

This went on for a number of weeks, and by the end of that time the ladies of Fort William had seen to it that no need of any kind was left unsupplied and each one of the seventy-four on departure was decently clothed and shod by their benefactors.

Immigration to the northwest was then only in its infancy, but the ladies saw that such cases might be thrown on the town at any time and with considerable frequency. It was therefore decided to form a permanent Relief Society which was at once done.

From that time on for nearly twenty years the Fort William Relief Society took care of all cases of poverty and distress, no matter how arising. Their benevolence, however, had a strong business tinge in it—no money was ever given, but relief was always given in kind, and a visiting committee saw personally that there was need in the first place, and that relief was given in the way and shape in which it was most needed.

As years went on their labors increased. The town grew rapidly, became a city and for various obvious reasons, want and poverty increased, but there was no let up to the push, vigilance and tact of the ladies. Their numbers did not so largely increase, but the volume of the work so increased and the borders of the city became so enlarged that the work threatened to exceed their powers.

As time has gone on, the carping critic so seldom missed from our streets, has endeavored to belittle the labors of those estimable ladies, drawn from all the congregations of the city, and to decry their work. It has been alleged that they were guilty of indiscriminate charity, overlooked some and pampered others, and that but little business talent was evinced in their management of affairs. To those who have watched the career of this society such statements will have little weight because they are absolutely known to have no foundation in fact.

One inflexible rule of the Society was that no charity was to be distributed unless some member of the

committee visited the house and reported the needs. In the hands of a careless or perfunctory acting member this would have meant hurtful delay or absolute barrenness of result.

This visiting and reporting of cases at once was an inflexible regulation of the Society and added much to its usefulness and influence. In many cases and on frequent occasions mothers of families, regardless of their own physical condition, or the imperative demands of their households, and putting peremptorily aside the calls and blandishment of so-called "society," would trudge off through the snow or slush, or in the baking atmosphere of a summer day, to investigate a case of want or distress at the Coal Docks, Second River or the outskirts of West Fort, and to do the leaders of society due credit it may be said that the most vigorous and enthusiastic members of the Relief Society were recruited from that class. They have worked long, faithfully, continuously and with unabated enthusiasm. Even if their numbers and strength seem hardly able to cope with this work which has grown up in recent years to such proportions, and even if it seems advisable to take other and more complete measures to deal with the question of poverty in our midst, it ill-becomes anyone to utter one word of insinuation or depreciation in regard to the career of this noble band of women.

THOS. S. T. SMELLIE.



Reminiscences of Early Journalism in Fort William

BY F. FREGEAU, Esq.

In 1880 Mr. F. T. Graff of Mount Forest, Ont., with the aid of a bonus of \$500 contributed by the people, started a paper on Ann Street called the "Herald." The plant consisted of a press and one jobber, with a dozen cases of type. It was a patent inside sheet, and the staff consisted of one youth. The pay was big—\$3.00 per week—\$1.00 in cash and the other two dollars in trade orders. The paper lived for a couple of years, and in the spring of 1882, the beginning of the Prince Arthur Landing boom, was taken over there and established as the "Daily Herald," the ancestor of the "Evening Chronicle." But years before the Herald appeared on the scene, another journal was born and died on the banks of the Kaministiquia. Acting on the advice of Hon. Adam Oliver, M. P. P., two misguided young men named Colin Patience and Walter Burdock arrived on the old "Quebec" in the spring of 1877 with a pretty well worn out and "Pied" plant of type and a hand press. They occupied the upper portion of the late A. McLaren's general store which stood where is now the Ogilvie Flour Mills, and for some time was known as the Riverside boarding house. Their staff was made up of two young boys, Fred Fregeau and John (Jesse) Morison, and their pay was \$2.25 and \$1.25 respectively per week. Right at the start the sheet had to struggle under the most peculiar name a paper was ever christened with, namely: "The Fort

William Day Book." Their subscription list was a limited one—very much so—being about fifty "paid ups." They had a small hand job press, but during the whole of that summer, they took in only one small order of business cards.

The two young partners were good printers, but were not onto the job as "wielders of the facile pen." However, they had plenty of willing contributors, when they mixed up with that redoubtable old newspaper warrior, Mike Hagan, of the "Sentinel," published in Prince Arthur's Landing, and most able contributors of the volunteer subscribers were Peter and Archie McKellar and Archie McLaren, father of James McLaren, late town treasurer. After three or four months, Burdock got homesick and it was back to the old home and mother for him. Mr. Patience, however, was made of sterner stuff and possessed of the qualities of his name. He struggled along as well as he could with an empty exchequer until fall, when a preacher appeared on the scene in the person of Charles S. Douglas, of Beaver Dam, Wis. Patience sold him the complete outfit, lock, stock and barrel and the name, kicked the Fort William real estate off his feet, and joyfully wended his way back to Ingersoll, Ont., where he wisely went into the honey-bee industry.

Douglas was a journalist who had graduated from the core, could write a

corking red hot editorial, and was a worthy foeman to the hard hitting Irish editor, Mike Hagan, of the "Sentinel" in Port Arthur. The way they would pitch into one another and the epithets they would hurl at each other was something scandalous. So keen was the interest taken by the citizens in the exciting squabble between the two villages that almost the entire population would go into the office to watch the interesting process of getting the paper to press. This may seem an exaggeration, but when one considers that there were only nine dwellings, two stores and one boarding house on the banks of the river, stretching from the Hudson's Bay post to as far up as where is now Sprague street, it is not so wonderful after all.

The "Day Book" apprentice used to deliver the paper to the Landing subscribers, twenty-seven in number, by

going over on the tug "Watchman" commanded by the late John McLaurin, with W. Pritchard as engineer. As only twenty-five cents was allowed the printer boy for expenses, and that was exactly the fare over there he just naturally had to foot it home, being careful to take the back streets to avoid being mobbed by the boys who were as interested in the fight as their elders. That same fall the "Day Book" was moved to the west end then called the "Town Plot," had a population of about a hundred people and was headquarters for Purcil & Ryan, the contractors for the construction of the C. P. R. between Kaministiquia and English River. Douglas managed to pull through the winter, but when the spring of 1878 ushered in, he sadly gathered his plant together and departed for the west, where he established "The Emerson International" and became M. P. P. in the Manitoba Legislature.





MRS. F. C. PERRY

First Newspaper Published in Thunder Bay

MRS. PERRY

In the winter of 1874 and 1875, before the advent of railway, telegraph or telephone, when the winters were longer and colder and communication with the outside world was by dog-train, the inhabitants of Fort William and Prince Arthur's Landing (the present cities of Fort William and Port Arthur) found themselves on the verge of a "fit of the blues." There was no mail for weeks and the usual amusements, skating, snow-shoeing, tobogganing and dancing did not satisfy, and months must pass before navigation would open. Something must be done to relieve the monotony, but what? Many meetings were called and suggestions made. The majority favored publishing a paper in each village, alternate weeks. The minority were dubious, no press, no type, but this difficulty was overcome. Had we not quires of foolscap, ink, pens, men and women of brain? A paper it must be. So into our isolated world was born the "Tri-weekly Perambulator" and "The Thunderbolt." Never again will papers give the same amount of pleasure and excitement that these did. The first to make its debut was the "Tri-weekly Perambulator, editress, Miss Groom; editor and printer, Mr. Peter McKellar; artist, Mr. Archie McKellar; contributors and critics, the remaining inhabitants. This was a neat eight paged paper, containing a brilliant editorial which stated that its object in coming to life was to enlighten the world of the resources of the district, to instruct its readers, to chronicle the mining and social events and its politics were those of the government in power. It was enclosed in an artistic and illustrated cover, tied with bright ribbon. Each special day had its appropriate ribbon, St. Patrick's Day having green, and Easter, white.

One cold, frosty morning we sent it trundling over ice and snow, on its mission of love, to Prince Arthur's Landing.

Slight mutterings in the air.

The following week the Thunderbolt struck the Fort and the mutterings increased.

Like the Perambulator it was an eight page paper. The editors were Messrs. G. S. Marks and G. A. Holland, the artist Mr. W. W. Russell. It contained an eloquent editorial, commending this, the first newspaper written in the Landing, to the people. Its object was to further the interests of the people of the village, and it contained social, church and general news. Its politics were the un-making of governments.

After the first issue war was declared and the light went gaily on increasing every week, the dm reached Silver Islet and the Canadian Pacific engineers up north. They sent ambassadors to negotiate for peace, but, on arriving, joined in the fray, on one side or the other.

Now, what was it all about? Nothing less than the terminus of the C. P. R. Each paper maintained that its site was the only one on Thunder Bay that could be utilized for that purpose, condemned and denounced the other.

The artists in portraying the future of their respective villages, always pictured the other village as being wiped out of existence. The caricatures were clever. One in the Thunderbolt enjoyed by the people of the Fort and Landing represented the editor wheeling an antiquated Perambulator in which sat a fat chubby baby girl (Editress). A passing thunderbolt descended, causing great

tress.

Sarcastic articles appeared frequently and on one occasion, after a publication of the *Perambulator*, the *Thunderbolt* inquired the meaning of the editorial, to which question the Editress replied that she could furnish material but not brains.

The *Thunderbolt* returned the compliment by sarcastically referring to the *Perambulator* being a tri-weekly publication by saying "Did the *Perambulator* die? We have received no number this week."

The *Perambulator* replied in humility: "We publish one week and try the next."

The scientific, mining, social, church and other subjects treated in these papers would be creditable to any publication of today and they accomplished the mission for which they were created, by giving the people something with which to fill their time.

The whistle of the first boat sounded not a day too soon, and with honors even the greatest of newspaper battles ceased. The *Calmnet* was passed around and all was peace and harmony once more.

Were the prophecies and predictions that were deemed so improbable in those by-gone days fulfilled? Yes, and doubly so. But it is to be regretted that many of the leaders in this episode were not permitted to see their dreams realized. Both villages have become thriving, commercial cities, with three transcontinental railways bringing them in touch with the uttermost parts of the world.

K. McK. PERRY.

The following lines, written by Miss Mary McKellar in 1872, are descriptive of *Perambulator* times in Fort William:

WAITING FOR THE MAIL.

Hark! I hear heavy footsteps
Trampling o'er the snow;
Can it be the courier?
He left here weeks ago.
I am sitting, watching, waiting,
My thoughts afar doth roam;
I cannot rest a moment.
Why don't the mail man come?

We are waiting, waiting, waiting,
Waiting all aglow,
We are waiting, waiting, waiting,
For news, good news from below.

Another glowing twilight,
No mail has yet arrived.
For days and days we've waited;
My patience is sorely tried.
The night is bright and cheerful,
Transparent white the snow;
The Indian trail well beaten,
The mail will come, I know.

Ye mighty men in power,
Give ear, and a little time
To the wants and inconveniences
Of this outlandish clime.
We have gold, lead and silver,
Mines that cannot fail.
We want your aid to prove them,
And we want a weekly mail.

Shut out from daily intercourse
With the gay world below,
For hundreds of miles our bulky mail
Is packed o'er ice and snow,
Through a rugged country,
Along a stormy shore,
Twice a month we receive it,
Twice a month, no more.

He comes, he comes, I see him
Passing by the gate,
With a heavy mail bag on his back,
He bends beneath its weight.
Down, down to the post office,
Haste, the mail has come;
Down, down to the post office,
Go! fetch our letters home.



How Nipigon Bay Lost the C.P.R. Shipping Port on the Great Lakes

PETER MCKELLAR, Esq.

In the early summer of 1873 there was much surveying in progress around Nipigon Harbor. It was reported that the Government engineers were laying out the terminals for the C. P. R. at that place. We, the people of Thunder Bay, went to work and secured evidences in favor of Thunder Bay. A delegation was appointed to present them to the Government. Judge Van Norman, Lawyer Macher and myself were the delegates. Mr. Langevin, Minister of Public Works, was away from Ottawa and I was the only one of the delegates that reached him in Montreal. I explained the conditions of the harbors in regard to the navigation, and left the papers with him.

In November there took place a turn-over of the Government, Conservative to Liberal. After the change Mr. Adam Oliver, by his vigilance, saved a crisis in the situation as will be seen further on.

I was spending the winter of 1873 in Toronto. Mr. Adam Oliver was at his home in Ingersoll. After the change of Government took place and Hon. A. MacKenzie became Premier, Mr. Oliver wrote me and informed me that he had been in Ottawa, and that the Government advised him they had no evidence in favor of Thunder Bay, and that the engineers had decided on Nipigon Bay for the Railway Terminus. He wanted to know with whom the Thunder Bay delegation left the evidences last summer. I wrote him that I had left all the papers with Hon. Mr. Langevin, Minister of Public Works, in Montreal, and that he said he would see that the matter would be investigated. A few days afterwards I received a letter from Mr. Oliver stating he had received an answer from Mr. Langevin advising him that he must have left the papers

with the Government, and if they cannot find them they must have been destroyed in the engineer's building that was burned lately. He stated, if we cannot re-secure the evidence before the Parliament acts on the matter, a decision will be given that the terminus be at Nipigon Bay. I wrote immediately to my brother John and explained the condition of things, urging him to lose no time in getting sworn evidences to take the place of those lost and have them sent down to me immediately. My brothers, on receipt of the letter, went to Prince Arthur's Landing, and explained the danger. The people were fired up and a number joined to secure the evidences. I may mention that Mr. D. M. Blackwood, Mr. Heath and others did good service. When the evidences were secured, and the Seal of the Shuniah Municipality was attached, the Council wanted to take it from the Committee that gathered the evidences and send it by a Council Delegation. Quite a rumpus ensued but it ended satisfactorily. It is right to mention that the late Mr. Thomas Marks took an active part in settling the matter. The delegates finally appointed were Messrs. Adam Oliver, P. J. Brown, Thomas Marks and myself. Oliver, Brown and I were East, and Mr. Marks went East by way of Duluth and took the papers along. The delegation met at the Queen's Hotel, they (Messrs. Oliver, Brown and Marks) wanted to go on to Ottawa that evening. I said "All right you go on, I would not go unless my report was finished, and it would take me two days to do it." Mr Marks said, "Let us read what you have." After reading it, they said, "You must finish the report and we will wait for it." They said they could attend to other business in the meantime, and that we

could meet the Ottawa evening train at the station day after tomorrow. I was stopping with Mr. McNabb, Police Magistrate of Toronto, on Murray street, about a mile from the station. At dinner on the evening of the morrow, Mr. McNabb said, "I forgot to send you word that Messrs. Oliver, Brown and Marks want you to meet them to go to Ottawa on the evening train. They were a day ahead of time, and I had not the report in shape. I left the table and hurried to the station in time to tell them to go on, as I had not the papers ready, but they had all the other evidences and could attend to the matter without me. They insisted on my following on the next day's train, they would wait for me at the Russell House. I reached Ottawa at the appointed time, six o'clock a.m., and met Mr. P. J. Brown on the platform on his way back home. He told me I might as well go back, that nothing could be done. "Mr. MacKenzie, the Premier, and the engineers proved all our evidences false," etc., but for me to go on to the Russell House as Messrs. Oliver and Marks were awaiting my arrival as agreed upon. I said, "All right, you will find out they will listen to me." On my arrival at the Russell House, Messrs. Oliver and Marks told me as Mr. Brown had, that we might go home as the Government would not listen to our evidence and there was no use in trying any further. After hearing what had passed between them, I said, "I am not surprised. You had no personal knowledge of the matters they brought up, but I have and can show where they were in error. You will see that the Government will allow us to prove our case." These delegates were not long in the district, and their business did not lie in the direction which would give them a knowledge of the conditions of navigation there.

I proposed that we take Mr. Borron, our member, with us and see the Premier again. They said I could go, and that they would wait for me, but did not want to be further insulted. I then stated I wanted to go first to the engineers' offices. "I am acquainted with Mr. Carre, who is in charge of the survey west of Nipigon, and will go to see the Premier tomorrow."

Mr. Carre introduced me to Mr. Sanford Fleming, the Dominion engineer. He was kind and inquired about Thunder Bay matters. I told him I was down with reference to the navigation of the harbors. He said, "Messrs. Brown, Oliver and Marks were here yesterday on the same business, but we showed them there was nothing in it." I said, "I have been for the last ten years around that coast, and I can assure you there is a great difference in favor of Thunder Bay against Nipigon in regard to the navigation. And in addition, we have the sworn evidence of the pioneers of the district to show. He said, "Yes, I know, but we have evidence just as strong on the other side." "Well," I said, "if you let me know what these evidences are, and we cannot prove them to be false, we can do no more, but," I said, "I feel confident they cannot be true." After a little time, he said, "Captain Campbell, an American, with a party going to Nipigon Bay, arrived at Silver Islet last spring, and could not go in to Prince Arthur's Landing as Thunder Bay was covered with ice. After waiting a couple of days he engaged a small boat to take them down to Nipigon. When they got there the bay was free from ice." "Well," I said, "I happen to know all about it and I can produce proofs to show the statement is incorrect. On that occasion I was one of a party waiting for the opening of navigation to explore for mines along the coast below Nipigon. We were taking a surveyor and the tug "Watchman" along. After the bay opened, and one or two steamers arrived, (I think the Quebec was one) while getting things preparatory to starting, Captain Pritchard of the "Watchman" told us there was a Captain Campbell and party who wanted him to bring them to Nipigon Bay. Would he take them? We asked him if they had a surveyor along? When he found out they had, we decided not to take them. When we left, the Campbell party was on the dock. On reaching the Garigon Channel it was covered with ice, and we could not, as usual, go in by the Nipigon Bay route. We turned and went outside of the Battle Islands. In passing the Simpson and Copper Island Channels, we

could see the bay inside was covered with ice."

Next day Mr. Borron and I went to see the Hon. Mr. MacKenzie, the Premier. He knew us and was kind and affable. When Mr. Borron, M.P., introduced the matter of the harbors, Mr. MacKenzie said Messrs. Brown, Oliver and Marks were here yesterday and went over the evidences with the engineers, and it was decided there was no use in going into the matter further. I then asked him if he would allow me to give some explanation from my long experience in that district. He said "Certainly." I then narrated what passed between the engineers and myself, and stated that all we wanted was to be allowed an opportunity of laying the matter before the Government before a decision had been passed on it. "I wish also to lay this plan before you. I had some trouble in getting it from the Crown Lands Office in Toronto. I had to secure it through the Hon. Mr. McKellar. I leave it with you to draw your own conclusions." The plan showed all the locality around the Nipigon Harbor surveyed with the name of the applicant on each location. After looking over it, the Premier said: "Mr. McKellar, I can assure you that you will get plenty of time to show the matter up, and the Government will give it a fair consideration or words to that effect. If you want further information from the engineers, take Mr. Borron along, and you will get it." We went to see the engineers and got the information wanted. When we arrived at the Russell House Messrs. Oliver and Marks were anxiously waiting. They could hardly believe it was true, but Mr. Borron told them it was all right.

Then they told me to wait in Ottawa for a couple of weeks and attend to getting the evidences and reports in pamphlet form, etc. Mr. Marks accompanied me to the printing office and introduced me to the Editor, telling him to do whatever I wanted. Before Messrs. Oliver and Marks left the city, it was arranged how I was to distribute the pamphlets. They made out a list of the influential men of Canada, outside of Parliament, to whom I was to send pamphlets. They

then left, Marks for Montreal, and Oliver for Toronto, and I was to keep them posted. They did not come back to Ottawa until the matter was completed. I distributed the pamphlets by having one placed on the desk of every member of Parliament, including the senators. I also gave or mailed a copy to every one on the list given me by Messrs. Marks and Oliver, as well as to others I knew. I did think in those days that the affair was a culpable deeply laid scheme. Now I have changed my mind. It may have been that the engineers were deceived by mis-representations and that they really thought one bay was as good as the other. When the evidence on the Nipigon side was shown to be fraudulent, the matter was soon settled, and Thunder Bay was established for all time the great shipping port for the West on the Great Lakes.

Some will say, "Why did those delegates throw up the sponge so quickly?" For the simple reason they lost the suit after a fair trial. They thought they had the strongest evidence that could be procured in Thunder Bay. They were three prominent men of the district, a merchant, an ex-M. P. and a lawyer. They appeared before the Government and argued the case, and found the evidence in favor of Nipigon equally as strong as their own; besides, the engineers were in favor of Nipigon on topographical grounds. Thunder Bay was practically solid for the winter, and they could see no possible way of getting further evidence, the Parliament then in session and the matter would soon be passed upon.

I am glad that one of these pamphlets with the evidences is extant. Mr. J. J. Wells has one and kindly offered it to the society for preservation. After a perusal of it one may think it strange, there is no mention of the Nipigon evidence. The reason is that I did not think it wise to put it in, as I knew after the information given that they would not think of bringing it forward against the Thunder Bay evidence. Again Mr. Borron, our M. P., was on the watch and would expose it if they did.

PETER McKELLAR.



MISS SARA STAFFORD

Port Arthur in Ye Olden Time

MISS SARA STAFFORD

The Stockade for General Wolsley's soldiers was built near where the C. P. R. station is placed; and was burned while used by Dr. Wau during his lease. It was used also for a jail for the troops of General Wolsley. There were about three hundred and fifty people living here in 1870; besides a floating population, hunters, trappers, civil engineers and mining men exploring for silver. Messrs. Peter and Don McKellar with Geo. McVicar were on the present Port Arthur site when a wilderness. The first sod of the C. P. R. was turned in 1875 in Fort William. A foreman or head contractor came from Quebec; his name was Sanson; he was nicknamed Saw-Saw. He erected a building for the public works department which was in charge of Mr. Dawson of Dawson road fame. These buildings were all situated on the right hand of Arthur Street as you come up from the docks, and the warehouses were on the left. A building for the men, the residency and offices were on the right hand side on the grounds of the present Prince Arthur Hotel, then called Government Grounds. S. V. Dawson lived in a cottage—the first pretentious one in the town. It was situated in the center of a large plot of ground thickly wooded with trees right in the heart of the present city. These grounds to-day are owned by the Merrill & Hodder estate, Crozier and Matthews. The gateway to the cottage is now that open space of ground between Mr. Hunt's real estate office and the office of Mr. Walter Gordon. In the centre of this ground stood a roomy cottage with verandahs on three sides. On the right the grounds ran from Mr. Matthew's dry goods store up to the Haor workshops. On the left adjoined the grounds of the Algoma Hotel, afterwards for many years leased until bought by the Hotel

Algoma owners. At the back of this cottage were two small shacks, one was used for a kitchen and the other held Mr. Dawson's engineering implements. Mr. Dawson at that time was superintending the making of the Dawson road. After that he entered into politics, going into the local legislature and latterly the Federal Government at Ottawa. At that time Arthur Street, Water Street and Cumberland Street were partly opened. The first store was opened by Thomas Marks in 1868; the next by N. K. Street and brother, the latter standing on the corner where the Bank of Commerce now stands. Both these brothers died here, and the widow of M. Street continued the partnership with Colonel S. Ray of Port Arthur, in the banking business. About 1872 they were running a trial line from Fort William, west, and a civil engineer by the name of Wm. Murdock was here in charge of the party with Frank Moberly of Collingwood as assistant.

The first newspaper was named the Sentinel, started by a man named Hagan, who left here and went to British Columbia and started a weekly paper there under the same name. In those times we had only one regular boat that came in every twelve or fifteen days. We got our mails in winter by dog team, via Duluth twice a month, and later it became a rule to call no man an "old timer" unless he had received his mail this way. We considered that the news was up to date and not old if the papers received were not more than twenty days old. Any one leaving the place during the winter had to go by Duluth, on snowshoes and dog team, the trip taking from ten to fifteen days.

The first church built in Port Arthur was the Methodist; it was built

in 1872 by the Rev. Mr. Halstead. Then the Presbyterian by the Rev. D. McKerracher, which is now used as the Finnish Printing Office on Court street. Before the church was built the services were held in the court room where Judge Hamilton's house stood and now occupied by our ex-member, Mr. Conmee, near the Separate school. The house was a combined dwelling and court room. Then came the English church, then the Roman Catholic.

Prince Arthur's regiment, the 60th Rifles, was sent to Canada at the close of the Abyssinian war, and a number of the companies were told off to do service under Colonel—now Lord—Wolsley, in the Red River Expedition of 1870. They landed at the present site of Port Arthur, and in honor of Prince Arthur, now the Duke of Connaught, Governor of Canada, they called the place Prince Arthur's Landing. The troops had to build the road as they went along. They drove with teams to Lake Shebandowan, and then proceeded with row-boats through all the inland waters, portaging where necessary, until they reached the Red River.

The following year emigration started over the route taken by the troops. The Government sent Mr. Dawson to improve the roads. Tugs and scows were used on the waters, and horses on the portages.

One man said, in reference to stretch east of Shebandowan, "Talk about horses, I have seen my horses with the mud running from their collars." The

Second Rebellion was in the winter and the troops came up the shore of Lake Superior partly by rail on flat cars to the end of a grade, and then got off and marched on sometimes in a blinding snowstorm. The troops marched from Jack Fish up to Schreiber, many of the young lads being frost-bitten and snow-blind, for it was below zero, but they were cheerful.

The first hotel stood where the Mariaggi stands today; it was built by a Mr. James Flaherty and was called the Queen's Hotel. It burned down and they built another; and it also burned; then another was built and it was called the Northern, and later developed into the Mariaggi. Where the Algoma stands to-day stood a small frame hotel called the Shuniah, meaning in Indian "Silver." It had changed hands twice when the late Mr. John Merrill bought it from Mr. Boddy. A few years after it was drawn back to make rooms for the help while a new three-story brick structure was built in front. This house was called the Windsor, but burned to the ground on the night of its first opening, the inmates barely escaping with their lives. From the ashes of the old Shuniah and the new Windsor rose the Algoma, and here around its portals the history of the city has been made.

The Board of Trade of Port Arthur was established in April, 1885, the town then having a population of over 1500. The first secretary was William Howard Langworthy.

SARA STAFFORD.



Silver Islet

Extracts from a paper read by Thomas Macfarlane, Esq.,
Actonville, Quebec, Canada, at a Montreal
meeting, September, 1879

By W. J. HAMILTON, Esq.

EXPLORATION OF 1868 AND DISCOVERY OF SILVER ISLET.

On the 16th of May our exploring party, consisting of six men besides myself, arrived in Thunder Bay, on board the steamer "Algoma," which was heavily freighted with men and materials for working the Thunder Bay Company's mine. After visiting the latter and the Shuniah (now the Duncan) mine, and calling the attention of the men of our party to the appearance and characters of the native silver and silver glance produced by them, we started in our Mackinaw boat on the 19th southward for Jarvis's Location. My first impressions as to the mineral resources of Thunder Bay district were not at all encouraging. With a country of rock mainly composed of grayish flags and red and white sandstones, and these lying in an almost horizontal position, the chances of finding anything of value seemed very slender to one accustomed to highly inclined and crystalline rocks. I remembered, however, that the conglomerate beds of Keweenaw Point, now the most productive and remunerative for copper, had originally been undervalued by geologists, who had never before observed valuable minerals to occur in rocks of that nature, and resolved to beware of allowing pre-conceived ideas to interfere with the thoroughness of our search.

From the 20th to the 31st of May, inclusive, we remained on Jarvis's Location, examining its rocks, surveying the river from its mouth to where it leaves the location, and exploring Jarvis's Island, with the numerous veins occurring there. The geology of this location much resembles that of the western part of

Wood's Location, having the same gray argillaceous sandstones and shales, intersected by dikes of different sorts. The latter have here the same general strike as on Wood's Location, and it appears evident that they run through the range of islands which extends from Shangoinah Island and Silver Islet, on Wood's Location, past the outside of Pie Island to Prince Albert or Thompson's Island. Then, still further southwest through Spar Island, Jarvis's Island and Victoria Island, joining the mainland before Pigeon River is reached. On Jarvis's Island five different veins were found, and in one of them native silver and silver glance were discovered (the former by Mr., now Dr., C. O. Brown, and the latter by Mr. Patrick Hogan), specimens of which were forwarded to Montreal. The quantity appeared at the time insufficient to merit much attention, but, from the experience afterwards acquired on Wood's Location, I was induced to believe that some work upon this vein might possibly develop a larger quantity of the metal. Accordingly, in 1869, a shaft was sunk on this vein to the depth of twelve feet, in accomplishing which work the following ore was produced.

79 lbs. first quality ore, containing 3.45 per cent. silver	
38.7 ounces, at \$1.25	\$49.62
2483 lbs. second quality ore, containing 0.15 per cent. silver, 54.18 ounces, at \$1.25	67.72

\$117.34

On the 1st of June we left Jarvis's for Stewart's Location at Pigeon River, where we remained until the 21st, making a very close exploration for a distance of three miles inland. The number of dikes and veins here visible induced me to anticipate the best

results, but although a good deal of time was spent on some of the veins none of them yielded any valuable minerals. High, rocky ranges intersect this location generally in the direction of the dikes, and between them lie valleys containing a large area of good soil, much of which will no doubt be cultivated as soon as mining operations are carried on successfully in the neighborhood.

On the 21st of June we returned to Fort William, and on the 23rd reached Thunder Cape and Wood's Location, where we remained until 31st July. From perusing the Geology of Canada I had, before arriving on the Location, come to the conclusion that it was likely to present many interesting geological features. Here it was to be expected that the junction of Sir W. E. Logan's upper and lower groups of the Upper Copper-bearing rocks would occur, and that the many interesting dikes and the trap overflow of Thunder Cape would be found to present interesting relations to the sedimentary rocks. I therefore determined to make a complete geological map of Wood's Location, and arranged with my assistant, Mr. Gerald C. Brown, to have the shore line accurately surveyed. It was while engaged planting his pickets on the many islands fronting the location that Mr. Brown first landed on the rock shortly afterward named by me "Silver Islet," and observed the vein and the galena occurring in it. I then visited the island to obtain specimens of the galena and the inclosing rock, and three men were set to work to blast out some of the galena. It was while engaged working on the Islet that one of these men, Mr. John Morgan, found the first nuggets of metallic silver, close to the water's edge. A single blast was sufficient to detach all the vein rock carrying ore above the surface of the water, but farther out large patches could be observed in the vein under the water, some of them with a greenish tinge. On detaching and fishing up pieces of these they were found to consist of pieces of galena, with which were intermixed spots of oxidized black mineral, here and there tinged with green. This black substance I succeeded in reducing on

charcoal, before the blowpipe, with a little borax, to metallic silver, thus exposing at once the extraordinary richness of the black portions of the vein. I deem it worth while thus to record, more particularly than before, the circumstances of the discovery, on account of the celebrity which Silver Islet has since attained. The silver was discovered on the 10th of July, and on the 15th three packages of the best specimens were shipped from Fort William to Mon-real, and a telegram sent at the same time to the company's secretary giving notice of the important discovery.

GEOLOGY OF SILVER ISLET AND ITS VEIN.

My plan as to a geological survey of Wood's Location was, during the following season (1869), carried to completion, and the results published in the Canadian Naturalist (Vol. IV.) and accompanied by a map of the location and plan of Silver Islet. Silver Islet is situated about three quarters of a mile from the mainland, and is much exposed to storms from the west, southwest and east. Shangoinah Island protects it, but inefficiently, on the southwest. The island measured originally about ninety feet each way, rising about eight feet at its highest part above the level of the lake. The whole of the rock is now inclosed and covered by the works erected for protecting and working the mine, and by new land since made. The course of the vein traversing the Islet is about N.35 degrees W., and its dip about 85 degrees N. E. As shown in the plan, its greatest width is on the northeast side of the Islet, and it will be seen that in going southward it divides into two branches, one of which crosses the island, and the other keeps on the west side, under water. The south part of the latter branch carried the richest ore, the eastern branch being less rich, and the whole of the vein to the northward being almost entirely barren, and consisting of a huge mass of calcespar, with quartz and occasional cubes of galena, which carry only a minute quantity of silver. Particles of silver ore were also found in some of the small "feeders" which intersect the country rock (or

perhaps "horse") lying between the two veins. Fragments and masses of this rock are very often inclosed in the veinstone, and graphite very frequently associates itself with them.

The metallic minerals of the veins are silver, silver glance, tetrahedrite, domeykite, galena, blende, iron and copper pyrites, cobalt bloom, and nickle green. The two latter substances seemed to be oxidation products of a peculiar mineral, which in a paper published in the Canadian Naturalist, and dated 1st February, 1870, I described as follows: "Besides the small nuggets and grains of pure metallic silver, there are also found in the rich ore, thin plates and grains of a sectile mineral, having a reddish brown color, like that of niccolite, and containing arsenic, cobalt, nickle and silver, with the latter in greatest quantity. This would appear to be a new mineral, and one worthy of more minute examination." When active work was begun by the Silver Islet Mining Company, it was found that the great bulk of the silver extracted was contained in a granular mixture of the reddish-colored grains above mentioned with other minerals. The late Major A. H. Sibley—then president of the company—gave this mixture the name "Macfarlanite," which is still used for it by superintendent and workmen at the mine up to the present time. In the Engineering and Mining Journal of 29th March last, Mr. W. M. Courtis published a paper on Lake Superior silver ores, in which this supposed new mineral is also referred to as "Macfarlanite." For these reasons it would seem necessary to refer to this substance more particularly. In December, 1870, I made an examination of the brown metallic grains which the rich ore above referred to leaves when pulverized in a diamond mortar and all brittle minerals, such as calcspar, galena, etc., sifted or washed off. A blowpipe assay showed these to contain:

Silver	78.34
Nickle	5.98
Cobalt	2.75
Arsenic, etc. (difference) ...	12.93
<hr/>	
	100.00

I made some further trials but was unsuccessful in separating any definite mineral.

In December last Dr. T. Sterry Hunt informed me of the discovery of the new minerals on Silver Islet ore by Dr. Wurtz, and showed me a specimen of "Huntelite," which seemed to me to occur in larger pieces, and to be different from the reddish grains occurring in the ore known as "Macfarlanite."

On subjecting the rich granular ore of Silver Islet to closer examination, assisted by Mr. W. M. Courtis, I found it to consist of the reddish brown metallic grains, a dark colored undetermined mineral, niccolite, galena, calcspar and quartz. Native silver in perfectly white grains or filaments is not distinctly seen. Pieces of the ore, upon being ground and polished, show the metallic grains with a color and luster closely resembling burnished nickle. When the calcspar, which is the principal gangue, is removed by dilute hydrochloric acid, the result is porous and coherent. The metallic minerals adhere to each other and to the metallic grains, the latter seeming to be in places coated or incrustated with the dark colored mineral and the niccolite. Under the hammer, the metallic grains flatten out, and the glass shows that both brown and black brittle grains have separated. Still, in this process, all the metallic minerals do not seem removable, but adhere, more or less firmly, to the metallic grains.

When the ore is pulverized, and the metallic grains are freed from all brittle materials, the latter being sifted and washed off, they assay from 75 to 84 per cent. of silver. When these are further triturated in an iron mortar six different times, and the brittle matter removed by sifting on a sieve with 50 meshes to the lineal inch, the siftings thus produced assay as follows:

1st time	46.41	per cent.	silver
2nd "	51.55	" "	"
3rd "	59.25	" "	"
4th "	66.24	" "	"
5th "	76.1	" "	"
6th "	83.7	" "	"

The grains remaining upon the sieve from the last trituration have a dark-gray color and assay 92.04 per cent. silver. When roasted in a muffle they become yellowish-brown. Hydrochloric acid removes nickel oxide, and then they have the appearance of pure silver grains. In this process they lose 6.94 per cent. of their weight, and assay 95.76 per cent silver. Triturated a second time in this manner they lose 2.12 percent. additional, and assay 97.42 per cent. silver. From this it is evident that they assume the appearance of metallic silver on the surface only, and are not pure throughout. The grains of 92.04 per cent when treated alone on charcoal, before the blowpipe, merely cake together, yielding a slight coating of arsenious acid. When a small quantity of borax is added, a silver button is produced with some speiss attached, and a slag slightly tinged with cobalt oxide. Most of the nickel is removed in the speiss, but the silver still retains some of it, and upon cooling shows a greenish-gray film. This is removed by a further slight scorification with borax, and 91.33 per cent. silver obtained. The grains of 92.04 per cent. silver dissolve readily in dilute nitric acid, yielding the following results:

Insoluble (assays	17.46	per
cent. Ag.	2.37	
Nickel	1.58	
Antimony .....	.36	
Silver	93.54	
Arsenic	2.15	
	100.00	

When the metallic grains first above alluded to are treated with dilute nitric acid (half acid, half water) and its action interrupted when about half the quantity is dissolved, a considerable quantity of black powder is detached; much nickel is dissolved and the remaining grains have the appearance of pure silver, but still showing black specks, especially in the cavities.

The black substance washed off from the larger grains of quartz contains antimony, lead, cobalt, nickel, and sulphur, besides 24.79 per cent. of silver.

From experiments the great difficulty of separating the various minerals which occur in the rich ore of Silver Islet were apparent. It seems to me to contain a great deal of its silver in the native state, which passes into the animikie of Professor Wurtz. Further investigation may possibly give more decided results.

With regard to the general nature of the ore yielded by the vein after sorting, one parcel of second quality, weighing 15,914 pounds, and assaying 964.2 ounces of silver, was found to contain 71.5 per cent. of earthy carbonates and 14.15 per cent. of matter insoluble in acids. The relative quantity of calcareous and silicious matter varies, however, in different parts of the vein; and, in some places, streaks of quartz have preponderated to such an extent as to make some of the ore highly silicious and much more difficult to smelt.

The rock on the Islet intersected by the silver vein is a chlorite diorite, evidently forming a dike. It differs somewhat from the rocks of the other dikes of this location, among which may be mentioned corssyte and anorthite porphyry. Judging from their manner of occurrence, it did not appear likely, when the discovery was first made, that the diorite of Silver Islet would be found to have a greater breadth than two hundred feet on the length of the vein. Outside of this distance it was anticipated that the vein would be found to intersect the gray flags, which fill out all the spaces between the various dikes. It was further thought unlikely that the Silver Islet vein, on reaching these flags, would exhibit the same degree of richness as previously. The continuation of Silver Islet vein across Burnt Island, (which is identical with one shown on an old map of the location of Mr. Wilkinson), and also further inland, was traced out in 1869. It has been exposed at several points where it crosses the sedimentary beds, but there it is slit up into numerous thin veins of quartz, and shows nothing of the great width which it carries on Silver Islet, nor have any of the rich silver materials of that locality yet

been found upon the mainland, or upon Burnt Island.

The experience gained in the working of Silver Islet Mine, since its discovery, has, in the main, confirmed the description here given of its geological relations.

It will be observed that the diorite dips at a high angle southward, and that the workings have never been productive outside of it. Indeed, there are large areas of the vein enclosed by diorite walls on both sides which have yielded no ore. It is necessary to mention that the vein itself dips at a high angle to the eastward, and that Mr. Curtiss's section shows the rocks adjoining the vein upon the hanging wall only. On the west side of the vein it has been found that the diorite extends further south than on the hanging wall. The line of the vein is therefore also the line of a fault, which has moved the rocks on the west, or rather southwest, side of the vein eighty feet to the southeast.

It is worthy of remark that the rocks intersected by the diorite dike are not highly inclined, semi-crystallized slate, but are almost horizontal flagstones and shales.

The Silver Islet vein has exhibited a most remarkable phenomenon, which deserves mention here. The following is a description of it, taken from a letter dated 28th of January, 1876, from Mr. W. B. Frue, to the writer:

"On December 28th, while a party of miners were engaged in drilling a hole in the end of the drift on the eighth level the drill broke through into a small crevice or "vug." Water at once commenced to flow—not in great quantity, however, and one of the miners took a candle to look into the drill-hole, not being aware that there was a large escape of gas with the water. The gas instantly took fire, sending a flame out from the end of the drift for more than forty feet. The men, of course, threw themselves down on the bottom of the drift, and remained there uninjured until the flame subsided, and then went out to the shaft. After they had got over their fright, they

undertook to return into the drift, but when within forty feet of the end of the drift the gas again ignited, filling the level with flame to within three feet of its bottom, the flame extending along the back of the drift, and burning for a distance of one hundred and fifty feet towards the shaft. The men again took shelter by throwing themselves down on the bottom of the level. Some time after this the men walked into and through the entire length of the drift without any light, and inserted a wooden plug in the hole through which the vapor and water were escaping. On the following day no gas was discovered in the drift, until a candle was brought close to the plug in the end of the level, when the gas again caught fire, giving a jet or flame about one foot long, which has been burning ever since."

This is, I believe, the first instance on record of the occurrence of an inflammable gas in a silver mine, and probably indicated that the rocks near Silver Islet are of much more recent age than has been generally supposed.

MINING.

The discovery of Silver Islet in 1868, the full descriptions given of it, and the specimens of ore produced, valued at \$1200, were insufficient to induce the Montreal Mining Company to go into vigorous mining operations. The leading men of the shareholders were plainly in favor of selling rather than working; the largest specimens found their way to England, where they were exhibited and afterwards sent to Swansea to be sold and smelted.

The summer of 1869 was exceedingly stormy, and it was only during the calmest weather that any excavation was possible. The cartridges produced for blasting under water entirely failed to work, but, nevertheless, 9455 pounds of excellent ore were produced and shipped to Montreal. On the 18th of August we began to sink a shaft in the centre of the Islet, from which it was intended, on attaining sufficient depth, to cross out to the vein. That this plan would have proved perfectly successful is evident from the fact that it

has since been sunk and connected with the east vein, and is now known as "Macfarlane's Shaft." During the fall of 1868 a shaft-house was built on the Islet, and a boarding house, a storehouse, and stable on the mainland, at a point known as Silver Islet Landing. In the winter of 1869-70 a party of twelve men and one horse remained on Wood's Location. They were instructed to continue sinking the shaft, to take advantage of any opportunity afforded by the formation of the ice to excavate more ore from the outcrop of the vein, and when work at the Islet was impossible to cut timber in the woods for the cribwork proposed to be constructed the following season.

The sinking of the shaft had to be discontinued on account of the influx of water, but the excavation of ore was very successful. The ice formed

around the Islet, and kept unbroken for nearly two months. It facilitated the work very much, keeping the water perfectly still, and affording the men a convenient platform. The blasting under water with cartridges made on the spot by Mr. M. Vigar, was successful, and extended over about thirty feet of the vein. The loose veinstone was then fished out of the water by means of long tongs, constructed on the spot, long-handled shovels, etc.; then teamed to the mainland, and there sorted. In this way nearly five tons of ore were produced and shipped to Montreal in the spring of 1870. The following is a statement of the entire amount of ore produced during the operation of the Montreal Mining Company, with my assays and estimates of the value of the silver it contained.

When Produced	Net weight lbs.	Perc'tage of Silver	Ounces per ton of 2240 lbs	Value per ton of 2240 lbs	Total Value
1868	1,336	5,169	1,690	\$2,095.00	\$ 1,249.51
1869	3,429	2,760	689	1,111.25	1,701.10
"	4,080	4,344	1,417	1,771.25	3,226.20
Of 2000 lbs. Of 2000 lbs.					
"	1,946	5,147	1,680	2,100.00	1,824.37
1870	17,669	6,503	1,605	2,070.45	18,291.39
	28,460				\$25,292.57

The above ore, after being sold or smelted, realized the following quantities and values of silver :—

When sold or smelted	Where sold or smelted	Net Weight lbs	Ounces per ton of 2240 lbs	Value per ton of 2240 lbs	Total Value
Sept. 4, 1869	Swansea	1,208	1,397	\$ 363 1-5	\$ 962 13
Sept. 4, 1869	New York	127			190 50
Sept. 4, 1869	Swansea	3,322	982	254 7-11	1,821 06
Oct. 29, 1869	Swansea	5,006	880	228 1/4	1,070 03
Of 2,000 lbs Of 2,000 lbs					
Feb. 24, 1870	Newark, N.J.	1,913	1,608 1/2	2,075	1,984 73
Feb. 24, 1870	"	2			11 28
Feb. 16, 1872	"	17 481	1,420	1,843 41	16,112 32
Feb. 16, 1872	"	13 3/4			62.40
		28,073 3/4			\$23,115 35

It will be observed that this ore realized \$3177.22 less than estimated, and that the greatest deficiency, in proportion to the quantity, occurs in the parcel of 4080 pounds sent to Swansea. No satisfactory explanation of the cause of the difference was

ever received, and it was consequently deemed advisable to ship all the ore afterwards produced to Newark, N. J. The parcel sold there in February, 1870, resulted very satisfactorily, but a discrepancy occurred in the eight and three-quarter tons af-

terwards sent. This parcel of ore, on its arrival in Newark, was crushed and sampled in the usual manner, and, as the first assays resulted much lower than that of the sample taken at Silver Islet, and given above, numerous trials were made by various New York assayers, always with most extraordinary differences as to yield. It is extremely probable that these differences were owing to the impossibility of effecting a perfectly equal distribution of the metallic grains through the mass of the sample. Mr. Balbach refused to account for more silver than his assay indicated, and efforts were made to effect a sale of the ore elsewhere than in Newark, but without effect, and it was finally treated by Mr. Balbach on the basis of his assay.

The facts connected with the production of ore in the winter of 1869-70 were published in the Montreal papers in June, and attracted much attention in England and the United States. That ten men had been able to produce \$16,000 worth of ore, and that the actual time employed by them, in so doing, induced the Montreal Mining Company to proceed to work the Silver Islet vein. The experience gained during the summer of 1869 had convinced me that very strong and extensive works would be necessary for putting the cribbing into place, and securing it quickly, so as to prevent its being washed away while in process of erection, by the heavy seas which rising gales suddenly bring in from the lake. I estimated that at least \$50,000 would be required to establish a mine on the Islet and recommended it as being for the interest of the stockholders that the company itself should work the mine.

In the event of their being unwilling to raise the necessary capital, I recommended efforts on the part of

the board to sell the Silver Islet property, and not only was it decided to sell Silver Islet, but the idea was adopted of endeavoring to effect a sale of the whole of the company's property, on the strength of the discoveries already made. Negotiations were carried on for this purpose during the spring and summer of 1870, which resulted in the transfer of the whole property into the hands of certain capitalists in New York and Detroit in September.

The first intimation that I had of the sale of the whole property was at Silver Islet on the night of 31st of August, when the propeller "City of Detroit" arrived, having on board Mr. W. B. Frue, a working party of about thirty men, two horses, machinery, stores, provisions, etc., and having in tow a large scow and a raft of large sized timber. The propeller discharged her cargo next day, and operations were begun at once and vigorously to establish a permanent mine on Silver Islet. In spite of severe weather, extensive breakwaters were built, part of the vein enclosed by a coffer-dam, the area within the latter pumped dry, a considerable amount of mining done, and about seventy-seven tons of ore shipped before the close of navigation. The time devoted to mining was about four weeks, and the last shipment was made about the 25th of November. About \$80,000 were expended in the above operations, and in making provision for wintering, long before any returns were obtained from the ore. Indeed, it was not until March, 1871, that the smelting of the fall shipments at Newark was completed. I was employed by the new company to superintend the sampling of this ore, and the following statement shows the value of the ore produced by them in 1870, according to my assays:

No. of Parcel	Net Weight lbs.	Percentage Silver	Ounces per ton of 2000 lbs	Value per ton of 2000 lbs	Total Value
1	34,862	2.553	744.8	\$ 960.90	\$16,749.53
2	16,592	2.156	628.8	811.15	6,729.30
3	17,523	2.690	784.5	1,612.00	8,866.63
4	17,772	2.973	867.2	1,118.75	9,941.34
5	16,379	3.358	979.4	1,263.48	10,347.26

6	15,814	3,306	964.2	1,243.81	9,896.99
7	19,139	4,348	1,268.1	1,635.84	15,654.17
8	17,139	4,687	1,307.0	1,763.43	15,111.71
Metallic grains	33	15,136	4,144.6	5,694.83	93.96
Specimens	187	9,060	2,652.4	3,421.59	319.92
Metallic grains	3	67,658	19,733.3	25,455.95	38.18
155,343 lbs.		Averaging per ton		\$1,205.44	\$93,748.99

Messrs. Balbach's assays of the same ore are given in the subjoined table :

No. of Parcel	Net weight lbs.	Perc't'ge Silver	Ounces per ton	Value per ton	Total Ounces	Total Value
1	31,862	2,406	701.9	\$ 905.46	12,234.9	\$15,783.15
2	16,592	2,350	636.0	846.24	5,442.1	7,020.40
3	17,523	2,680	781.6	1,008.26	6,847.9	8,833.86
4	17,772	2,905	847.5	1,093.28	7,530.0	9,715.00
5	16,379	3,385	987.3	1,273.63	8,085.4	10,430.39
6	15,911	3,170	924.5	1,192.60	7,356.2	9,489.51
7	19,139	4,220	1,230.0	1,586.70	11,770.4	15,183.92
8	17,139	4,510	1,315.0	1,696.35	11,268.8	14,536.87
Metallic grains	33	15,136	4,144.6	5,694.83	72.8	93.96
Specimens	187	9,060	2,652.4	3,421.59	248.0	319.92
Metallic grains	3	67,658	19,733.3	25,455.95	29.6	38.18
155,543		Averaging per ton.		\$1,175.80	70,887.1	\$91,445.16

While this ore was being disposed of in the winter of 1870-71 Mr. Frue and his men were fully occupied at Silver Islet, where a very stormy season was experienced. During the previous winter the ice had formed quickly and remained till the spring, when it was gradually softened by the heat, moved out quietly into the lake, and did not reappear. Mr. Frue was, therefore, somewhat unprepared for the great trouble which the different behavior of the ice during the following season caused him. The placing of the cribbing was tedious and hazardous work. The ice did not form solidly for any considerable time, but kept floating backwards and forwards the entire season. During much of the time Mr. Frue and his men had to cut their way from the mainland to the Islet, through fields of solid ice recently formed, and, shortly afterwards, through floating floes three feet in thickness, and of all sizes up to fifty feet square. Toward the end of February severe gales were experienced, which lent tremendous force to the floating ice, and tore away cribwork to an extent of two hundred and

forty feet in length. The heaviest timber was insufficient to withstand the ice; large logs had their extremities chafed to such an extent as to resemble only huge booms, and bolts, one and a half to two inches in diameter, were twisted and broken apparently with the greatest ease. After the removal of the cribbing the seas were so heavy as to dash over what remained, and fill up the coffer-dam in a very short time. The dam itself, however, sustained very little damage, and, going to work indefatigably to repair the damages, Mr. Frue was able to resume mining in about a month afterwards. By the first of May, 1871, an excavation had been made on the rich part of the vein enclosed by the coffer-dam, leaving a length of sixty-five, depth of thirty-two and an average width of eight feet. By the close of navigation, in November, this working had attained a depth of ninety feet, and had produced, from the same time in 1879, about four hundred and eighty-five tons of ore, of which the following quantities were treated at Newark in the summer of 1871:

No. of Parcel	Net weight lbs.	Ounces per ton of 2000 lbs	Value per ton of 2000 lbs	Total Ounces	Total Value
1, A	6,553	1,184.1	\$1,539.33	3,879.70	\$ 5,043.61
1, B	14,986	1,406.4	1,828.32	10,538.15	13,699.60
2, A	16,627	1,149.1	1,493.83	9,553.04	12,418.95
2, B	3,824	1,170.1	1,911.13	2,810.83	3,654.08
3	17,393	1,131.6	1,471.08	9,840.95	12,793.23
4	19,651	1,168.0	1,515.80	11,456.53	14,893.48
5	18,630	1,281.8	1,666.34	11,939.96	15,521.95
Metallic grains	373	4,145.0	5,388.30	772.20	1,003.86
6	17,959	1,198.7	1,558.31	10,763.72	13,992.85
7	16,730	1,134.5	1,474.85	9,490.09	12,337.12
8	17,954	1,105.3	1,436.89	9,894.64	12,337.12
9	18,975	947.8	1,232.14	8,992.25	11,689.92
10	13,189	907.0	1,179.10	5,981.21	7,775.57
Metallic grains	657	1,415.8	1,840.54	463.10	604.63
	183,453			106,378.37	\$138,291.88

It is, of course, to be remembered that the values just given do not represent the amount realized for the ore. Both at Newark and Wyandotte the smelters only guaranteed to return 95 per cent. of the silver contents, and charged \$100 per ton for smelting. Besides the above ore

there was produced in 1870-71 another parcel of five tons, which, with many lives, was lost on board the propeller "Coburn," on Lake Huron, in October, 1871.

The total production of Silver Islet from the discovery till the close of navigation, 1871, was as follows:

	Weight lbs.	Value per ton.	Total Value
Under Montreal Mining Company	27,073¾	\$1,646.80	\$ 23,115.35
Under new proprietors, 1870	155,543	1,175.80	92,153.23
Under new proprietors, 1871, Newark . . .	183,453	1,507.64	138,291.88
Under new proprietors, 1871, Wyandotte . .	778,468½	1,296.48	304,640.13
Lost on propeller Coburn	10,000	1,040.00	5,200.00
	1,134,537¾	\$1,322.44	\$763,400.00

Mining was continued with varying success after the close of navigation in 1871. The vein was found to be subject to frequent and sudden changes, both as regards size and richness. In the fall of 1871 it narrowed down to six inches in width at some points, with scarcely any first quality ore in sight. During the winter it gradually widened and became very productive. In Mr. Frue's reports many such alterations were recorded. He says that in the summer of 1872 the lode became broken up, being thoroughly mixed with diorite and wedges of plumbago, and in the fall the mine assumed anything but flattering appearance. Mr. Frue

writes further on the subject as follows:

"In the following winter it suddenly changed in character and produced up to May 1st, 1873, 250 tons of rich packing ore, worth \$1500 per ton. During May and the early summer the vein disappeared almost entirely, being broken up into strings and feeders. Later, however, there was a decided improvement, which was again overshadowed by a passing cloud, and although in extending the drift north on the forty a very promising show of silver had been opened, I had often seen the mine clothed in richer apparel than it appeared in at the close of navigation." (1873.)

The severe storms which marked the winter of 1870-71 put in an appearance again in that of 1873-74. "About the middle of November," Mr. Frue reports, "we were visited by a heavy storm from the southwest, which did considerable damage, amounting in all to about \$2000. On December 1st we were again overtaken by a southeaster, which came on in terrible fury and seemed, for a time, as though it would sweep everything before it. It tore away nearly 350 feet in length of submerged cribs, and caused a loss of 20,000 feet of timber, 7½ tons of bolts and nearly 5000 tons of rocks (used in loading the cribs), the total destruction amounting to a little over \$9000, besides the carrying away of the up-

per portion of the main breakwater. This work had an altitude of nearly twenty feet above the level of the lake, eight feet in width at the top, and nearly sixty feet in length of it was carried away, the breach being directly in the centre. The blacksmith's shop, which stood inside of this breakwater and about forty feet from its outer face, was completely demolished. In fact, rocks were whirled around the Islet like hailstones, and a number of buildings were damaged to a considerable extent"

The ore produced from 1874 to 1875, inclusive, was treated at the Wyandotte Works and contained the following quantities of silver:

Season of 1872	310,744.02	ounces
" 1873	289,763.77	"
" 1874	250,021.75	"
" 1875	145,902.50	"

996,432.04 ounces

At \$1.20 per ounce the value of this product amounts to \$1,195,718.45.

Part of the product of 1875 was in the shape of concentrates from the stamp mill, which had been built at a cost of \$90,000, for treating the veinstone of inferior quality which had previously been laid aside as too

poor for shipment. This mill has fifty stamps and twelve Frue vanning machines, and produced about one ton of concentrates from 50 tons of poor veinstone:

The following statement gives the quality of this ore stamped, and the concentrate produced from May, 1875, to November, 1876:

Month	Tons Rock Stamped	Product in Concentrates Tons lbs.	Total ounces silver contain- ed in same	Total cost of Dressing
May 1875	541	11,145.1	10,210	\$ 1,237.69
June "	1,065	25,221.2	17,552	2,049.89
July "	1,079	28,110.4	19,125	2,427.33
August "	762	20,110.0	11,338	2,302.78
September "	1,505	35,182	17,804	2,990.85
October "	1,678	37,843	14,415	2,840.15
December "	1,642	31,847	11,548	3,172.26
January 1876	1,556	30,182.1	15,990	3,089.96
February "	1,421	28,131.2	16,346	2,944.89
March "	1,690	32,651	15,751	3,238.60
April "	645	10,117.5	4,806	1,788.83
May "	1,673	33,583	9,614	3,036.62
June "	1,563	33,128.8	10,504	2,891.36
July "	1,525	11,978	11,757	2,768.47
August "	1,600	39,159.1	9,527	2,868.04
September "	1,505	33,123.2	10,060	2,807.17
October "	1,500	38,183.5	9,234	2,596.26
November "	1,494	29,194	11,389	3,093.93
	24,446	511,170.5	226,873	\$48,145.08

These figures show that 9.28 ounces per ton were extracted from the stamp rock and concentrated in a product containing 418 ounces per ton, at a cost of \$1.97 on the original ore.

The unfavorable changes in the Silver Islet vein, which occurred in the fall of 1873, continued up to the close of 1875. The new levels which had been opened up, the eighth and ninth, proved wholly unproductive, although no difficulty was experienced in following the working on the vein. The vast amount of exploratory work by means of a diamond drill also failed to discover any deposits of rich ore. The consequence was, of course, great financial embarrassment and an almost entire cessation of work during the summer of 1877. In August of that year work was resumed, and up to December 23rd, 850 ounces of silver obtained by stoping in the upper part of the mine. It was even proposed to remove the rich ground lying between the mine and the lake, substituting for it an artificial arch; but, fortunately, in the summer of last year a bunch of rich ore was struck beneath the fourth level, south of the shaft, which in a few months yielded 721,032 ounces of silver, a quantity amply sufficient to rescue the mine from its embarrassment and provide a reserve or working capital of \$300,000.

I have not found it possible to ascertain the amount of the product, year by year, subsequent to 1875, but according to information received from C. E. Trowbridge, Esq., Secretary of the Silver Islet Company, there have been extracted since the commencement of operations, in September, 1870, and up to the close of navigation in 1878, 2,174,499 $\frac{1}{2}$ ounces of refined silver, with a value of \$2,921,727.24. If to this we add the value of the ore obtained immediately after the discovery by the Montreal Mining Company, we have a total yield of \$2,948,019.81. With regard to the production of the present year, it consists almost exclusively of concentrates, but its value is very certain to exceed \$50,000, and I think that at the end of the season the total

yield of Silver Islet Mine since its discovery will be found to have reached three million dollars.

The question of the future of Silver Islet Mine is one of very great interest to many besides those pecuniarily concerned. When visiting the mine in July, 1877, the vein appeared perfectly well defined on the ninth level, but nothing in the shape of ore was to be seen. The vein was said to possess the same character in the inclined shaft sunk 100 feet deeper than the level, and to a point about 640 feet from the surface. This shaft was filled with water at the time of my visit. The vein below this point has been tested by a drill-hole, 296 feet deep, in which traces of silver ore were detected. Even if we suppose that trace is the clue to another bonanza, the fact still remains that from the sixth level to the deepest working, a distance of 300 feet, the vein has been found to be unworthy of excavation, and this too in spite of the presence of diorite on both walls, a condition which, when the mine was first opened, was supposed to insure a remunerative vein. In view of this fact and of the circumstances that the recent rich discovery was made at a point where only the foot-wall could have been diorite, it becomes a question whether the theory of the beneficial influence of diorite walls is correct. If it is, then a large amount of vein area below the fifth level, and to the north of the shaft remains to be prospected. That this ground has, so far, been found barren may be owing to the peculiar nature of the vein, in which large values of ore seem to be stowed away in comparatively small space. If the theory here referred to is unfounded, and the vein in the adjoining flags and shales be really as promising as that crossing the diorite, then the amount of ground available for exploration, north and south of the mine, is immense. As a matter of fact, the horizontal strata elsewhere in the district, have been found to contain silver bearing veins, but, so far, have failed to afford foundation for a remunerative mine. In either case the future of Silver Islet Mine depends mostly on the carefulness of the manager and his assistants in de-

tecting minute traces of ore, and their skill and perseverance in following them. It would seem altogether unwise to depend upon any preconceived notion as to the manner in which the valuable minerals occur, or ought to occur, in the mine, for it must be confessed that hitherto the chemical geologist has rendered but very slight assistance to the practical miner in his search for the remunerative parts of a vein. The best guarantee for the future is the past history of the mine, which proves that rich deposits may be stumbled upon quite unexpectedly in the ground already opened up.

I have thus endeavored to record the principal facts which have come to my knowledge regarding this extraordinary silver vein. Its story ought to teach Canadians, among other things, to have more confidence in the mineral resources of their country. That over three million have been extracted from a bare rock in Lake Superior, with an area not exceeding a thousand square feet, ought to increase our faith in the vast unexplored regions which stretch away to the north and northwest of us. But let us not, in the event of new discoveries, pamper our worthless mines, nor, on the other hand, starve those of good promise. Neither let us, when we find another productive mine, tear out recklessly all the ore in sight. The product of a mine, like that of a farm, cannot be forced beyond certain proper limits without bad consequences. Let reserves accumulate in our mines as the "rests" formerly did in our financial institutions, and mining will become as profitable as banking, if not more so." The opposite system, "picking the eyes out of the mine,"

Raub ban as the Germans call it, has caused the ruin of such mines as the Ophir in Nova Scotia, and the Acton in Quebec. It is more by good luck than by good guiding that a similar fate has not yet overtaken Silver Islet in Ontario.

This remarkable mine was regularly exploited, with varying results, until 1885. In the late fall of 1884, a fierce snow storm caused the supply coal barge to seek shelter in a south shore port. After the cessation of the storm, which lasted some days, the captain found that his crew had deserted and he was unable to secure more hands. He was thus forced to tie up for the winter dismantled. The storms of 1884-5 along with the "seepage" through the rocks, did their work; and when the summer of 1885 arrived the shafts, the immeasurable galleries and passages, and all approaches thereto, were filled with water.

Thus came to an unfortunate termination the active existence of one of the most remarkable silver mines in the world. What its future may be is indeed problematical. Buried hundreds of feet under Lake Superior are yet, no doubt, colossal fortunes if the silver could be easily reached. But the task of pumping out the millions of gallons of water would be a very costly preliminary, estimated at probably \$40,000. It may yet be that, when the present more available mines which are now so prominent in mining life, have come to a happy end, some courageous prospector, with wealth at his command, may unearth the vast secrets of the subterranean recesses of the little Silver Islet.

W. J. HAMILTON.







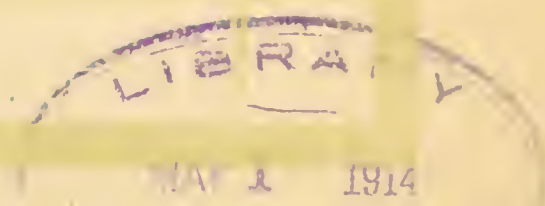
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TIMES  JOURNAL

The Thunder Bay Historical Society

Fourth Annual Report

PAPERS OF 1912-13



The Thunder Bay Historical Society

Fourth Annual Report





Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

PETER MCKELLAR, Esq.

To the officers and members of the Thunder Bay Historical Society I beg to make the following remarks:

This will be the fourth annual we have published since our inauguration in 1907. We feel that we have gathered much material that is valuable, and will be appreciated more and more as time goes on.

We all regret that our highly esteemed patron president, Mr. Barlow Cumberland, has passed away, in the prime of life. He was truly the father of our society. Another sad event of the year that we cannot forego to record is the death of the great fur trader and statesman of Canada, the Right Hon. Lord Strathcona and Mount Royal.

Several valuable papers will appear in this issue, referring to the early missionary, social and municipal life of the city, early mail carrying and mining, etc., and we have the promise of many papers for the coming year.

A committee is now engaged in getting up a monument or tablet in Fort William on the Kaministiquia River, on the old site where the fur traders had trading posts off and on for over 250 years, or since 1678. Here the early French explorers and associates, the Northwest Company, the X.Y. Co., and latterly the great Hudson's Bay Company had their successive trading

posts where much business was transacted.

The tablet will consist of red polished granite, with a short descriptive history of the pioneer events engraved upon it—about 2,000 words. Its importance to Thunder Bay and to the Dominion of Canada must be evident to those who will give the matter a little thought. The placing of such a monument here will be the means of keeping "green" the heroic achievements of the Canadian pioneers, as it will stand in the gateway of the early fur traders as well as in the "golden gateway" through which now pass the vast Canadian traffic and commerce between the East and the West.

I trust that in future the people of Thunder Bay will show an increased patriotic zeal in preserving the records of early events, viz., the history of our district. Join the society by mailing your address and one dollar to Miss M. Black, Secretary of the Thunder Bay Historical Society, Fort William.

In closing, I wish to express my sincere thanks to those who have helped by contributing papers, and to the officers and members who are standing faithfully by the cause, and more especially to the Secretary-Treasurers who bear the burden of the clerical work.

PETER MCKELLAR.



MISS C. C. GRANT

Secretary-Treasurer's Report

MISS C. C. GRANT

The work of the Thunder Bay Historical Society for the years 1911-12 has been most encouraging. Great interest has been shown in the proceedings of the Society, and there has been a gratifying increase of membership.

Since the last annual report appeared, nine meetings have been held at which the papers printed in the following pages were read and discussed.

An era in the history of the Society was reached in August, 1912, when for the first time the meeting was held in the handsome new Public Library. Through the kindness of Miss Black the strong-box, in which are stored books, papers and documents of value, is deposited for safe keeping in the vault of this building. Thanks are due Mrs. Anderson of Preston, Minn., and Mr. J. J. Wells, Fort William, for valuable historical gifts of maps and

photographs, preserving scenes of the Fort William of long ago.

One of the most enjoyable meetings was that held at the home of Miss Dobie, Regent Street, Port Arthur. Refreshments were served and a social time enjoyed after the business of the evening was concluded.

It is very gratifying to report that the government has shown quite an interest in the work of the Society, inasmuch as an annual grant of one hundred dollars is to be given it, to be used towards the publication of an annual report dealing with the work of the Society.

The balance on hand in the treasury at the beginning of 1911 was \$24.85. Since then \$25.00 has been received in fees which, with the government grant of \$100, leaves a balance in the bank of \$149.85. There were no expenditures.

CHRISTINA CAMERON GRANT,
Secretary-Treasurer.



MISS M. J. L. BLACK

Secretary's Report, 1912-13

MISS M. J. L. BLACK

Mr. President and Members of the
Thunder Bay Historical Society:

I beg to present the following report
as Secretary of our Society.

During the year, three regular meetings were held, one in February, April, and in October. In addition to these were two special meetings of the executive.

On February 28th was held our first annual banquet, which was a most enjoyable affair. Over one hundred

friends were present, and many interesting reminiscences were told

Several very interesting papers have been read before the Society, but as they are being printed in full in this annual, it is unnecessary for me to refer to them. They were all very much appreciated by the members who were so fortunate as to hear them read.

All of which is respectfully submitted.

M. J. L. BLACK,
Secretary.

Treasurer's Report, 1912-13

MISS M. J. L. BLACK

Mr. President and Members of the
Thunder Bay Historical Society:

I have the honor to present the following report as Treasurer of our Society. Yours respectfully,

M. J. L. BLACK,
Treasurer.

1911
Jan. 1. By balance..... \$24.85
By fees 25.00
1912
Dec. 1. By grant..... 100.00

1913
Mch. 3. By fees 7.00
Jun. 25. By fees 1.50
Oct. 1. By grant 100.00
————— \$258.35

1913
May 8. To printing.....\$141.60
To charwoman 1.00
Nov. 28. By balance in
bank..... 115.75
————— \$258.35



MRS. M. SLIPPER

Port Arthur's First Boom

MRS. M. SLIPPER

The history of the early days of the "Twins of Thunder Bay" is glorified with the splendid faith and endurance of the early pioneers. The story of that time of discomfort and hardship is threaded upon a golden strand of cheerfulness, over which we of today marvel and admire. The future, to the settlers of the '70s and '80s enduring the hardships of the bleak, rocky shores of Thunder Bay, was bright with promise—so bright that their faith never faltered nor wavered.

The first hint of the future in store for Port Arthur came with the opening of the Dawson Route, and the activity that awakened that first glimmer of hope came when the engineers in charge of this undertaking selected the site of the present city as the headquarters and made it the base of their supplies. The year 1874 was one of railway excitement for the whole of Canada, and the Dominion, from coast to coast, was thrilled with the idea of a tremendous undertaking. The new country, unaware of its own greatness and wonderful possibilities, was aroused over the daring attempt to link with iron bands the far West with the farthest East, and join together the two great oceans.

June 1st, 1875, the first sod was turned on the C. P. R., and then sprang into existence Port Arthur's first boom. The people seemed to suddenly have realized that Port Arthur was on the pathway of commerce between the eastern and western seaboards and that something wonderful was going to happen right here in the very near future.

Port Arthur's first boom stands out as the most wonderful in the history of the Dominion. It lasted during the construction of the C. P. R. until completion of the "eastern section" in 1885, and those who were here in the "boom days" never expect to experience another period of such dazzling opportunities during their lifetime. It came with a burst of glorious prosperity, excitement was at fever heat, money was more plentiful than any-

thing else. Like all booms it passed as a dream, and the after-effects were disheartening and discouraging; but, to the everlasting glory of the hardy citizens of Port Arthur, not deadly nor disastrous to the life and growth of the city.

To get a faint idea of the conditions of the early days we must go back to the spring of 1870, when the first beginnings of what we now know as Port Arthur were clustered in a small clearing on the shores of Thunder Bay.

This place was then known as the "Station," and the reason for its existence was the building of the Dawson Route to Fort Garry and the mining operations at Thunder Bay, Shuniah and Duncan mines. There was not much to boast about in the way of buildings at the Station. A general store, built by Mr. Thomas Marks, it is said, out of 1,000 feet of lumber rafted ashore, and a number of quite respectable houses and a small dock.

The first ripple of coming greatness reached the community with the arrival of the 60th Rifles, under Colonel Wolseley, in that long to be remembered journey overland to the Red River to quell the Riel Rebellion.

The place received its first honor from the hands of this distinguished soldier, who named it "Prince Arthur's Landing." In 1872 the original town of 534 acres was surveyed and the lots sold at public auction.

The first public meeting held was in the year of 1875, and the subject discussed was "the coming of the railway." We can have a faint idea of what that meant to those people so isolated from the centers of civilization—cut off so many months of the year from all communication east and west. It was that first public meeting, held in June, 1875, in Hebert's Hall, that fanned the spark of enthusiasm which burned so brilliantly in the famous "boom."

It was while going through the records of those early days that the writer came across the story of a win-

ter in Port Arthur which proved that history very often repeats itself, and that this wonderful winter of 1913-14 is not the most wonderful we have enjoyed on the shores of Thunder Bay.

The winter of 1877 and '78, before the coming of the railroad, was even more wonderful. The only communication with the outside world in those days for Port Arthur people, late in the fall, was the tug coming from Duluth. There were no ice breakers or big boats to keep the waters of the Bay stirred up and ward off the grasp of the ice king. The boat for the east left early, not because the weather prevented the running of the boats, but because of the general belief that this place was just on the edge of the polar regions, and so, despite balmy weather and lovely sunshine, the boats stopped running. However, the tug "Siskiwit" made a trip to and from Duluth, arriving in Port Arthur New Year's day with a cargo of green stuff, fowl and fresh meats. But the outstanding feature of that winter was the excursion and picnic on New Year's Day. It was the loveliest New Year's Day—so perfect a day that the people decided it would never do to allow it to pass unhonored, and so it goes down in history as a day observed in a manner that is unique and special. An excursion and picnic

was arranged, the tug "Kate Marks" carried a happy crowd of the leading citizens twelve miles down the Bay to Silver Harbor, and there a picnic was held at the mine and a New Year's dinner eaten with Mr. Parsons.

That memorable winter went down on the records as one with very little snow, much rain and scarcely any ice, and an unusually early spring, the first boat coming in from Duluth the 17th of March. Another thing the people remember of that open winter was the prevalence of "corned beef." There was no fresh meat. The local butchers salted down their stock of beef, and "beef in brine" was the usual item on the menu.

Many people who were attracted here by the first boom remained and are still residents of the city. The population increased so that in 1884 the place was incorporated as a town and named Port Arthur.

Among those whose names are associated with the stirring days of the first boom, and who are still active residents of Port Arthur are such prominent citizens as W. C. Dobie (P. M.), R. E. Mitchell, D. F. Burk, Dr. T. S. T. Smellie, W. S. Beaver (P. M.), R. Nichols, Alderman M. C. Campbell, W. P. Cooke, Colonel Ray, J. M. Munro, W. J. Trethewey, F. Brown, Richard Vigars, W. Vigars, F. S. Wiley.



The Otter Head Tin Swindle

PETER MCKELLAR, Esq.

In the summer of 1872 I called at Silver Islet. Mr. McDermott, the assayer, asked me to go down to his assay office as he had something to show me. This was several white plates of metal, and he asked me what the metal was. I told him it looked like silver. He said it was not silver, but seemed to be uncertain as to what it was. He said he had made several tests and thought it must be tin. Mr. Northrop and Company told him they had discovered immense lodes or veins of this ore in the district, but would not tell where. After that I heard rumors of wonderful discoveries of silver or tin which would stir the mining world when made public. During the following winter there were reports of surveying parties operating in the vicinity of Otter Head.

The following spring Capt. W. B. Frue sent for me and told me to take four Indians and supplies for six weeks, and make a thorough examination of the tin discoveries near Otter Head. He gave me a map of the tin fields, with detailed reports of the various tin veins and deposits.

Otter Head is over 150 miles down the Lake, near Michipicoten. On the fourth day we arrived at the Pocosquaw River, about the center of the "tin section." There were a number of tents on the west side of the river, with Mr. Pennoch and associate (the prospector), Captain Slawson and eight to ten half-breeds. We pitched our tent on the east side. I had met Mr. Pennoch a few times and was intimately acquainted with Captain Slawson, who had been the superintendent of the Silver Harbor mine, in Thunder Bay, while in operation.

Captain Slawson had a tent of his own, and whenever we came to our headquarters on Saturday nights and Sundays, I spent the evenings with him. He was free in giving me information about the affair, from which I gathered that Mr. Pennoch and the prospector were the discoverers and promoters. By their glowing reports of the tin deposits they induced

American capitalists around Detroit to form a company and send out surveyors to survey a whole township (Homer) about two miles east of Otter Head. It extended along the coast for about twelve miles and back from the shore about ten miles. The purchase money and the cost of the survey would probably amount to \$75,000 or more. Mr. Pennoch and the prospector published an elaborated report, with map and detailed plans, of the various deposits of tin ore, one of which Captain Frue gave me.

When the season arrived for commencing mining developments, it was discovered that Mr. Pennoch had not seen the tin deposits. The prospector was the discoverer and the only one who could show them. He insisted on securing certain terms from the company before he would divulge the secret, but the company would not consent to those terms, and much delay was occasioned. In the meantime Mr. Pennoch was trying to induce the prospector to agree, and finally an arrangement was made and the party started for the "tin fields." This party consisted of officers of the company, Captain Slawson, Mr. Pennoch, the prospector and voyageurs. They landed at the mouth of the Pocosquaw River. The prospector again refused to show the tin. After a day or two the party went back to the Soo, leaving Captain Slawson with the Pennoch party pending the solution of the difficulty. Soon after this, I arrived at the Pocosquaw River and was informed of the condition of things by Captain Slawson, who was then in hopes of everything turning out all right. He told me Mr. Pennoch was sure of getting the prospector to show the ore in a few days.

I had four Indians and commenced our explorations the next day. We came back occasionally to the Pocosquaw, especially on Saturday nights, as we spent our Sundays there. One Saturday night I went to see Captain Slawson. He said: "It is all right now; the prospector is going to show

the tin vein to Mr. Pennoch tomorrow (Sunday) and will bring in samples of the vein." The party started in the morning and expected to be back about 5 o'clock p. m. The captain told me to go over about 7 o'clock and he would show me the ore. When I went back, he had a pan full of tin ore which the party had brought. I noticed that the samples were not freshly broken and that they were more or less covered with sediment as though they had been for some time under running water, and I pointed this out to the captain. He then informed me that Mr. Pennoch had not seen the vein yet, and that the voyageurs told him when they landed at a certain place the prospector had instructed them to remain there and not follow him; that he would be back in two or three hours, and would bring specimens out of the vein. The reason for not showing the tin lodes was because, so he stated, he was waiting for an answer from the company that they would concede to his terms.

Before starting for home, on June 22, I told Captain Slawson that I had examined all the localities represented on the plans, and that there were no signs of tinstone lodes or other lodes or any veins, as marked on the plans, and that any mining man, even if he had never been in the locality, could have made such plans and report on the township map as those. To give you a fair conception of the impression that was abroad, especially among mining men, I will quote a few abstracts from the New York Herald: "The tin-producing region, so far as explored and surveyed, extends along the lake shore from Otter Head southeasterly for about twelve miles. New deposits have been successively discovered until now not less than fifty well-defined fissure veins of (tin) ore, with multitudes of feeders, have been brought to light, spreading like a vast network of mineral over the whole area from a point three miles below the Pocasquaw to the Rideau River, eight or ten miles above." "Some of the veins are found to be six to twelve feet in thickness. These veins can be traced with the naked eye from cliff to cliff across the rugged highland. The location of this wonderful and most timely discovery, as already intimated, is on the

north shore of Lake Superior, in Ontario."

The samples of tinstone assayed an average of 33.3 per cent. metallic tin, which is a very rich average.

I quote the above extracts to show the general impression which was abroad about this reported tin discovery.

On my return I reported the conditions as I found them, wholly misrepresentations.

During the latter part of the summer there were reports of a great swindle circulating, and no mining developments in progress. In November I was coming home from Toronto. The steamer called at the American Soo, where it remained for several hours, taking on coal. I met some mining acquaintances, who took me to a room and showed me samples of cement which had been extracted by boring through barrels that had been stored there in a warehouse for months, with destination unknown. They said: "These are to be shipped on your boat; you watch where they will be landed. There is crooked work intended." On our way up the lake, the steamer ran in towards Otter Head, stopped outside and whistled.

A small boat came out and took the said barrels (five or six) off the steamer. No mining man would be so stupid as not to surmise what was intended. I fully expected to hear sensational reports about the Otter Head tin by the coming spring. The people of Thunder Bay knew the results of my examination, and reports from the East were accepted as confirming the same. Reports were rife about the great tin swindle for a time. About mid-winter, letters and papers brought news of the great excitement regarding the genuineness of the Otter Head tin. The famous Capt. Wm. Harris, of the Minnesota copper mine, had made an examination of the vein and ore and made an elaborate report of its extraordinary richness and value. His report was generally accepted as undoubted proof, and much money was paid on the strength of it. A Thunder Bay party wanted to send a surveying party off immediately, and wanted me to join, as there were reports from Silver Islet that a party was being sent off from there.

My friends expressed their sympathy for me for the blunder I had made. I told them not to worry about me,

as I was perfectly satisfied to rest my reputation as a mining man on my report, and that they would find out that Captain Harris had been duped or deceived by a manufactured vein. There was great excitement around Silver Islet, and a surveying party with Walter McDermott, the assayer, set off on snowshoes, with toboggans, to secure some of the tin lands. I was surprised to hear that Captain Frue was the head of the company.

Early in the spring Captain Pritchard, with his tug and a party of explorers, was going down to prospect in the vicinity of the Pic River. I went along with my party to explore back of Jackfish Bay. After landing us there, they went on and were to take us up on their way home.

The following day I, with my two Indians, was back on the mountains and heard the tug whistling repeatedly. We hurried to the shore to see what was the matter. When we got on the boat Captain Pritchard handed me a specimen and asked what it was. I said it was tinstone. He asked if I were sure, and I said "Yes." I could not be deceived; the crystals of cassiterite were plentiful, and I had seen lots of it. "Well" he said, "there is great excitement at the Pic. The Indians have brought lots of this ore out of the veins of Otter Head, and the Silver Islet party is busy surveying for miles back. We are going down to get a 'slice,' but we want you to come along." "Well," I said, "I will go. I would go twice that distance to see a manufactured vein. I was on the boat that brought the material to do the work."

On our way down we crossed a number of boats and canoes going along the shore, but we were too far out to hail them. When we reached the harbor we found one man who told us the Silver Islet party had started for home that morning. He said Mr. McDermott had sent an Indian out

the day before yesterday to tell the surveying party to come and bring everything with them. He went with us to show the tin vein which was back from the shore about half a mile. On the way out we passed a number of headless barrels, such as I had seen landed from the steamer. The vein presented the general appearance of well-defined fissure veins, consisting of white quartz with a central grey gangue. The tinstone was all through it in lumps and had been partly dug loose. We cleaned it out to the solid rock bottom, which consisted of black mica at a depth of about two and one-half feet. The cunning genius displayed in the selection of the place and the rock formation was remarkable. The place was a steep escarpment of exposed rock for eight or ten feet. The rock was banded gneiss, the bands being each a foot to two feet thick and consisting of the characteristic minerals, white quartz, black mica, feldspar and hornblende. This gneiss rock has a striking appearance, showing like varied colored parallel ribbons. The quartz, white, hard as steel, is the usual vein stone or gangue of fissure veins, in the granitic rocks especially. The mica is black, soft and easily chiselled. Like usual fissure veins, the strata are nearly vertical. They dug out a mica stratum that was enclosed between two quartz strata to a depth of two to three feet as far as the rock was exposed. This cavity was filled in with grey cement and tinstone mixed through. The metallic bearing stratum of veins is generally in the middle and enclosed within white quartz like this one. The vein presentation was ideal. It is not strange that Captain Harris or any other mining man would be deceived when he had had no opportunity of examining the rock formations in the locality. When we arrived home the "tin bubble" was burst, and the matter settled by law.



J. J. WELLS, Esq.

History of Fort William

J. J. WELLS, Esq.

The municipal history of Fort William would not be complete without referring to its early associations and connections with the municipality of which it first formed a part, and I will endeavor to relate to this society the principal circumstances and events which lead up to its formation and separate existence.

We find that Fort William as a trading post, and in connection with the Hudson Bay and the early voyagers, has an history of more than two hundred years, but of that stage of its existence I will at this writing have nothing to say. My history starts from the time that it had a municipal experience.

It appears, from the best information obtainable, that Prince Arthur's Landing was incorporated as a village in the year 1872.

First we find Fort William a part of the rural municipality of Shuniah, which consisted of eleven townships which at that time represented nearly all of the surveyed portions of the district of Thunder Bay, and was the first organized municipality in the district.

This municipality owes its existence to an "Act of Incorporation" passed on the 29th day of March, 1873, whereby special legislation was obtained granting special rights, powers and privileges to the townships at the head of Thunder Bay, to be organized and known as the municipality of Shuniah.

On the 16th day of June, 1873, under the authority of this legislation, a proclamation was issued by Delevan D. Van Norman, stipendary magistrate of Prince Arthur's Landing, calling for nominations for councilors to represent the municipality of Shuniah, the elections to be held on June 30th following.

The returning officers appointed were: For Thunder Cape Ward, James Hill at Silver Island; McTavish, McGregor, McIntyre and Prince Arthur's Landing, John J. Landy at Prince Arthur's Landing. For Neeb-

ing, Paipoonge, Blake, Pardee and Island Ward, at John McLauren's, with Robert W. Gregg as returning officer. The elections were held on the 30th day of June, 1873, and resulted as follows:

Ward of Pardee, Peter Johnson Brown; Ward of Crooks, William Joseph Clark; Ward of Blake, Adam Oliver; Ward of Paipoonge, John McIntyre; Ward of Neebing, John McKellar; Ward of McIntyre, Thomas Andrew Paton Towers; Ward of McGregor, James Flaherty; Ward of McTavish, Peter McKellar; Ward of Thunder Cape, William Bill Frue; Island Ward, John William Plummer; North Prince Arthur Landing, John McGillivray; South Prince Arthur Landing, Cosford Chalmer Forneri.

The above gentlemen constituted the first council of the municipality of Shuniah, and met for the transaction of business on the 14th day of July, 1873. The first by-law, which was passed on this date, was one in connection with the obstruction of streams, while by-law No. 2 was for the appointment of officers. The officers appointed were as follows:

Robert Maitland, Clerk, salary \$300 per year; Charles James Brent, Treasurer, one-fourth of 1 per cent per annum; James Warnock and John Cooper, assessors, salary \$150 each.

By-law No. 3 was in reference to licenses, the annual fee for which hotels were \$65, while that of billiard licenses was \$50. By-law No. 4 appointed Thomas Penfold as License Inspector at a salary of \$20 per annum. By-law No. 5, defining the various school sections, resulted as follows: S. S. No. 1, Prince Arthur's Landing; S. S. No. 2, Neebing or Fort William and the islands in front thereof; and S. S. No. 3 was described as Thunder Cape and Silver Island.

These were the only schools that were in existence at that time, and the by-law in reference thereto was passed on the 16th day of August, 1873. On the 30th day of August a meeting of council was held, and by-

law No. 9, being a by-law in reference to public health of the district, was considered and passed, and the following appointments were made.

Board of Health—Dr. John Alexander McDonell, Noah Keen Street, and George Lewellyn Jones.

Health Officers—Adam Oliver, John McIntyre, Peter McKellar, for what was then known as Prince Arthur's Landing and Neebing, and Dr. Thompson and Myrom Gilmore for Silver Island.

The following year Silver Islet, Thunder Cape and McTavish Township were withdrawn from the Shuniah municipality.

Up to this time the district was without railway communication, but efforts were being made and several charters had been granted, and in 1873 Shuniah appointed a committee to wait on the Dominion government in reference to placing the terminals for Lake Superior at Thunder Bay. The committee was: D. D. Van Norman, Lawyer Machar and Peter McKellar, but owing to a change in the government, the personnel of the committee was changed and in 1874 another committee was selected consisting of E. B. Brown, M. P., Adam Oliver, M. P., P. J. Brown, Thomas Marks and Peter McKellar to collect information and furnish statistics in reference to the location of the Red River Railway.

Efforts were being made to locate this railroad (afterwards the C. P. R.) at Nipigon, and it was the duty of this committee to furnish the government with information sufficient to warrant the construction of the road to Fort William or Thunder Bay, and after much labor, and several years' efforts, it was finally decided that Thunder Bay should be the terminus.

The efforts put forth at that time resulting in this selection did, without a doubt, decide the location of the cities of Fort William and Port Arthur, and to a great extent warranted the conditions which now make them the important places which they are at the present time, and what they will eventually be in the future.

From the year 1874 to 1880 nothing of importance appears to have happened in the District of Thunder Bay or in Fort William, in particular, except the construction of the Canadian Pacific Railway, which at that time

was a proposal only, but became an accomplished fact from Fort William to the west during the year 1883, and the construction of what was known as the Prince Arthur's Landing & Kaministiquia Railroad from Prince Arthur's Landing to West Fort William as a connecting link.

This branch line was constructed during the year of 1878-9 by a bonus of \$35,000 given by the municipality of Shuniah bearing 7 per cent. interest and levied on the whole of the rateable property of the township. These were the first bonds or debentures issued in the district.

This railroad was built for the purpose of carrying supplies from Prince Arthur's Landing (which was at this time the only port on Thunder Bay) to the then terminus of the C. P. R. at West Fort William, but on the completion of the through line, and the development of the harbor at Fort William to a sufficient depth to permit all lake vessels entering the river and discharging their cargoes at the terminal point the road became obsolete and eventually passed into the hands of the C. P. R.

The building of the C. P. R. had by this time assumed commercial and national importance throughout the country, and the growth of West Fort William as the terminal point led to the withdrawal of certain townships, and on the 4th day of March, 1881, on a petition signed by John McKellar, Peter McKellar, Edward Ingalls, P. L. Knappin, Neil McDougall, J. M. Black, Daniel McPhee and P. J. Brown, legislation was secured incorporating the municipality of Neebing, and the townships of Blake, Crooks, Pardee, Paipoonge, Neebing and McKellar Ward, with the islands in front thereof, were permitted to withdraw from the municipality of Shuniah.

This brings us to the second stage of the history of Fort William, and will include and consist of Fort William as part of the municipality of Neebing from the year 1881 to 1892.

The first election was held in April, 1881, and the following were elected as councilors: John McLaurin, Reeve; Chapman Pennock, Paipoonge; Daniel McPhee, Pardee; Alex. Crawford, Neebing; Alex. Stephenson, Blake; Edward Ingalls, Crooks. These gentlemen constituted the first council of the municipality of Neebing, and to-

gether with William McLean as Clerk, Archibald McLaurin as Treasurer, and Richard McNabb as Constable, guided the destinies and transacted the business of the new and rising town at the head of the Lakes.

From the year 1881, the formation of the municipality, until the year 1888, there does not appear to have been anything that happened in the district that is of great historic value, but on the 27th day of August, 1888, the Canadian Pacific Railway Company entered into a contract with the McKellar Ward of the township of Neebing, to locate shops and principal works in the district in the McKellar Ward.

This move was necessary in order to fulfill another contract the company had made with the Hudson Bay Company, and to secure land and the locations necessary to bring their business from the then terminal, about four miles up the river to near the lake, and to meet the trade and traffic, which was necessarily being forced upon it in connection with the development of the great Northwest. Elevators began to be built, and freight sheds became necessary, and the situation offered by a river harbor closer to the lake was apparently the desire of the company.

An agreement between the McKellar Ward and the C. P. R. provided for the company to locate their works here in lieu of exemption of taxes for 20 years. Agreeable to this agreement the council left the C. P. R. property off the assessment roll. Some citizens applied to the Court of Revision to have the said property entered on this roll. Being unsuccessful, they applied to the judge, who ordered the C. P. R. property to be assessed. Then it became necessary for the McKellar Ward to apply for a bonus of \$120,000 to the C. P. R. to pay the taxes until such time as the exemption could be ratified by legislation. But it was understood that these debentures would only be used for paying taxes and that the council would accept them good for that purpose, and when the exemption was made law by the government the balance of the debentures would be returned to the municipality.

This contract was ratified by the legislature on the 23rd day of March, 1889, being chapter 66 of 52nd Victoria, and in detail consisted of a

bonus to the company of \$120,000 of 6 per cent. 20-year bonds, with annual charges amounting to \$11,250.

At this time the total assessment of the McKellar Ward was only \$510,620.00, with debenture debt of \$10,500, a portion of which must necessarily fall upon the McKellar Ward of the township.

These debentures were finally returned to the municipality in lieu of a new agreement of exemption from taxes for 20 years, or until December 1, 1909.

This was the first working agreement made between McKellar Ward, or the present city of Fort William, and the Railway Company, and was strictly observed by both parties thereto.

On the 18th day of September, 1889, a bonus of \$2,500.00 was given to Thomas Trotter Thomson, in aid of a foundry to be erected at Fort William, which was ratified under two by-laws, which consisted of \$1,300.00 from the township of Neebing and \$1,200.00 directly chargeable to the McKellar Ward.

At the same time, and under by-law No. 99 of the township, a bonus of \$16,000.00 was given to the Port Arthur, Duluth & Western Railway, for the purpose of assisting them in building the line through and into the McKellar Ward, Fort William, and arrangements were also made for the location of the station on Vickers Street, or the present location of the C. N. R. station.

In order to accomplish this it was necessary that certain additional land should be secured, and through an arrangement with the McKellar Bros. an additional 33 feet was made to Vickers Street.

This entrance and conditions in connection therewith were the foundation of the arrangement necessary to secure the entrance of the now second great transcontinental railroad into the city, as the Port Arthur, Duluth & Western Railway. This road later became the Ontario & Rainy River Railway, and its charter was eventually bought by and is now part and parcel of the Canadian Northern.

The growth and importance of the rising town at the head of the Lakes had now become an accomplished fact, and the building by the C. P. R. of roundhouse, machine shops, eleva-

tors, freight sheds and other buildings in connection with their proposed new terminals was going rapidly forward; and talk of "incorporation as a town" was prevalent.

A special census was taken by Mr. John McPhelen and although the municipal records only showed a population of a little over 2,000, the special census showed a population of over 4,000, or a sufficient number of residents to warrant an application to be made for "incorporation as a town," and in the fall of 1891 application was made to the provincial legislature that it be granted.

The application was successful, and under and by virtue of special legislation we became the Town of Fort William.

This brings us to the third stage of our existence, and I will now endeavor to relate the chief events which took place while we occupied this distinction, but the records up to and including the year 1902 having been destroyed by fire on the 8th day of March, 1903, most of the records and proceedings between the date of incorporation and the year 1902 were lost, and I have had to depend to a great extent upon personal knowledge and hearsay information.

Fort William as a Town.

The act to incorporate the town of Fort William, being chapter 70 (55 Vic.), in its preamble recites whereas the district hereinafter described is rapidly increasing in population and is becoming a manufacturing point and shipping port of considerable importance, and whereas it is necessary to incorporate the said district as a town in order to promote its future progress and prosperity and enable its inhabitants to make suitable regulation for the protection and improvement of property, etc., therefore permission was granted and the boundaries defined, and Edward S. Rutledge, as acting Clerk for the municipality of Neebing, was appointed returning officer for the purpose of the nomination and election. The nominations were held on the day of , and the elections a week later, when the following were returned:

John McKellar, Mayor. Councillors — Ward 1, R. Reese, H. Sellars; Ward 2, R. J. Armstrong, John Morton; Ward 3, James O'Hagan, S. Stevens;

Ward 4, James Hammond, John Armstrong.

Provision was also made for the election of school trustees and all other regulations which were necessary in separating from the township of Neebing, with a special provision that all expenditures in the municipality for any class of improvements for which special provisions are made in the "municipal act" should be provided under the local improvement "act" then in force or hereafter enacted.

The balance of the year 1892 was chiefly occupied in making provisions for the rapid growth of the town, and working out of the details in connection with the separation from the township of Neebing, and an agreement was entered into bearing date of the 16th day of February, 1893, by which Fort William was to assume \$58,500.00 of the then \$69,000.00 debenture debt of the township, which together with a further sum of \$11,000.00, making in all the sum of \$69,500.00 (exclusive of local improvements) was the total debenture debt of the town of Fort William on the 1st day of January, 1893.

The total assessment at this time amounted to \$1,089,288.00 for the whole municipality of Neebing, and the assessment for that part which had become incorporated into and made to form the town of Fort William was \$917,366.00. In the settlement between the township and the town, the following is the detail of the debentures assumed by the town:

Schools (by-law No. 44), \$3,000; foundry (by-law Nos. 95-96), \$2,500; P. A., D. & W. R. R. (by-law No. 99), \$15,000; McKellar Ward improvement (by-law No. 114), \$10,000; sawmill (by-law No. 119), \$8,000; McKellar Ward improvement (by-law No. 123), \$20,000. Total, \$58,500. These amounts were arrived at by a committee of councils of Fort William and Neebing, and agreed to by A. L. Stevenson, as Reeve of Neebing, and John McKellar, Mayor of Fort William, and was afterwards ratified by the legislature under chapter 53 (66 Vic.), passed on the 27th day of May, 1893.

During the years 1894-5 nothing of historic value appears to have transpired at Fort William, but in the year 1896, and after the town had experienced several disastrous setbacks

owing to an inadequate water supply both in regard to quality and expense, a decision was arrived at that it would be absolutely essential for the protection of health and property that a water work system should be installed, and in the year 1896 efforts were first made in that regard.

The first by-law was for \$35,000, and was passed on the 21st day of July, 1897, and during that year the system was installed. At the same time, and under somewhat similar conditions, a by-law for \$13,000 was passed which permitted us to have our city lighted by electric light.

These were important events in the town of Fort William and were hailed with delight by the residents at that time.

Up to the present the town had only a volunteer fire department and brigade whose only source of supply in the case of fire was obtained from a pump owned and operated by the Canadian Pacific Railway elevator B, and about 1,000 feet of hose, which made our fire area very limited, and the only system of lighting consisted of tallow dips and oil lamps.

During these years the population and assessment of the city had not increased as much as we had hoped or desired, and the municipal rolls for 1892 only showed a population of 1980 people while in 1898 it had only risen to 2,075. The valuation of real estate was about stationary, and the property now known as the Murray and Victoria blocks was sold at this time for \$1,500, or 200 feet frontage on Victoria Avenue at the price of \$7.50 per foot, and the total assessment of the town had actually been decreased by a few thousand dollars.

But better times were in store and the possibility of our position and the strategic importance of this point were becoming better known to the outside world, and we find that the eyes of the investing public, in reference to transportation, water power and the resources of the great Northwest were being developed, and the long looked-for and expected situation of our town was being more fully appreciated, which resulted in the efforts of certain people to place the town in the position which it rightly and justly was to occupy in the near future.

The first enterprise or development which was promised, and which had official government sanction, was proposed by Edward Spencer Jenison. After years of fighting, he was permitted by the official arbitrator of the city of Toronto to develop power at or near the Ecatie Rapids, on the Kaministiquia River at Kakabeka Falls, and had made certain contracts with the towns of both Port Arthur and Fort William to furnish them with electric power and water for domestic and other purposes, and the rights given him by the statutes were numerous and highly interesting, and consisted of powers to erect the dam, authority to divert water, to expropriate certain lands, to expropriate highways, authority to convey water across roads and certain lands, authority to make ponds, authority to lower the beds of the Kaministiquia and Mattaurn Rivers, authority to flood ungranted crown lands, authority to erect poles for electricity—all of which were settled by the official arbitrator at Toronto.

This legislation was first granted on the 13th day of April, 1897, and was afterwards confirmed by the additional legislation in April, 1899, and consisted in short of a scheme to conserve the water of the Kaministiquia River, and diverting its flow across the townships of Oliver and McIntyre to a location north and west of the towns of Fort William and Port Arthur, and within a short distance thereof.

In obtaining this legislation, Mr. Jenison had numerous trials, sittings of the board and other difficulties to contend with, but eventually, under chapter 120 (62nd Vic.) obtained the rights for which he had long striven and secured agreements with the towns of Fort William and Port Arthur for the sale and disposal of his electricity, water and power.

The proceedings which led up to and made possible the development of Kakabeka Falls were long, tedious and costly, and great credit is due to Mr. Jenison for the persistency with which he pursued and made possible his favorite scheme; and it may be truthfully said that no one but a person possessed with indomitable energy, tenacious persistency of purpose and wonderful powers of endurance would accomplish the desired re-

sults, but as will be afterwards shown, while Mr. Jenison did all of the pioneering, he was not permitted to make the development nor obtain the reward of his genius.

The year 1897 only appears remarkable, as far as Fort William is concerned, because of this legislation and proposed development, which was continually being brought before us by other parties and our own efforts, and we find that the Clergue interest of Sault Ste. Marie, and others, were after the same privilege, and made several trips to Fort William in reference thereto.

During this year real estate seems to have reached rock bottom, and the few small sales of property that took place in Fort William were of remarkable low price.

Nearly all of the half-acre lots in the town plot were assessed for \$45, and several sales actually took place at this figure.

Several lots were disposed of on Syndicate Avenue, between Victoria Avenue and the present Union Station, at a price of \$175 for 50 feet, and the tax sales held by the town of Fort William in some instances did not realize the taxes due upon the property, land frequently being sold for the cost of advertising.

The total taxable assessment had also fallen to \$891,975, or the lowest record in the city. But the pendulum had started to swing, and we find from this date onward a slow but steady growth. The population began to increase more rapidly, and within a few years we find our town rapidly improving.

During the year 1898 we have nothing of importance to record, but in the year 1899 we find that several by-laws of more or less importance were presented to the people. For instance: By-law No. 205, entitled "A by-law for granting aid by way of a free site to W. W. Ogilvie for the erection of an elevator and flour mill," and by-law No. 227 was to authorize the issue of debentures for \$25,000.00 to aid in the erection of a copper smelting establishment, and for \$50,000.00 to aid in the establishment of a blast furnace by the Mattawin Iron and Mining Company, Ltd.

Although ratified by Parliament, these latter two unfortunately failed to materialize, but in the Ogilvie

Flour Mills we have today the first and most important industrial establishment in the city of Fort William, and one which is of international reputation throughout the world. The agreement with the town of Fort William consisted of the gift of the site which cost \$25,000.00, and exemption from taxation for all except school taxes for twenty years.

From incorporation to the 1st of January, 1899, Mr. John McKellar had been mayor, without a break, for a period of seven years, and retired voluntarily after years of active, energetic and painstaking service, wishing to be relieved of his municipal and public duties to enjoy a few years of private life in store for him.

On the retirement of Mr. McKellar as mayor, Mr. C. W. Jarvis was chosen, and for the years 1899 and 1900 represented the town of Fort William in that position.

The water works system had also become insufficient, and during the year 1899 a further debenture of \$35,000 was sold in order to bring the system up to date, and further debentures amounting to \$14,000 in connection with our electric light.

In the year 1901 Mr. W. F. Hogarth was chosen as mayor, and owing to the condition of the money markets it was deemed advisable (and the "Act" respecting the town of Fort William recited that whereas the said corporation has been unable to dispose of all its debentures at par, or to realize upon them except at considerable sacrifice, owing to the low rate of interest they bear) that permission be granted to raise the rate of interest from 4 to 4½ per cent.

This permission was granted under chapter 51 (Edw. VII.), and consisted of power to extend the time for the completion of the works proposed by Edward Spencer Jenison to such time or times as the council in its discretion may determine, and of the raising of interest on by-law 196 for \$5,000, by-law 199 for \$2,000, and by-law 205 for \$25,000.

For the year 1902 Joshua Dyke was elected mayor, and events of more or less public interest and historic value were being considered almost every day.

The town had, during the year 1901, adopted the policy of furnishing its own telephone, and the plant was in

full operation in opposition to the Bell Telephone Company, in the fall of that year. It was in complete working order during the spring of 1902, and the central station, which was located in the old town hall, was giving entire satisfaction when, unfortunately, one of the telephone wires became crossed with an electric light wire and caused the fire at the town hall which destroyed the central plant and unfortunately nearly all of the records of the town; therefore the history of Fort William, from its date of "incorporation as a town" until 1902, must necessarily be recorded from hearsay information, which I have done my best to verify, and would be pleased indeed, should the Society notice any errors, to have such errors rectified before this article is filed.

The spring of 1902 promised several important undertakings, and the burning of the town hall necessarily forced the situation, and plans for a new hall had to be obtained. Rush orders for the construction of the central telephone station were immediately proceeded with, and the Kakabeka Falls development had not as yet materialized, and legislation had to be secured confirming all tax and assessment rolls, and ratifying and confirming all sales of land for taxes.

The consolidation of our floating debt, which at this time amounted to \$17,000, had to be secured, and owing to default the previous legislation secured by Edward Spencer Jenison had to be terminated, and the town was given all of the rights, under certain conditions, which were formerly given to Mr. Jenison, and a short agreement was also made between the town and the Kakabeka Falls Land & Electric Company, by which the town had the right to transfer and assign all its rights, powers and privileges in the legislation referred to, to the said company, together with the restrictions thereby imposed.

This is the first appearance in this proposition of any person or company other than Mr. Jenison and the Clergue interest, and this company eventually becomes, and secures the necessary rights which enabled it to form the Kaministiquia Power Company of today.

The population of the city had now increased to 4,793 souls, with a total

taxable assessment of about \$1,050,000.00.

The Copp Foundry was built and became an alive industry during the year 1902, and to meet necessities of the education of the youth, several schools had been erected, and a partial system of fire protection was established at West Fort William.

The year 1903 opened with Joshua Dyke as mayor, and many important municipal propositions awaiting the consideration of the new council. The chaos which was occasioned by the burning of the town hall was now nearly forgotten and the municipal matters were in the meantime settled and disposed of by legislation and otherwise.

The efforts of the Bell Telephone Company to discredit municipal telephones was, by the loyalty of the citizens, and the willingness of the subscribers to meet the inconveniences which necessarily followed this destruction by fire, easily overcome.

Once more it was found necessary to have special legislation in reference to certain matters, and we find that in March, 1903, legislation was enacted legalizing the Copp Foundry bonus, the expenditure of \$40,000 on electric lights, and the improvements to Victoria Avenue sewer; and, owing to the death of Mr. W. W. Ogilvie, legislation was necessary to enable the town of Fort William to transfer his privileges to the Ogilvie Flour Mills Company, Ltd.

It was also thought necessary that the telephone system should be handed over to the board of water and light commissioners; and, owing to certain representations which appear to have been made by friends of the Bell Telephone Company, legislation was secured forbidding either Fort William or Port Arthur to lease or sell their telephone system without the approval and consent of the qualified rate payers, and we find that in accordance with this legislation reciprocal arrangements were made, which have been equally advantageous to both towns without additional expense.

The prospects of the construction of the third transcontinental railroad, and the necessary legislation having been passed by the Dominion government, the incorporation of what is known as the Grand Trunk Pacific

Railway Company had forced us to look to them as the means to the end, but as yet the details had not been settled, nor had the terminals at Thunder Bay been decided upon.

The railway company at this time was vigorously prosecuting a survey of that portion of land lying west of Bare Point and north of Port Arthur, and it appeared almost certain that the terminals would be located at that point, but it was also quietly working for a portion of the Indian Reserve, to the south of Fort William, and the uncertainty in connection with the location was causing considerable rivalry between the two cities, and, as will be shown later on, Fort William was successful.

At the municipal elections of January, 1904, Mr. C. H. Jackson was returned as mayor, and we find that, owing to the several matters which were constantly before the town and which were not yet settled, special legislation had to be resorted to.

In the spring of 1903 the city had secured legislation repealing two "Acts" in reference to Edward Spencer Jenison's development of Kakabeka Falls, and he not being satisfied with this legislation, made a determined effort to again reinstate himself in connection with this work. He was successful, and on the 26th day of April, 1904, he secured the passage of an "Act" restoring to him the rights, powers and privileges previously conferred upon him by his two first mentioned "Acts," with a special provision in reference to the assignment of these rights, as it would appear from the legislation granted that he was only securing his previous rights for the purpose of handing them over to some other parties already known and in existence. The agreement of April 11th, 1904, was on somewhat different lines than the agreements heretofore made by him.

The price of real estate was increasing by leaps and bounds, and we find that the taxable assessment had more than doubled in the past few years; sales were plentiful, and circumstances were not rare that in order to obtain transfers of property it was necessary to register several agreements.

During the fall of 1904 the city hall was completed, and the clerical staff and different officers were assigned

to the new building, and several changes were found requisite before the staff found everything in first-class working order. But by the spring of 1905 conditions had greatly improved, and we find an almost completely new set of officers installed and the affairs of the town being conducted on strictly business lines.

The utilities of the town had grown very rapidly, and it was necessary to pass several debenture by-laws to provide the funds which were constantly being required to meet the extensions necessary.

The water works, electric light and telephone systems were all given the sums required to meet these extensions, and provision was again asked in connection with the validating and confirming of the several tax sales which took place prior and up to this time.

Land was becoming more valuable and the assessments and rates were being better paid, and the town of Fort William was apparently fast assuming the proportions which would entitle it to be ranked as a city.

The population had reached the number of 7,832 while the assessment had risen to over \$3,000,000, or three times the valuation of the year 1896, ten years before.

At the election in the spring of 1905 Mr. E. S. Rutledge was returned as mayor, and during the spring of this year legislation was secured ratifying and confirming an agreement between the town and the Grand Trunk Pacific Railway Company, by which we gave them a bonus of \$300,000 in cash, and an additional \$50,000 on the completion and construction of a bridge across the Kaministiquia River for public use in perpetuity.

The company had secured 1,600 acres out of the Indian Reservation for the purpose of its terminals, works and head offices, and the town had agreed to give them rights of certain streets upon approval by the Dominion railway board. In addition to this, exemption had been granted for fifteen years from all municipal rates, taxes and exemption (except school taxes) on all lands, buildings and structures acquired and held for railway purposes. This by-law had been ratified by a vote of the qualified electors by 777 for and 55 against, or the largest vote that had been given

on any by-law at Fort William up to this date. This constituted the basis of an agreement between the town and the Grand Trunk Pacific Railway Company, by which we secured the entrance of the third transcontinental railway in Canada, and it marked an event which placed us in a very enviable position in connection with the transportation problems of the Dominion and our future success as one of the more important cities of Canada.

It was during the summer of this year that the Honorable Sir Wilfred Laurier, Premier of Canada, visited us and turned the first sod in connection with the construction of this road.

The gross debenture debt had also increased to a little over half a million, the exact amount being \$543,567.35.

During the year 1906 we find that, owing to the growth and extension of our town, we were compelled once more to make extensions in connection with our water, light and telephone systems, and money being easily obtainable we were able to secure what we required without much trouble. Our 4½ per cent. debentures could easily be sold at or near par, and an extensive program of local improvements were being carried on to meet the growing needs of the town.

Owing to our source of water supply (the Kaministiquia River) having become contaminated, we were forced to look for new conditions, and we naturally looked upon either Loch Lomond or Lake Superior.

After due consideration, Loch Lomond was chosen, with Crescent Lake as a temporary supply, and a by-law for \$125,000 was passed, enabling us to proceed with the work.

The next obstacle encountered was the tunneling of the mountain in order to draw our supply by gravitation from Loch Lomond, an undertaking which would necessarily entail the expenditure of a large amount of money together with at least three years hard and difficult work. The initial proceedings had been settled, legislation secured and funds obtained, and an engineer appointed who was to have entire control of the work. The engineer in question was Mr. H. Sydney Hancock, Jr., C. E., who associated with him during the

initial stages of the work, Mr. F. C. Fforde, C. E., as his assistant.

The final plans having been prepared, and details of the construction settled, Fort William was enabled to secure at a cost of about half a million dollars a water works system which is unexcelled in the Dominion, and, in comparison and extent, perhaps exceeds any system on the North American continent.

Great credit is due Mr. Hancock and the City of Fort William, for their three years of hard, intricate and persistent labor, and the skill which enabled Fort William to secure the great advantage which we now possess, that of having an unlimited supply of good pure water.

For the year 1907 Mr. E. S. Rutledge dropped the position of mayor, and became chairman of the board of commissioners, which had now become a very important body, the receipts and expenditures in connection with which during construction about equaled at this time the receipts and expenditures of the municipal council of the city.

Mr. James Murphy had been elected mayor, and the assessment and population had increased to such an extent that it was deemed necessary and advisable to become "incorporated as a city."

On application being made to parliament, an "Act" was passed on the 20th day of April, 1907, by which we had now reached the height of our ambition, and became "incorporated as a city." There was at this time (and according to the records of the municipal roll) a population of 13,822, or 3,000 more than was necessary to secure the enviable position.

The "Act" incorporating Fort William as a city did not change any of the provisions by which we became "incorporated as a town," and all of the rules and regulations governing Fort William still became applicable to us as a city.

It was during this year that the statute in reference to the construction of sewers was changed, and we now find that in future all sewers constructed in the city should bear a uniform frontage charge of 11 cents per foot, without referring to the actual cost of the sewer, with special legislation in reference to corner lots.

Power was given the city to construct all private sewer connection in their entirety and charge the same against the property benefitted, in equal payments covering a period of five years.

Provision was also made for an issue of debentures amounting to \$10,000, to cover the expense incurred by the local board of health, with an additional privilege of levying a rate of not more than 4 cents per frontage foot, for the purpose of establishing a depreciation and contingent water works fund. This was found to be necessary from the excessive cost for a city of our size and population having expended such a large amount of money in connection with our water works.

Several by-laws were also confirmed ratifying and confirming the various issues of local improvement debentures, which had been neglected owing to the loss of statistics in connection therewith during the town hall fire.

It might be worthy of note to mention that power was also obtained by the city to bridge the Kaministiquia, McKellar and Mission Rivers for the purpose of making accessible Islands Nos. 1 and 2, and the Indian Reservation, and giving connection to this portion of the city. This privilege, however, was never used, as the Grand Trunk Pacific Company had agreed, and were preparing to construct, a bridge in West Fort William, and the C. P. R. was also negotiating for bridges connecting Islands No. 2.

The drinking water for the inhabitants of the city was obtained from an artesian well sunk by the town a number of years ago and proved a God-send at this particular time. The tunnel at Loch Lomond and the temporary supply from Crescent Lake was being vigorously prosecuted, but was not as yet a reality.

The assessment had increased by leaps and bounds, and we find that the assessment during the past two years had more than doubled.

The total taxable assessment at this date being \$6,326,279, the total taxable revenue amounted to \$110,570.45, or more than six times what it was in the year 1892.

Building was now very general, and we find that our city was fast assuming a solid and permanent growth,

and blocks of very substantial character, and representing a large amount of money, were springing up on all sides.

In the year 1908 James Murphy was re-elected mayor by acclamation and E. S. Rutledge returned as chairman of the board of commissioners. This was no doubt considered necessary and proper, owing to the fact that the large and important water works scheme was still uncompleted, and it was not deemed advisable to change officers while this work was in progress.

The temporary supply at Crescent Lake had been connected, but it was found that this would be at best a temporary solution in connection with this important part of our municipal requirements, and every effort was being made during the year to penetrate the mountain by means of the tunnel.

Once more it was found necessary to apply to the legislature to ask for certain legislation, and we find the city applying for an "Act" to confirm all tax deeds and tax sales that had been issued or held prior to that date.

They had also obtained, by arbitration, the power to own and control the street railway, and additional powers were required for the purpose of issuing debentures and making the necessary extensions in Fort William.

The McKellar Hospital had, up to the present, been doing a good work, but it was now found that the building was too small, and accommodations so inadequate that in order to make the necessary extensions it would be necessary to secure more money, and power was given the city to guarantee debentures to the extent of \$45,000 to secure the desired results. The name was changed also, and a portion of the original title was dropped, and was henceforth to be known as the McKellar General Hospital. Power was given to the city to purchase lands, among which was included a site for a fair ground, which site is situated on the northern limits of the town and partly in the city of Port Arthur.

But by far the most important legislation granted that year was in connection with the Fort William Car Company, which consisted of a bonus by the city of \$50,000, and the guar-

antee of 6 per cent. first mortgage bonds by the city up to \$600,000.

While this special contract was never fulfilled, yet it opened the question and directed special attention and capital to the fact that Fort William was a logical spot for the construction of this class of work, and no doubt laid the foundation for that industry which is now nearly completed, and which it is confidently expected will make Fort William one of the big manufacturing centers of Canada.

The city still continued to grow very rapidly and we find that in the year of 1908 the assessment had in-

creased until it reached the total of \$8,259,087, while the population had risen to a total of 16,242.

The debenture debt had also grown, and we find that the returns for 1908 gave us a total debt of \$2,058,205.25.

Fort William was now making history very rapidly, and to enumerate all of the principal events would be almost impossible, and besides we have passed the early stages where history is unobtainable, and it will now be extremely easy for any person to take up the work from this point. Without trespassing further upon your time and patience I will, for the time at least, ask to be excused.





MISS J. ROBIN

The Story of Fort William Mission

With a Brief Sketch of Some of Its Missionaries

MISS J. ROBIN

On the bank of the Kaministiquia River, where the mission and Kam. Rivers meet, there lies one of the historic spots of Fort William's early days. This land was at one time the Indian Reserve, familiarly known as the "Mission," for on that spot stood the church and missionaries' home; but it has now undergone many changes.

In the spring of 1905, when it was announced that the Grand Trunk Pacific were to make their terminals at the Indian Mission, the news came as a thunderbolt to the Indians, and at first some of them were inclined to be rebellious and obstinate, but with the kind, gentle influence of Rev. Father Lamarche they were easily subdued.

Old residents to whom the Mission is a dear and familiar spot will hardly wonder at the Indians leaving with regret the place they had been accustomed to call their own; for, by historical as well as religious association, these Missions visibly link them with the past of their race.

But talk of reserves to the various tribes of Indians—to tribes whose hunting grounds were nearly half a continent! Is it any wonder that the older and more thoughtful of the tribes spent their lives in sad day dreams, on the epoch when they were undisputed masters of all the Great Lakes, of all the noble rivers, of the rich woodland and of the sunny glades?

From the founding of the Fort William Mission the spiritual welfare of the Chippewa tribe here has been entrusted to the Jesuit Fathers. As appears by the ecclesiastical records, to Father Fremiot is ascribed the honor of being the first missionary who came to begin the work of founding the Mission, although other missionaries had touched our shores at a much earlier date; missionaries who during the days of the early trading posts had come from the old land to

christianize the savages on the shores of Lakes Huron and Superior; missionaries who have filled the woods and fields of parts of Canada with memories of heroism as disinterested and devoted as any that history has to record. In a letter to a friend, one of them tells how he was tired out by paddling all day with all his strength, wading the rivers through mud and over sharp rocks which cut his feet, carrying the canoe and other luggage through the woods to avoid rapids and frightful cataracts, a little pounded maize and water his only food.

Rev. Father Fremiot came to the Mission in 1848, where he was joined soon after by Father Choni, and many were the hardships they endured as they paddled their way along the shores of Lake Superior. Their sojourn at Fort William was not less painful, for in those days it was yet a region of wilderness, with no regular communication with other countries, inhabited only by the Hudson's Bay employees, traders, trappers and the Indians and half-breeds.

The next in the list of missionaries at the Mission is Rev. Dominic Du Ranquet. Sketches of his life, gleaned from missionary records, serve to show with what heroic and self-sacrificing zeal this man was endowed. Father Du Ranquet, whose family belonged to the old French nobility, was born at Chalus (Puy du Dome), France, in 1813. On April 24, 1842, he bade adieu to "la belle France," and came to Canada, where he arrived June 1st, 1842.

After a few months at Oka, near Ottawa, studying the Indian tongues, he began his long career of suffering and isolation among the Ojibways along the lakes. At that time several palatial steamers plied the waters connecting the American cities of the lower lakes, but Father Du Ranquet, being often without means, did not blush to journey in his humble canoe.

At the sight of this canoe drifting along the shores who could dream of the moral grandeur of the one it carried?

Father Du Ranquet came to Fort William Mission in 1852, before the construction of the Canadian Pacific, and during half a century he followed the Indians along the rivers and lakes of Ontario, from Nipissing to Fort William and beyond. The old missionary had several narrow escapes from drowning and starvation in his long, lonely journeys on the shores of Lake Superior in ante-railway times. Many of the facts that are still preserved by the Indians border on the marvelous.

At first many difficulties were encountered with the band of Indians at the Fort William Mission, especially with the old chief, Peau de Chat.

In the midst of all these tribulations their existence was the most miserable to be imagined, for in the old days the missionaries did not dwell in the imposing stone building with every modern improvement that we see today. Their rude lodgings, built of a convenient height, walls covered over with birch bark, the low entrance door through which innumerable mosquitoes entered and gave them no peace by night or by day, smoke the only means of keeping them at a respectful distance.

Several times the chapel and residence were the prey to flames. The first, a poor, miserable cabin which served as a chapel, was destroyed by fire; the second, a small log house of timber scarcely hewn, was also destroyed. The same with the residence. It was winter; while at dinner the Indians rushed into the house shouting, "Father, Father, your house is burning!" Everyone rushed to the scene. Bucket after bucket of water was carried from the river, but of no avail. Nothing was saved. First the log cabin and then the log chapel were doomed to flames. We read how the Rev. Father Choni described to a friend their mode of living, fish and game their only food, potatoes only at rare intervals, and these dishes always cooked without salt or seasoning of any kind. Father Choni admits with a smile that these were not always agreeable to the taste, but not a word or murmur of complaint ever crossed Father Du Ranquet's lips.

Once in the fall two of the Indians made the trip to Sault Ste. Marie to procure flour that the Father might have bread during the winter. To the present generation this may seem an exaggeration.

Father Blettner was the next missionary to come to the Mission, arriving here in 1874, remaining until his death on January 30th, 1882. He exercised for several years the office of Superior. Father Blettner was a man of superior talents and held several important offices before coming to Fort William. But here at the Fort William Mission this man, endowed with so many brilliant talents, was to end his long, useful career. During the last years of his life he was constantly an object of admiration to all those who saw with what courage, zeal and ardor he continued to work for the glory of God, notwithstanding his infirmities.

The Rev. Joseph Heberts, succeeding Father Blettner at the Mission, did great work in educating and civilizing the Indians in this district. During his residence as Superior of the Mission he built the stone buildings which now stand. He died at the Mission of Fort William, where he had spent many years for the spiritual and temporal welfare of his loved Indians, and his remains were laid in the church yard beside his brother missionary.

Father Specht, who was ordained at the Mission and well known to old residents, was at the Mission at the time of Father Hebert's death. Succeeding Father Hebert, each in turn, were the Rev. Father Beaudin, Father Nadeau and Father Lamarche. Father Lamarche was Superior here until September, 1907, when he was called by his Superior to the Missions of Lake Nipigon. He was ably succeeded by the Rev. Father Dugas, who for many years followed faithfully and with untiring zeal the Missions of Lake Nipigon.

The Orphanage at the Mission.

Among the religious who have labored hard and faithfully to instruct and educate the Indians here, special mention must be made of the good Sisters, the "Daughters of Mary," composed of Sister Josephine Martin, Superioress; Sisters Tellier, Nagle

and Madden, who came to the Mission in the fall of 1870 and opened one of their homes. In a short time they had gathered in quite a houseful of little waifs and orphans. Hard were the struggles to give these orphans food and clothing, for the Mission was poor and the remuneration received from the government was small. The Sisters met with many difficulties and had to shoulder more than one burden. They bore it all very patiently, however, and little by little, as their work and devotedness became better known, they won of all who had the happiness of coming in contact with them, the admiring respect almost amounting to adoration.

Governor John McIntyre, who was factor to the Hudson's Bay Company at the Fort, was extremely kind to those in charge of the orphanage. Among others who showed marked kindness to the Sisters were Dr. T. S. T. Smellie and the late John McKellar. Dr. Smellie is one of the pioneer physicians of Fort William. The doctor had many a weary, cold tramp through deep snow, visiting his various patients, scattered here and there through the country.

Some of the old residents who attended the Mission church still remember Sister Josephine Martin, Superioress. Her gentle face was quite a study as she sang the Indian hymns, her right hand in motion as though an instrument were before her (there was no organ in the church in the early days). Later on, during the construction of the Canadian Pacific, Sister Nagle could be seen visiting the various camps along the line, soliciting subscriptions for the support of the orphanage and to enlarge the building, which had grown too small for the number of orphans, who were continually knocking for admission under their loving care and protection. Therefore Sister Nagle, on her "begging errands," was always generously and cordially received. In those days was built the convent that was burned down with the church and priest's residence during the fire of April 10th, 1895. For when the stone building was built the old frame residence of the Fathers had been left standing beside the church, and stood there as an old landmark of earlier days.

After fifteen years of untiring zeal

and labor they were recalled by their general Superioress, who lives in Paris, France. On the day appointed for leaving, Father Hebert, accompanied by the Brothers of the Mission, a number of Indians and some white people, went to the convent to bid the sisters farewell. An address was then read, in both English and Indian. Everyone expressed sincere regret at parting, and Sister Martin in a few words thanked the assistants. The Sisters affectionately shook hands with everyone present and were accompanied by them to the Steamer Kakabeka (then plying the waters between Fort William and Port Arthur where the final farewell took place).

The Daughters of Mary were succeeded in the good work by the Sisters of St. Joseph, who opened up their Mission House in 1885. Their maternal care towards the orphans and their labor of love and mercy was carried on among the Indians, until they too were compelled to make way to the demands of the Grand Trunk. They consequently opened up an orphanage and boarding school on Franklin Street; but of the Sisters of St. Joseph we will not dwell longer. Their constant efforts to instruct and educate young girls is well known to the people of this vicinity, who know how to appreciate true zeal and devotedness.

But alas! Many changes have taken place since the beginning of our story. The Jesuit Fathers and Brothers have gone, their many acres of cultivated lands have been abandoned. The little, neat, white church which at one time stood between the convent and priest's home, was torn down to be rebuilt at Squaw Bay—now called Mission Bay. How peaceful and quiet that small church seemed, as its bell pealed forth on Sabbath mornings, reminding its members of the reserve and whites from across the river of the hour for worship, for many were they who wended their way thither. The Indians have all deserted their old homes, and at the call of the white man have fled to new homes, some at the foot of Mount McKay, the remainder at Mission Bay. The Sisters were the last to leave, thus breaking the last link and old associations of our dear old Mission, for even the dead were removed. The

cemetery, which lay back near the convent, where slept the dead for many years, was removed—the Indians to Mission Bay, and the few whites whose relatives still resided here were claimed by them and removed to this side of the river.

* * * * *

It was spring and I stood on the banks of our noble Kaministiquia, watching with a pang of regret (for those old landmarks are dear to the hearts of old-timers) the many changes going on across where a short time before stood the trees in the field beyond, with Mount McKay in the background, where the river banks were once clothed to the verge with rich woods that put forth their young foliage reflecting in the quiet waters below as though through a mirror. But alas! Our beautiful scene has all vanished. The trees had all been felled and there lay a vast bare field. How changed it seemed! Even the

birds of the air seemed to feel the desolation and dreariness of the landscape, for they could be heard in the distance plaintively calling their mates.

But months have elapsed, and we look on with wonder at the wonderful changes still going on. The venerable stone building for so many years the home of the Jesuit Fathers, is now occupied by officials of the G. T. P. In a few months more will be seen on that land the extensive works of the G. T. P.

The historic ground is now covered with elevator, coal docks, freight sheds and tracks. The Mission River is now dredged out to admit the large lake vessels which come in our harbor, and on its banks, and on the Kaministiquia, will be built miles of docks, for the Grand Trunk Pacific, like the Canadian Pacific, will make Fort William the terminal of their northwest grain transportation company.





S. M. Keller

History of the Post Office and Early Mail Service

DONALD MCKELLAR, Esq.

Fort William was an important place one hundred years ago, as the following extracts denote:

La Houtain's *Memoires* say: "At some seasons of the year no less than 3,000 traders, trappers and their families were assembled at Fort William, which had become the chief entrepot of the Northwest fur traders."

From the Rev. Dr. Bryce's book on Manitoba, Mr. Frencechere says: "In 1814 Fort William had really the appearance of a fort, from its pallisades fifteen feet high, and also of a pretty village from the number of buildings which it encloses. In the middle of a spacious square stands a large building elegantly built, in the center of which is a room 60 feet long by 30 feet wide, decorated with several paintings. It is in this room that the agents, clerks and the interpreters take their meals at different tables. At each end of the room are two apartments for the partners in the principal factory of the Northwest Company."

In 1816 Lord Selkirk, with his noted De Murons soldiers, 250 in number, landed and took possession of Fort William, making prisoners of the officers of the Northwest Company—McGillivray, McKenzie and Fraser—and sending them as prisoners to York and Montreal because of the massacre of Governor Semple and the Red River settlers. Lord Selkirk wintered in Fort William and in the following spring continued on to Red River to restore and help the suffering colony.

In 1821 the Northwest Company amalgamated with its only rival, the English company, which had operated from Hudson's Bay under the name of the Hudson's Bay Company.

After the amalgamation of the companies, strife subsided and the place was governed by regal authority by the factor in charge. Governor Mc-

Intyre, now of Fort William, was the last officer in charge.

From the foregoing we can see that there must have been a large trade in Fort William even in the early days. The nature of the trade at that time was different to the commerce and the traffic of the present.

Thousands of dollars are now spent in the maintainance of industrial bureaus, advertising our special features in the press, endeavoring to acquaint the world with the natural resources we possess. With these old fur traders it was different. In order to keep their business on a paying basis, they had to keep all knowledge of the resources of the country from the outside world, for if the settlers started to open up the country, such as mining, lumbering and farming, the fur animals would soon disappear and the trade would be ruined. We all know that there are no means by which knowledge will be spread more than by the postoffice and mail service. We can readily see that this mail service would be strictly private with the old fur traders. Therefore we find but very little mention of it in the history during their time.

Naturally they would use all their influence to prevent their employes, as well as the Indians they traded with, from giving any information to the outside world regarding the minerals, timber or soil that would be likely to attract attention. All that they could do, however, could not prevent civilization from pressing on. The valley of the Kaministiquia became known. In 1860 the government had the townships of Neebing and Paipoonge, and also the town of Fort William, surveyed and put on the market.

We are indebted to Wm. Armstrong, our postmaster, for the following information regarding our first postoffice:

"Ottawa, April 11, 1913.

"William Armstrong, Esq.,

"Postmaster, Fort William.

"Dear Sir:—I hope my delay in answering yours of the 28th ult. has caused no inconvenience. I could have told you at once the date of opening and name of the first postmaster, but hoped to be able to give you particulars of the service. I am sorry that I have not this information even now, though I have gone through the reports of that period.

"The office was opened on the 1st of June, 1860, with Robt. McVicar as postmaster. It was doubtless served during the summer by steamer from Collingwood, but how during the winter I do not know. An additional note I came across regarding Fort William is that of 1858, before there was a postoffice there, arrangements were made to serve the Red River settlement through Canadian territory. In summer the mails for the settlement were taken from Collingwood to Fort William, and thence conveyed by canoe or other means to Fort Garry. The service was twice monthly. I hope this may not be without interest to Mr. McKellar. Please give him my regrets that I am unable at the moment to answer his inquiries completely.

Yours truly,

"W. SMITH."

The government record does not show that there was any arrangement made for the winter service, but the people here must have had an understanding with the American mail carriers to bring the Canadian mail as far as Pigeon River (or the American boundary) and then send their own carrier from here to meet him and bring the Canadian mail to Fort William.

In 1846 a Montreal Company undertook to work a mine on Spar Island, which is situated about thirty miles southwest of Fort William in Lake Superior. In their workings they secured some very fine samples of native silver, but owing to the imperfect transportation facilities of that time, and other causes, they had to suspend operations. This discovery of silver became known to the mining men around Lake Superior, and as soon as the country commenced to open up, prospectors came in and the silver was found on the mainland in many

places, as well as on the islands along the lake shore. Some of these discoveries became large producing mines and added millions of dollars worth to the world's supply of silver.

The influence of the fur company to prevent settlers coming into the country soon vanished before the great rush, and prospectors roamed through the woods looking for silver, and in so doing discovered the great timber belts, and the beautiful fertile valleys that abounded in the district. Settlers of all kinds soon followed.

In the summer of 1871 a number of the large mines were opened, which brought hundreds of people into the country. While the boats were running the mail service was satisfactory, but when navigation closed the trouble commenced. The Canadian mails were not coming to Pigeon River as usual. All our mail carriers could find out was that the Americans said there was too much mail to handle expeditiously. Our people were getting desperate for it was now mid-winter and no mails. A meeting was called and it was declared that someone must go to Duluth, to find out what the trouble was. Your humble servant was the victim. It was arranged that I should take five Indians. I can assure you that it was not a very pleasant trip to undertake. It meant 400 miles on snowshoes, there and back, along the north shore of Lake Superior, which is noted for being a rough and rocky coast, comparatively a wilderness. I had hopes that the ice on the lake would be in a condition to travel on it. If so it would save much hardship.

The citizens' committee prepared telegrams to be sent to Ottawa, and a number of Americans largely interested in the silver mines, who were here for the winter, prepared telegrams to be sent to Washington, each urging their respective governments to have their mails forwarded. The Indians and I completed arrangements and started. We found the ice very good for traveling to Pigeon River, but from there on the lake ice was floating, so we had to take to the shore, through the woods, until we arrived at Grand Marais. That night the wind turned off land and moved the ice out from the shore, leaving a clear sheet of water, permitting a rowboat to be used to good advantage. This we pur-

chased from one of the citizens. We started early the next day and made thirty miles before night. Next morning the ice was again piled up on the shore. We had to take to the woods, and two days later arrived at Beaver Bay. Here we found quite a settlement. The Wieland brothers had a large sawmill and fine store at this point. When we told Mr. Wieland that we came for the Canadian mail, he said: "I have the contract for carrying that mail. I took it some years ago when there were only two or three letters and perhaps one or two papers each trip. This was not very much to take along with the Grand Portage mail that I had to carry anyway. I only asked a few dollars a trip. I never expected that the mail would increase the way it has. It would be ruinous for me to carry it now at the price I am getting. Look into this room and see the number of bags I brought here, but I could not send them on."

I proposed that we send four of my men back with the mail that was here, and asked Mr. Wieland to come up to Duluth and we would see what could be done there. Duluth is about fifty miles from Beaver Bay. We took my one Indian and started, being obliged to take the trail through the woods and over the hills.

We arrived in Duluth in two days, went to the postoffice and found one of the rooms there filled with Canadian mail bags. The postmaster said that he did not know what to do with them. I sent my dispatches off to Ottawa and to Washington. In three days the postmaster received orders to forward all Canadian mail without delay, at any cost.

We were busy the next two days getting mail carriers away with the mail. On the third day we started for home, and had to take four Indians along with my man (Louis) to carry all the mail that was left.

It was now near the end of February. The weather had been very cold—20 to 30 below zero a number of times—during the last ten days. We hoped for a good trip, for we expected that the ice would be frozen solid along the shore by this time. In this we were somewhat disappointed. We found the ice frozen solid

enough, but in many places it was so rough that it was almost impossible to walk on the great cakes of ice piled one on top of another, in every shape, so that we had to take to the bush more than we wanted to for there the snow was three or four feet deep. After a very hard tramp we arrived home safe and sound, thirty days from the time we left.

The mail service from this time was once a week during the winter, and gave good satisfaction until the Canadian Pacific Railway was completed.

The following two letters add some interesting information to the above article:

Office of the Dominion Archivist,
Ottawa, May 9th, 1913.

Dear Sir.—Replying to your favor of 30th April. Enclosed please find information requested, which I think is what you want.

Yours truly,

WILLIAM SMITH.

D. Mackellar, Esq.,
Fort William, Ontario.

Enclosure (re Postmasters).
No. 1.—Miss C. McVicar, appointed 4th August, 1864.
No. 2.—Miss V. McVicar, appointed 14th June, 1895.
No. 3.—A. D. Sutherland, appointed 21st November, 1899.
No. 4.—William Armstrong, appointed 25th May, 1907.

Ontario Branch of Lands, Forests and
Mines—Survey Branch.
Toronto, May 5th, 1913.

Dear Sir:—In the absence of the Director of Surveys from his office, I have to acknowledge your letter of the 30th ult., asking for information regarding survey of the townships of Neebing and Paipoonge, also the town of Fort William.

I find that the plan of the township of Neebing is signed by Thomas W. Herrick, dated July 10th, 1860. The islands at the mouth of the Kaministiquia River, called Neebing additional, were surveyed by Thos. O. Bolger, in 1875.

The plan of the township of Paipoonge is signed by Thos. W. Herrick,

July 10th, 1860.

The plan of the town of Fort William is signed by Thos. W. Herrick,
July 10th, 1860.

Hoping this information is what you

require, I am,

Yours truly,

L. V. RORKE.

D. Mackellar, Esq.,

Fort William, Ontario.



DONATIONS.

Waterloo Historical Society—Annual report.

Brant Historical Society—Annual report.

Mr. J. J. Wells—One pamphlet, "The question of the terminus of the branch of the Pacific Railroad on the North Shore of Lake Superior, showing the advantages of Thunder Bay over Nipigon and other points, 1874." One bond for the "Prince Arthur's Landing & Kaministiquia Railroad Company, 1877." One map of the original survey of the Canadian Pacific Railroad.

Mr. C. N. Bell—Papers, as follows: Statement of Servants' Account, Fort William, 1834. Distribution List, Fort William, 1836. Articles in Use, Fort William Establishment, 1836. Packing Account, Michicopton, 1828. Articles for Moose Factory, 1828. Sundry Supplies, Michicopten, 1828. Letter

from Simpson to John MacIntyre, 1859. Six letters from F. Sheppard to J. Mackenzie, 1846. Thirteen letters from T. C. Childes to same, 1846 and 1847. Letter from A. Bethune to D. Macintosh, 1836. Letter from John Swanston to H. Mackenzie, 1843. Five letters from W. N. Macleod to Mackenzie, 1846 and 1847. Letter from L. D. D. Larondez to John McIntyre, 1859. Spaniards' Account Current with Fort William Trading Establishment, 1831. Official communication to C. G. Keith. Circular letter from John Swanston, 1844. Letter without name, relating to early postal service between Michicopton and Fort William, 1858. Memo. regarding supplies. Order from F. Sheppard for supplies for one "Louis, an Indian," 1846.

Mr. Peter McKellar—Framed photo of S. J. Dawson.

The late Mr. R. M. Hamilton—Photo of old fort.

HONORARY MEMBERS.

William Smith, Ottawa.

L. V. Rorke, Toronto.

OFFICERS FOR 1913-1914.

Hon. President—Major S. C. Young,
Mayor of Fort William.

President—Mr. Peter McKellar.

1st Vice-President—Mr. J. J. Wells.

2nd Vice-President—Mr. A. L. Russell.

Secretary-Treasurer—Miss M. J. L. Black.

Executive Committee—Dr. Oliver, Miss Stafford, Miss Belle Dobie and Mr. W. J. Hamilton.

Auditors—Mesdames George A. Graham and F. C. Perry.

MEMBERS.

Mr. and Mrs. L. R. Clarke.
Mr. and Mrs. Peter McKellar.
Mr. and Mrs. Alex. Snelgrove.
Capt. W. Roland.
A. A. Vickers.
Mr. and Mrs. A. L. Russell.
Douglas Kerr.
Miss C. C. Grant.
Miss Stafford.
Mr. and Mrs. John King.
Mr. D. McKellar.
Miss Mary McKellar.
Rev. H. Hull.
Mr. and Mrs. F. C. Perry.
Mr. and Mrs. Alex. Calhoun.
C. Fregeau.
Mr. Ralston.
Mr. and Mrs. J. J. Wells.
Dr. E. B. Oliver.
Mr. and Mrs. A. D. LeMay.
Mrs. Deacon.
Mr. and Mrs. W. J. Rapsey.

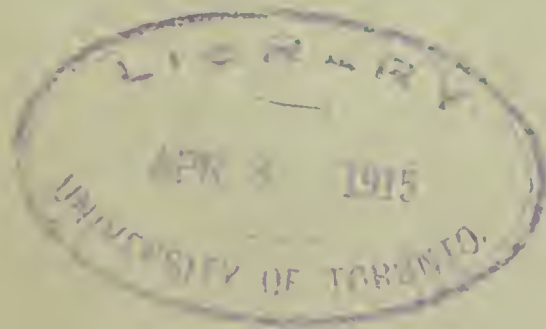
G. R. Duncan.
Dr. Black.
Miss Black.
Mr. and Mrs. G. A. Graham.
D. Smith.
Mr. and Mrs. W. J. Hamilton.
Mr. and Mrs. McIsaac.
The Misses Livingston.
Alex. McNaughton.
J. Ritchie.
Mrs. G. H. Slipper.
John Morton.
Mr. N. L. Burnette.
Dr. M. B. Dean.
Mrs. Lee.
Mr. and Mrs. E. Wocker.
Mrs. J. Mackay.
Mr. and Mrs. G. McEdward.
Mrs. D. M. Mitchell.
Mr. Wm. McCall.
Mr. J. T. Horne.
Mrs. Wink.
Mr. and Mrs. H. G. King.



THE LINES OF JOURNAL

The Thunder Bay Historical Society

Fifth Annual Report



PAPERS OF 1914



The Thunder Bay Historical Society

Fifth Annual Report



PAPERS OF 1914



The Thunder Bay Historical Society

Officers

Patron	-	-	Mayor S. C. Young
President	-	-	Mr. Peter McKellar
1st Vice-President	-	-	Mr. J. J. Wells
2nd Vice-President	-	-	Mr. A. L. Russell
Secretary-Treasurer			Miss M. J. L. Black

Executive Committee

Dr. Oliver	Miss Stafford
Miss Belle Dobie	Mr. W. J. Hamilton

Auditors

Mesdames Geo. A. Graham, F. C. Perry



Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

PETER McKELLAR, Esq.

Fort William, Nov. 27th, 1914.

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

I wish to make a few remarks regarding our present standing.

Although we are not making great progress in increasing our membership, we are doing well in other respects. We have gathered, in the annuals, over thirty valuable papers on original pioneer matters, such as relate to voyageurs, home narratives, railway and shipping transportation, mining and mail matters, journalism, militarism, libraries, sanitation and municipal affairs, and general local controversies.

We are now engaged in a very important work—the erection of a granite monument on which will be engraved a chronological history of the Canadian fur-traders from the early days, relating more particularly to the Thunder Bay District (see the Souvenir). The Tablet is being placed on the plot of land which occupied the enclosure of the old North-west and Hudson's Bay Companies' Post. It will stand at the intersection of McIntyre and McTavish Streets, as near the Kaministiquia River as practicable. The concrete foundation with the granite base is now in place. The polished Tablet is being engraved by Mr. Gladstone in Fort William. Were it not for the commencement of this appalling European War, we would have had the monument completed and in place before now. The work will cost about fifteen hundred dollars, and it is being erected through voluntary subscriptions. We have received about three hundred dollars now, although we have not opened the real canvas, on account of the unusual strain on the people to meet so many patriotic demands. The contract was let and the work begun before the war started; now we do not expect to have it completed before next May.

Our publications have been sought after, and this year our Society has

been invited to join the Louisiana Historical Society of New Orleans in celebrating the centenary of the "100 years of peace." We have also been honored with letters from several societies asking for copies of our publication, as from the

Washington Congress,

State Society of Wisconsin (of Madison),

Western Reserve Historical Society of Cleveland, and

Yale University Library of New Haven, Connecticut.

Miss Mary Black has mailed to them copies of the Annuals, also the Souvenir. We have received some of their publications and expect more.

Mr. Neil McDougall was Superintendent of the first telegraph lines built in this Western country, and has kindly sent us copies of the first telegraphic messages which passed over these lines, with dates and other information. He has also offered to present the Society with the originals.

Mr. W. A. Matheson, barrister, has presented us with the original Government papers relating to the formation of the Fort William Board of Trade.

I am pleased to present to the Society a framed photograph of the Hon. A. McKellar, Commissioner of Public Works, who let and inspected the first contract work in dredging the Fort William Harbor in 1873.

We have a comfortable room in the Public Library to hold our meetings, and are also supplied with a safe place wherein to store our books, photographs, curios, etc., through the kindness of Miss M. J. L. Black, City Librarian.

In closing I wish to express my sincere thanks to the officers and members of the Society, but more particularly to Miss Black, Secretary-treasurer, and to those who have contributed papers.

PETER McKELLAR.

President.



MISS M. J. L. BLACK

Secretary's Report, 1914

MISS M. J. L. BLACK

Fort William, Nov. 27th, 1914.

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

I beg to present the following report
as secretary of our Society:

During the year there were held six
regular meetings, including the one of
this evening, and two special meetings
of the executive. The gatherings were
all of a most entertaining and instruc-
tive nature.

Eight letters were received during
the year from officials of various his-
torical societies, usually requesting
copies of our annuals. These were all
attended to, copies of our reports be-
ing sent to the following: Department
of Education, Toronto; John H. Coyne,

J. W. Congdon, Library of Congress;
State Historical Society of Wisconsin;
University of Toronto; Ontario His-
torical Society; W. Smith, Ottawa; L.
V. Rorke, Toronto; Brant Historical
Society; Waterloo Historical Society;
C. N. Bell, Winnipeg; C. C. James,
Toronto; Clarence Warner, Napanee;
Public Library, Toronto; Yale Univer-
sity Library, and the Louisiana His-
torical Society.

We have twenty-four paid up mem-
bers, and three honorary members at
the present date, with twenty or more
who are in arrears.

All of which is respectfully submit-
ted.

M. J. L. BLACK.

TREASURER'S REPORT

RECEIPTS

1913.	
Nov. 28—Balance in bank.....	\$115.75
Nov. 29—Membership fees (Mrs. Graham, Mr. Horne, Mr. and Mrs. King, Mr. Vickers, D. Mc- Kellar, Miss Stafford, Mr. and Mrs. Perry, Mrs. Sherk, Mr. and Mrs. Russell)	10.50
1914.	
Jan. 31—Membership fees (Mr. and Mrs. McKellar, Mrs. Lee, Mrs. Wock- er, Mrs. Wink, Mr. and Mrs. H. King, M. Black)	7.00
Feb. 28—Membership fees (D. Smith)	1.00
May 1—Membership fees (Miss Dobie)	1.00
June 13—Membership fees (G. R. Duncan)	1.00
Sept. 25—Membership fees (Dr. Oliver)	1.00
Sept. 25—Donation for tablet (J. King)	25.00
Sept. 28—Donation for tablet (McKellar Bros.)	100.00
Sept. 29—Donation for tablet (H. B. Co.)	100.00

Sept. 29—Donation for tablet (Mr. and Mrs. G. A. Graham)	50.00
Nov. 21—Government grant	100.00
Nov. 25—Donation for tablet (W. R. Berford)	5.00
(W. Stevenson)	5.00
(D. Smith)	5.00
(J. Manion)	5.00
	<hr/>
	\$532.25

EXPENDITURES

1914.	
Jan. 22—50 copies of Times- Journal	\$ 2.50
Printing and cut of tablet	14.05
Feb. 28—Typewriting (Miss Mc- Donald)	3.00
April 12—Printing annuals	107.00
Sept. 25—Printing souvenirs	31.50
Oct. 26—D. Gladstone (tablet)	150.00
	<hr/>
	\$308.05
Balance in bank	224.20
	<hr/>
	\$532.25

Audited and found correct.

M. ROSS GRAHAM,

K. PERRY,

Auditors.



MISS BELLE DOBIE

Pioneer Women of Port Arthur and District

BY BELLE DOBIE

When the writer undertook to gather information concerning the earliest pioneer women of Port Arthur, the interest in the visits alone was a revelation. It was a study in the value of leading a busy life, if nothing else. Some of the older pioneer women were sewing mats, knitting or patching quilts, and doing various other work. Port Arthur can safely say, too, that her pioneer women possess the most vivid memories. We should not call them "old" pioneers, for, indeed, all are engaged more or less today in the activities of the modern times. In some cases it was interesting to look upon a few, to prove that history does repeat itself, when I saw the quilts being patched in the same old basket patterns, and crazy work designs, that are today much sought after. Those old designs were used, they told me, forty, fifty years ago, and today are known as the "arts and crafts" designs. In one case I met a dear friend I had not seen since I was almost a child. Her interest in me and mine in her, became intense. It made me feel that we do not quite appreciate our pioneers in the right spirit, when so much interest is overlooked almost at our door. The accompanying contributions by earlier residents show many phases of the social life, and its inconventionality, especially when the dusky maidens stole kisses from the bachelors and others on New Year's Day.

Mrs. William Nettles

One sweet old lady, feeble only in physique, could tell everything mentally, but from weakness of speech had great difficulty in making herself understood. In order not to tax her strength too much, she was not ques-

tioned very often, consequently her reminiscences will be short and to the point. The one in mind is Mrs. William Nettles, who in her old age is receiving the very greatest attention, being cared for by a trained nurse. She arrived in Port Arthur, then "Prince Arthur's Landing" in the early seventies, by the steamer Chicora. At that time the passengers were landed by means of small boats. She spent her first Christmas in a small house situated on the ground now occupied by St. Joseph's Convent. She remembers quite clearly a man, by the name of Martin Teskey, who walked all the way to Fort William to attend mass when Father Baxter was in charge. Mr. Teskey was a neighbor at that time employed on the erection of the Catholic church which was partially destroyed by fire. Her husband, Mr. William Nettles, who died about fifteen years ago, was a member of the Catholic church. Her only daughter, Kate, died over twenty-five years ago, which was a great grief to her, as was her son, Alex. Nettles' death, which took place seven years ago. The nurse in charge, Mrs. Burns, describes Mrs. Nettles as the loveliest, sweetest and most patient of old ladies with never a murmur. In age she is well over ninety, and informed the writer that she was quite prepared and happy over the thought of being called to the other world at any time. "I have a clear conscience," she said.

Old Time Parties

"Old timer" tells of many funny happenings but suppresses several of the funniest as they might seem "too funny," for the present day conventional social life. She spent the winter of 1879 in Prince Arthur's Landing and since then has never spent one out of it. She probably, and without a doubt, has seen more changes; entered into more pioneer happenings than most of people. She says: "Rev. J. K. McMorine of St. John's

church, later of Kingston, preached the Christmas sermon, December 25, 1879, Miss Jennie Laird (first wife of the late G. T. Marks), was organist in the choir. In the evening a family union with a few other friends composed a jolly dinner party at the home of Mr. and Mrs. Thomas Marks, the home since was burned down, being situated on the vacant lot adjoining the Port Arthur club, on St. Paul street. In the party were Maria Wiley (Mrs. W. H. Plummer), Miss Kate Marks, Mr. George Marks, Mr. Harry Wiley, Mrs. Andrew Wiley, Mr. Lynn Wiley, Mr. Fred Jones, Mr. Phil Coulter, Col. Ray. The evening was spent in music, anecdotes, and the usual Christmas merriment. The principal amusements in those days were skating, snowshoeing, teas, and driving parties, generally started by Mr. Phil Coulter, who did the "verbal invitation" part, and the ladies the rest. The latter supplied spoons, forks, table cloths and other articles necessary. They often drove to Fort William to the McIntyre home, or the first McKellar home, where a dance was indulged in. It was no trouble getting up impromptu parties in the days mentioned, especially on New Year's. I received the first New Year's Day, and had as many as fifty callers, among them being John McKellar, W. F. Davidson, Peter McKellar, W. J. Clarke, W. C. Dobie, Robert Maitland, D. F. Burk, W. H. Laird (New York), Robert Laird, W. H. Furlonge, C. E., Jim Woodside, Wiley brothers, R. M. Pratt, J. P. Donnelly, George Kennedy, Col. Ray and many others. Many will remember Mrs. Donnelly and her hospitable family, who kept open house, another neighbor being Mrs. Mary Munroe, a Scotch lady, sister of Mr. Maitland, who kept a boarding house, in a log building that in these days would be coveted by many for its quaintness and comfort. She made a home for the "homeless grown-up waifs" as they called themselves. One of her special preparations at Christmas was a large round of pickled beef. She always had this in readiness for lunch for the boys. In these days dressmakers were scarce, and all the women and girls made their ball dresses and other apparel. The life in the days mentioned was truly unconventional and enjoyable."

Mrs. Thomas Woodside

We came to Prince Arthur's Landing in the month of July, 1883, the year we built the foundry and iron works. This was then a busy, noisy village, no vacant houses to be had. In nearly every home boarders or lodgers were kept. We were very fortunate to find our room ready for us in the old home with Mother and Father Woodside, where we stopped until November, and then an old friend, Mr. C. Farrar, moved down the line to the C. P. R. construction camps and we rented their home on Ambrose street. We were glad to be there as it was so near to our shop. Times were quite brisk in those days too, everyone, apparently eager to catch every dollar. Sometimes one felt there was hardly time to live. I was often very lonely and only for my good old neighbor, Mrs. Mayes, who lived next door, I would have been much worse, for my husband worked till late every night. The first winter was a real severe one. There were only a few days when the thermometer registered as high as zero. The mails that year from the east came by way of Winnipeg. Before that it came across the ice by dog team from Duluth. It was an extra welcome sight to see a letter, as they were so often delayed in those days. There was no such thing as three mails a day. About our first Christmas here, all the Woodsides then living here had a family gathering. There were Father and Mother Woodside, Mr. and Mrs. James, John, Annie, Mary, Bessie and my husband (Tom), and myself and our baby girl, seven months old, who was the most important one apparently in the gathering. For dinner we had roast goose and chicken. The latter was the pick of the well cared for flock which was mother's delight. The vegetables we always knew were the best in the village, as father's garden was the admiration of all the passers-by, and his special pride. Weeds were not allowed to live there. We spent the day through looking at pictures and magazines and listening to interesting tales of adventure and experience, told as only father could relate of the early days, when all the villagers knew one another. After all, that which made great men and women in the past was the unconsci-

ous education of tales and stories told around the family circle. When books were discussed and changes and events talked over, far weightier questions were debated around the family fireside and threshed out thoroughly. Christmas gifts were freely exchanged but a simple card or small gift was much prized then which now would not be thought worth carrying home. How time changes as it flies by, and none seem more happy than we were just thirty years ago.

Ada Whitlaw (Mrs. Thos.) Woodside.
December 5, 1913.

Mrs. Hugh Jones

Another pioneer not often met by the earlier, or even the more recent arrivals in the country, owing to delicate health, is Mrs. Hugh Jones, who settled in the Thunder Bay District in 1873. Mrs. Jones' maiden name was Agnes Jameson, hailing from Edinburgh, Scotland, later to meet her fate at Bruce Mines.

In company with her husband, who is still hale and hearty, she left Bruce Mines by the steamer Manitoba (long ago a wreck) for the Landing. She had no thrilling experience in the way of storms, but in those days men, women, children, cows, horses, sheep, pigs or any other animal of fancy took passage on the same boat, there being no other alternative. Later on after Christmas, which was spent quietly, Mr. Jones went out with the Wolseley expedition in company with James McDougall to build barges which afterwards plied backwards and forwards on Lake Mille Lac.

Mrs. Jones is the mother of eleven children, also mother-in-law of Mr. Gurney, city treasurer, and lived in a house for years on the hill near Wilson street, and later in the house, now used as a billiard room and peanut stand at the corner of Cumberland and Pearl streets. Mrs. Jones, as all other pioneers, told of the visits of the Indians on New Year's day, sometimes terrorizing the women and children. She resides today on Argyle street.

Mrs. Annie J. Barrie

(Written by Mrs. Barrie).

In the year 1880, the last boat left Prince Arthur's Landing, November 12, leaving a small band of less than

four hundred persons in the little village, without communication with the outside world except by dog train via Duluth. The mail was carried by Indians along the north shore of Lake Superior and was due Sunday morning. Needless to say if the mail as carried by "Joe" was late, the churches were poorly attended in the morning. Christmas came on Sunday that year. The churches (at that time three in number) and the Presbyterian lecture room ladies had been busy making ready for their annual sale of work, and gay and happy times we had at our sewing meetings held at the homes of members, with refreshments served after. The Methodists held their bazaar on Christmas eve, and was followed by supper, and a concert. The entertainment was held in the town hall which was destroyed by fire a few years ago. The ladies served a good meal and the concert was taken part in by nearly all the local musicians, later going up the hill to St. Andrew's church, where Mozart's Twelfth Mass was being sung by a quartette choir, Mrs. Ryan, a C.P.R. contractor's wife, with a beautiful voice, taking the leading part, Miss Jean Donnelly (now Mrs. Fred Jones), Mr. S. W. Ray from the English church, and Mr. P. S. Griffin from the Methodist church. The music was good and would equal anything we hear in the churches today. The night was cold, but home with friends, hot coffee, and Christmas cake and a merry time made us forget a little thing like a cold night. It did really seem colder in those far away days. Christmas morning the Methodist choir gave a service of song, the music taking its tone from the Christmas season. Three members of the choir are still living in the city of Port Arthur, namely, Mr. W. S. Beaver, Mrs. Thomas Penfold, and Mrs. A. J. Barrie, organist, the two latter being at that time the Misses Harvey. Dinner was taken with Mr. and the Misses Penfold, and greatly enjoyed, as was the pleasant evening that followed. New Year's Day was celebrated on Saturday, December 31. All the ladies were at home waiting to receive and had their baskets at the door for "cards." It was rather an ordeal to have great sleigh loads drive up, rush in for a mouthful of cake, a drink of coffee and say good bye. In a moment they were gone, so many

calls had to be made. They always visited the "River," as Fort William was known in those days. Our twin city, Fort William, was then a Hudson's Bay post, with the block houses and stockade still in use, and only a few families living there. The gentlemen calling on foot were inclined to take their duties more leisurely. The boys from my brother's office (J. W. Harvey's Thunder Bay Sentinel) called themselves the "hungry club" and made good their name. That evening the gentlemen gave an impromptu dance in the town hall, the ladies receiving during the day, being the guests. The ladies also provided the music for dancing. The Monday following the gentlemen received, Mr. A. W. Thompson, Judge Laird and the Wiley brothers in the "Wigwam," as the place was called, which stood on Water street south. It was most amusing to the ladies to hear their words of Saturday repeated. They were chiefly "weather, coffee, cake, the dance, oh, why such haste." Looking backward I can safely say "that" was the nicest winter spent on the

Bleak north shore with its legends old,

And store of wealth as yet untold,
Standing there like a sentinel brave,
Marking time with the restless wave.

Mrs. M. E. Bailey

Mrs. M. E. Bailey, formerly Miss Lizzie Vivian, relates a most interesting experience in her first attempt to reach Thunder Bay by steamer. Being a resident of Bruce Mines for several years, she in company with her husband went to Marquette, Mich., for a short time, returning again to the Bruce Mines before taking passage for Port Arthur's Landing November 13, 1872, by the old steamer, Chicora, which in two hours after leaving the dock, ran on a boulder in Bear Lake. They were hard and fast on the rock for two days. The steamer Algoma (No. 1, and long ago a wreck) landed them safely at the "Soo." The "Acadia" was the third effort by steamer made to reach "the Landing," as Port Arthur was called in those days. Among the passengers was the staff of Canadian Pacific railway surveyors. Others were Mr. McKenzie, Mr. Gingras and a Frenchman

who went by the name of "Maggie Doodia," won from continuously singing the song. The voyage lasted from November 13 to 27. The boat was covered with ice when they reached "the Landing." They were met by Mr. J. P. Vigars and Mr. W. C. Dobie, who went out to the steamer in a row boat to welcome them. In the days mentioned larger boats could not land as there was no dock. The package freight was loaded on a scow from the Chicora which was anchored a short distance out. Mrs. Bailey's first Christmas was spent in company with her husband, Mr. James Bailey (one of Port Arthur's first street railway conductors of 1872), her daughter Kate, now in Winnipeg, and her son, Jim Bailey, at the home of Mr. and Mrs. J. P. Vigars, and their son, Harry Vigars. Like many other pioneers, Mrs. Bailey, who now is as active as ever and ready for social affairs, spent her first winter principally in the interests of her pioneer home, her diversion from work being tea meetings and concerts.

Mrs. Donald McKinnon

Quite often when old timers are told of a happening incidental to Mrs. McKinnon, of Regent street, Port Arthur, they will exclaim: "I thought she was dead long ago." Well, she is far from it. She is very much alive and "seventy years young," makes others feel that it is good to be alive as well as herself. She can entertain a caller in the most interesting way about things in general and is one of the good genuine old-time Highland Scotchwomen, with a little of the mother tongue still ringing in her voice, "the Galic." There are none in Port Arthur among the pioneer women than the same Mrs. McKinnon, Mrs. Nettles, and Mrs. John Ferguson (Lizzie Ferguson) that the writer finds an hour more "fleeing" with than these three within a stone's throw of one another. Mrs. McKinnon told of her first Thunder Bay experiences very interestingly. She was Katherine McDonald, coming originally from Argyreshire, Scotland, and to Canada later on to settle near Hamilton. She, as a great many other old timers, took passage up the great lakes by the steamer Chicora, on which trip were several men, includ-

ing her husband, who had been working on the narrow gauge railway between Toronto and Owen Sound, who were on the way up to work for Mr. S. J. Dawson. She was here before the Dawson road, now called Red River road, was surveyed. She lived five years in the government yard, where the hotel "Prince Arthur" now stands, one of the Canadian Northern's chain of hotels from coast to coast. She spent her first Christmas in the home mentioned. Many of the men around at that time were Glengarry men, all Murdocks, McDonalds, McKenzies and others with Scotch-like names. She had several Christmas callers. Among them she remembers James Dickson, Mrs. Lobb, who later was Mrs. James Dickson, Mr. William Webster, Mr. Joseph Ross, Mr. "Sammy" Wilcox, and several of the "Macs" from Glengarry. On New Year's day thirty-two called. She remembers the amusing and, perhaps tantalizing, habit the squaws of the early days had of kissing every man they saw on New Year's day, in fact made desperate efforts. The Indians in those days expected to come in for some of the good things, and invariably tea, coffee, cake, candy and tobacco were put up in parcels and presented to them. It was the custom for years, and quite often they startled the white women. Mr. Halstead was the Methodist minister then in charge. My eldest children were baptized by Mr. Black of Kildonan, though. "You know I was such a Presbyterian," said Mrs. McKinnon. Her husband, Donald Campbell McKinnon, died seventeen years ago. She had a family of eleven, six boys and five girls, now somewhat scattered, Bella (Mrs. Baldwin, as far away as Spokane, and Annie in Manitoba). She lately patched a quilt for St. Paul's new church, and is over seventy.

Mrs. John Ferguson

Mrs. John Ferguson, Regent street, formerly Lizzie McGrath, can boast of being amongst the first pioneers, having come to Port Arthur in 1871, when it was called "the station." She claims Whitby as her girlhood home, leaving there when quite young, to travel up the great lakes, afterward making her home with an old and well known pioneer, Mr. James Flaherty.

She took passage by the Chicora. A tug met her with several friends who were aboard. The first hotel was run to accommodate the miners who were employed at the Shuniah and other mines, supposed to be very promising. She spent three days with Mr. and Mrs. Flaherty, who erected the first hotel. Sometimes hundreds of men were boarding at the place. At the time given the "3 A." and Silver Islet mines, and the Ontario mine near Current River park, were sinking shafts. They found silver but not in paying quantities, so all were soon shut down. Mrs. Ferguson's first house was on Arthur street, later being burned down. The place was opposite W. P. Cooke's store where the New Ontario now stands. Her first Christmas was a pleasant one. The possibility of the C. P. R. was much talked about during the day, as the surveyors were at the hotel, and much work was going on. Among the guests at the Christmas dinner were: Mr. and Mrs. Flaherty, Mr. and Mrs. Gimmons, Mrs. W. C. Dobie, Mr. and Mrs. Lobb, Mrs. Hunt, (Miss Lizzie Lobb), Mr. W. H. Furlonge, civil engineer, Mr. Alfred Tennyson, a nephew of the poet, Tennyson, Mr. Savenaw, James Woodfine. The dinner was exceedingly good, with an ample supply of partridge, then so plentiful; plum pudding and all other good things that constituted a first class Christmas festival. Games were played. Music was furnished by Mr. Gingras, C. P. R. commissariat. Others camped at the "Kam" were Mr. William Murdoch, Mr. Michaud, and Mr. Fofneri. Mr. and Mrs. Ferguson, who are still active in work, bright and cheerful, may be called pioneers, but do not look it.

Mrs. Gilby

Mrs. Gilby, Van Norman street, being at one time a resident on the waterfront, on South Water street, cannot escape being numbered amongst the pioneer mothers. Her home was a rendezvous for fun and merriment among the young people. If any of the girls wanted a new idea in fine embroidery, or any other useful needlework, it was to (Mrs. Daniels) Mrs. Gilby they would resort. To make it more interesting still, she always served tea and cake.

Mrs. J. L. Meikle

Like many others who can claim to be pioneers, having lived near South Water street, or the vicinity of the city's water front at one time, Mrs. Meikle can tell a few, if not many interesting tales incidental to earlier days. To prove the newness, and vagueness of idea of the easterner of transportation in those days the Meikle family left the east by the Campana, with the idea of traveling from Prince Arthur's Landing to Winnipeg by rail. However, traveling by ties being more possible than by rail owing to the unfinished work of the road, they decided to settle in Port Arthur, as it was looking pretty good to all. Times were good then—money was flush, and the place of business which they started, was well patronized by the hundreds of men, who sought literature, musical instruments and supplies in general, the receipts of one day then being quite large, as the place was booming, though not large seemingly, but large in population. They spent their first Christmas and first year in prosperity in a house on South Water street, not far from the mining exchange, the buildings then being amongst the most important on that street. Mrs. Meikle's home then, as it is today, was one which was a delight to enter, through her hospitable and unconventional way of entertaining friends.

The Humphrey Family

Mrs. Sutherland (Mantie Humphrey, as she was nicknamed), was a very popular pioneer daughter of a very popular pioneer mother, (Mrs. Jane Humphrey, wife of Mr. Scott Humphrey, now living in the Okanagan Valley, B. C.) The family circle was a particularly interesting one. The home was a great haunt of the women editor's when a school child, who remembers clearly the various teas she ate, and especially the fried potatoes Mrs. Humphrey used to chop so fine and turn over and over with a fork, until they were evenly browned through and through. Mr. Sutherland is the only one residing in Port Arthur, one sister, Mrs. Kane, being a resident of Fawcett street, Winnipeg, and Mrs. Donnelly, (Nelly), living in the west. She visited Port Arthur two years ago.

Mrs. Katherine Rapsey

Coming to Silver Islet by the steamer Chicora, from New York, as early as 1872, Mrs. Katherine Rapsey, wife of the late William Rapsey, can tell very interesting tales of pioneer life, particularly that at the Shuniah mines. After living at Silver Islet two months they decided to move to West Shuniah. On the way to West Shuniah they put up at the Mining Exchange, then kept by Mr. and Mrs. Ward, and still in existence today. At the western mine was an hotel run by Mr. Ned Kitto, and at the east Shuniah one kept by Mr. Everington, better known as captain of the mine. The second Christmas was spent with Mr. and Mrs. John Andrew, who had come shortly before from England. Mr. and Mrs. Bailey were also residents at the mine then. Mrs. Rapsey said: "Our principal amusements at the mines that winter were surprise parties, in fact the people from the Landing (now Port Arthur) used to drive out, among them being Mr. and Mrs. Amos Bowerman, Mr. and Mrs. "Rightaway" McDonald, a contractor on the C. P. R., Mr. and Mrs. James Woodside, and many others I have forgotten, were with them. Others I remember as being residents were Captain Nichols and family, the Caseys, and Mr. and Mrs. V. Nichols. The houses at that time, a few of them left yet, were made of logs. We left the Shuniah for New Brunswick, residing there six years, the only time except the trip I took to England, that I have spent out of Port Arthur since I came to it forty years ago. Mrs. Rapsey has in her possession today two writing desklike boxes which were presented to herself and to her husband by a neighbor, who lived in one of the big houses mentioned. They were gifts for Christmas, are very quaint, with inlaid work, and very complete in their places for pen and ink and other little corners for stowing treasures into. The neighbor was Mr. Pearce, who was so clever at this craftsmanship. Mrs. Rapsey is among Port Arthur's many active and bright pioneer mothers, having three daughters, whose companionship is much enjoyed by their mother, and with one of whom she makes her home.

Mrs. Chisholm

Dear Miss Dobie:—Mother asked me to write you as she had promised to let you know about grandma's first winter spent in Port Arthur. The first house grandma lived in was one on Water street, owned by Mr. Vial, and that was where she ate her first Christmas dinner. The first meal she had in Port Arthur was at the home of Mr. and Mrs. Hancock. Grandma has been very ill since you were in Nipigon.

PEARL CHISHOLM,

Nipigon, Ont., Dec., 1913.

"Grandma" as mentioned by Pearl Chisholm, a resident of Nipigon, is making her home with her daughter, Mrs. Chisholm, but residing so many years in Port Arthur, still claims Port Arthur as her home. In the earlier days she was surrounded by a family of eight or nine. They were a most united one, nearly all having nicknames. There were Jule, Mar, Sal, Bid, Fed and Hen, Jack being the only one that possessed a name not suited to an abbreviation, such as Hen for Henry, and Sal for Sally. Mrs. Harris' husband, who died several years ago, was a builder and clever with his tools in many other ways. Grandma Harris has from the earliest days been famous for her "safron loaf," and at Christmas time, sharing her baking with friends. Today she is cared for by two most devoted daughters who seldom leave their mother, the latter being the most of the time indisposed. — B. D.

Other Active Pioneers

Other interesting women of pioneer days engaged in the activities of the day are "Mary Markwell," a noted journalist now in London, England; Mother Vincent of St. Joseph's Convent; Mother Monica, of St. Joseph's Hospital; Mother Depassie, founder; Jane Watt (Mrs. Wollard, now of Nipigon, a sister of Mrs. Walpole Roland); Mrs. McGillis; Mrs. Foote, Mrs. Fitzgerald now of Winnipeg; Mrs. Peter Trunkley; Mrs. Bowerman; Mrs. Delbridge; Mrs. Stocks; Mrs. R. Nichols; Mrs. Gillis; Mrs. Hamer; Mrs. Neil MacLean; Mrs. Smellie; Mrs. Kittie; Mrs. Reoch; Mrs. R. Fox, Mrs. Allan McDougall, and many others of the more recent pioneers.

Mrs. Davidson

It is difficult for me to remember anything of interest about my first Christmas here, so many things have happened since, that I have concluded it must have been a quiet and uneventful day with me. I arrived here early in May, 1872, with my first husband, William Eades. We came from Hamilton, Ontario, where we had spent our first winter in Canada, having arrived there the year before direct from Liverpool. My first voyage across the water was an eventful one. We were passengers on the "Fitz-bury" on her maiden trip across the Atlantic. At the mouth of the river St. Lawrence the boat struck a rock while running in a heavy fog. The passengers were all taken off the steamer to Apple Island, where we remained three days before a tug was sent to bring us further on our journey. I will always remember the excitement of that time when the women and children first were put off in the life boats, and when I, with my little daughter (now Mrs. G. H. Slipper) in my arms, was put into the boat with the other women and children, leaving my husband standing on the deck of the doomed steamer.

When I first saw Prince Arthur's Landing I felt that I had been cast into a wilderness, and the day the last boat left, and we realized that we were to be cut off from all communication with the outside world—I thought it the most sorrowful hour of my life and I remember spending that day mostly in tears. My first home was on Pearl street, but there was no street and during that first winter we had to depend upon the good services of a neighbor who used to break a path through the deep snow for us to get down to Cumberland street. My husband, Mr. Eades, opened a bakery and confectionery store on the corner of Park and Cumberland streets, and as there were no streets named then, he was the first to name a street, which he did by painting on a piece of board the name "Park Street" and nailing it up in front of the store.

When I think of my first Christmas I picture a little group of shacks, for there were no houses, and a dreary outlook, a winter of very heavy snow and bitterly cold—that is my remem-

brance of my first Christmas in Port Arthur in the year 1872.

SARAH DAVIDSON.

Mrs. Penfold

October, 1879, was the first month I experienced in Port Arthur as a pioneer, the place in those days going by the name of "Prince Arthur's Landing." At the time mentioned I was Nettie Harvey, claiming Strathroy as my former home. I ate my first Christmas dinner at the home of Mr. and Mrs. Richard Nichols. Other guests were my brother, Mr. J. W. Harvey, now of Monrovia, Cal., and my husband, Mr. Thomas Penfold. The home of the host and hostess was situated near the shore on South Water street and after used as a coal office. My first home in which my brother shared, was situated on the present vacant lot near the house now occupied by Mr. Richard Vigars. A few months after, we moved into a house on Pearl street, opposite St. John's church. My first winter was spent chiefly in working for bazaars, concerts and other schemes for raising money for the church. I received the first New Year's Day and had many callers, calling at that time being the custom of the gentlemen. Church going and choir practice was the usual diversion from the day's routine of work. Mrs. Beaver is the only woman in the city today, that I can remember as having been a member of the choir I mention. My first Christmas afternoon was spent in out-of-door skating at the south end of the village—now a city of many thousands. —NETTIE H. PENFOLD.

Mrs. Cross

Silver Islet, Nov. 21, 1913.

Dear Miss Dobie Mother remembers very little about her first Christmas here (1871). The men quit work at four o'clock the day before and each man was given his choice of a bottle of beer, wine, or whiskey. There was no intoxication on Christmas day however. The young people spent the afternoon skating and of course there was the usual amount of Christmas good things. The Indians called for their gifts of cake and candy, and everyone was happy and contented.

Mrs. Gillis, Pearl street, Mrs. Alex-

ander McPherson, Fort William, and I think Mrs. Alice Whalen, Van Norman street (Jim's mother), were here at that time. These women can tell you more than Mother, possibly.

I am, yours sincerely,

MAGGIE CROSS.

Mrs. Chase

My first Christmas in Port Arthur was the Christmas of 1882, and was rather lonesome in some respects. I promised myself then it would be my last, but, the promise I never fulfilled, as I have spent nearly every one of my Christmas seasons in Port Arthur. When I saw the last boat go out that fall I thought my last friend had gone, as the only way to get away was by dog team to Duluth, a rather inconvenient way of traveling. I ate my first Christmas dinner with Mr. and Mrs. George Clarke, who, within the last year have been called away to the great beyond. After dinner, in company with four other friends, I went for a sleigh drive to West Fort, which proved to be very exciting before we returned. The drive over was made without mishap, but on our way back, the horses ran away and the sleigh overturned. Not having conveniences we enjoy today in the shape of street cars, it was up to us to walk, which proved very tiring. About two miles from town we overtook a man driving with a load of wood to town. We asked him if he would let us ride, as we were getting very tired. He politely informed us we could upon payment of fifty cents each. Although this was expensive, we climbed up and rode as far as Bay street, which was then considered to be a long way out of town. From Bay street we had to walk home. It was a tired bunch that arrived home at about eight o'clock. That winter we amused ourselves at skating and snowshoeing, but it was very lonesome at times. This, I think, dear editor, is about all. Wishing you a merry Christmas, I am

CHRISTINA M. CHASE.

Mrs. N. N. Stewart

"My first trip to this country in the year 1874 was as a bride on my honeymoon trip. My husband and I came by the steamer "Frances Smith" which was commanded by Captain Tate

Robinson. We were four days and four nights on Lake Superior, coming around by the north shore, and when we arrived at the Landing had to be rowed in to the shore. The Queen's hotel at that time on the site of the Mariaggi, had a tent roof, the construction work being finished later, in time for winter. My first trip to Fort William was over a floating corduroy road. The only buildings then, which was forty years ago, at Fort William, were the Hudson's Bay store, the McIntyre home, the McKellar home and one or two other small buildings. Everything around the Fort at that time was characteristic of the Indian. On the parts of property which today is a principal street of Fort William the Indians could be seen going around with their canoes, the ground near the river was so marshy, and the water so much higher seemingly. Dozens of cannon were then placed along the river, many of which are to be seen on the grounds of old-timers today. White families were not very numerous, not many apart from the McIntyres and the McKellars. The Indians were around with their birch bark canoes, shooting ducks. This to me was very interesting. My husband (Mr. Nat. N. Stewart) went through at the time of the Wolseley expedition. We lived for nearly forty years in the vicinity of Pearl and Court streets. The first house was in a swamp and my husband in order to get material in to build it, had to cut down the trees of the swamp to make a road for the wagon with which to haul it in. Mrs. John Ferguson was my neighbor for years and my first one."

(MRS.) R. STEWART.

Mrs. Nat. N. Stewart, who gives such an interesting account of early day life, has always been famous for her excellent way of making Christmas cake. She taught and befriended many of the pioneer daughters in their first attempt when they were struggling over the chopping bowl, among them, the editor of the "Woman's Page." Monday, December 15, 1913, at three o'clock she was making the same kind of cake in preparation for the twenty-fifth, when the writer called on her. She has made many people happy on Christmas—and will for many years to come.—B. D.

Absent Pioneers

The write-up of "the pioneer women" is limited to the pioneer mothers still residents of Port Arthur, with the exception of three, namely, Mrs. Joseph Ross, now in Edmonton with a daughter, Mrs. W. A. Brown (Miss Lillie Ross), Mrs. William Harris and Mrs. John Casey of Duluth, daughter of Mrs. A. H. Knutson of Fort William (Edith Casey). We could scarcely mention pioneers without thinking of Mrs. Ross, whose home on Water street for years was one of hospitality, and a delight to visit. "Mother" describes the character of this delightful woman more than any other word could possibly express. The same can be said of Mrs. Casey, who in her advanced years takes a keen delight in paying the old haunts a visit once in a while. The same can still be said of Mrs. Harris, who very recently enjoyed a jaunt from Nipigon to Port Arthur.

Some of Those Who Have Passed Away

Among those who passed away several years ago, and some very recently who could have told even more of the "bitter-sweet" of the early days, are Mrs. Thomas Trethewey, Mrs. W. C. Dobie, Mrs. Basil Guerard, Mrs. J. P. Donnelly, Mrs. John Andrew, Mrs. William Vigars, Mrs. Jolm, Mrs. John Bray, Mrs. Scott Humphrey, Mrs. Sickles (mother of Mrs. Thomas McAuley of Calgary), Mrs. M. Healey (mother of Mrs. Ella Gurnett and Mrs. Gatewood, Vancouver, B. C.), Mrs. Fox (mother of Mr. Richard Fox) Mrs. G. Clavet (first wife of Mr. George Clavet and mother of Mrs. J. E. Cauchon (Una Clavet), now of Edmonton, Alberta, Mrs. Everington, senior, and Mrs. Vial, mother of Mrs. Stephen Jones (Winnie Vial) of Duluth; Mrs. Dickson, Mrs. St. Louis, Mrs. Bonin, Mrs. W. J. Clarke, Mrs. James Flaherty, Mrs. Vigars, senior (Grandma); Mrs. Geo. Clarke, Mrs. Roland, Mrs. W. H. Langworthy, Mrs. John Cooper, Mrs. Edward P. Langrell, Mrs. Woodside, senior (Grandma); Mrs. Woodside, first wife of Mr. James Woodside; Mrs. W. P. Cooke, Mrs. George H. McDonnell, Mrs. Hasting, and Mrs. M. Dwyer and Mrs. Forneri, senior; Mrs. Mary Munro, sister of Mr. Robert Maitland; Mrs. Fortune, Mrs. John Cooper.

The Thunder Bay Harbor

BY PETER McKELLAR

This Paper Treats of Some of the Critical Crises Through
Which the Twin City Harbors Have Passed

The Fort William Harbor was on the Kaministiquia River, which enters the bay in three branches. The river channels are miles in extent, and the bottom consists of stratified clay, which required to be dredged in many places to accommodate shipping.

The Port Arthur Harbor was situated on the shore of Thunder Bay, about three miles from Fort William, and consisted mostly of rock and hard pan, which necessitated the building of piers and docks out into the open bay, and backwater protection, to accommodate shipping.

The Port Arthur people contended that a harbor could not be made and kept open on the Kaministiquia River, as the bottom consisted of shifting sand and silt that would fill in as fast as dredged, and, of course, any developments made there would be money wasted.

The Fort Williamites claimed that the river bottom was not shifting sand and silt, but stratified clay, the best material possible for harbor purposes; and that the Port Arthur harbor bottom was hard pan and rock, and the cost of enlarging its capacity compared with that of the Fort William harbor would be as the cost of excavating rock compared with dredging clay.

It will be seen by the above that the two parties were directly opposed to each other, and, being human, some, of course, carried their aggressiveness beyond reason, and thereby gave cause for bitter controversies which continued for about thirty years. Yet, for all that, the people of the two places continued friendly in a social way.

There had been many efforts made to put a stop to the dredging in the river. The late Mr. John McKellar, ex-mayor, was chiefly responsible for keeping the dredging going. He persevered and succeeded, under strong opposition, in securing from the Government a small appropriation for dredging the river on nearly every occasion that Port Arthur had received an appropriation for the Port Arthur

harbor. The late Mr. S. J. Dawson, then M. P. for this district and a resident of Port Arthur, helped the mayor very much in securing even these small appropriations, which no doubt were the chief means by which the river harbor was kept from being effectually closed to heavy shipping for many years.

There were annual delegations to Ottawa and Toronto from the Twin Cities or Towns while the Parliaments were in session. As was usual in those days, the late Mr. Thomas Marks headed the Port Arthur delegation and Mr. John McKellar headed the Fort William delegation. Each of them had been a municipal councilor, reeve and mayor. Besides these, many others on each side were active in these controversies. On one occasion, the Fort William delegation was in Ottawa and succeeded in getting the Government to promise an appropriation of \$15,000 for dredging the river. Then they left for Toronto to attend to the Provincial affairs. Soon afterwards, Mayor McKellar received word that the Fort William appropriation was left out of the estimates. He took the next train for Ottawa. Mr. Dawson, M. P., was greatly surprised to hear it, but on looking up the matter found it was true. He said: "We will see Dr. Tupper, Minister of Public Works, about it." Dr. Tupper, after consideration, said he could fix it. "We will make one harbor of the two, and issue an order that \$15,000 of the appropriation be applied in dredging the river." In the spring, when the dredges started work in the river, many were surprised, as the appropriation did not appear in the estimates in the regular way.

Now, after the "smoke" had cleared away, it appeared that each party did believe that developments made in the other harbor would be money wasted, and that the only way to prevent such waste of money was to get the Government to stop development—in the case of Port Arthur, stop building

docks and piers; and in the case of Fort William, stop dredging the river. The Fort William people had little weight in holding up the Port Arthur developments, as during the early developments there were more stranded boats to be accounted for in Fort William than in Port Arthur, on account of the natural conditions, along with the want of proper buoying in the river. Again, the Government would naturally favor Port Arthur, on account of nearly all the local Government officers being stationed there. On the other hand, Port Arthur influence was strongly used to stop the dredging at Fort William, and very nearly succeeded on several occasions. I will only refer to a few of those crises in this paper.

On one occasion, in 1881, the railway contractors, Percil and Ryan, were to get in the winter supplies to the new warehouse at West Fort William. The Canadian Steamboat Companies refused to bring the supplies in to the river, wanting to land them at Port Arthur, claiming that the river channel was impassable by reason of being filled in with silt. We knew it was not true, but there was nothing left to do but try to get an American boat to come in and prove it. As luck would have it, the excursion boat "Peerless" of Chicago, a much larger boat than any of the Canadian boats, made fortnightly trips around to Duluth, calling at Port Arthur on the way. I met the boat at Port Arthur. Mr. Allan McIntyre, a boyhood friend of mine, was captain, and I prevailed on him to run his boat into Fort William on his next trip, which he did, running four miles up the river to West Fort. He had no trouble and he ran in and brought some supplies to the contractors on the next trip. I know this to be true, as it was I who piloted the "Peerless" in to the river on that occasion. After that the Canadian boats brought the freight into West Fort without any trouble.

I might mention that the Government did not buoy the dredge cuts inside the river, neither did the municipality; private parties had to attend to it, by driving tamarac or spruce poles about 16 feet long into the bottom on each side of the cuts, with colored flags on them.

On another occasion the Government

ordered the light houses on the Kaministiquia River to be closed and destroyed; but Fort William made such a rumpus about it, the light houses were left, but Fort William had to furnish the up-keep and keeper for some seasons. Had the order been carried out, Fort William harbor would have been closed to shipping for many years at least.

These dissensions continued for years. Finally, in 1906, there appeared on the scene a wise Minister of Public Works, Mr. Hyman. He laid out an elaborate plan for a great harbor covering the two harbors.

The work was soon commenced by the Great Lakes Dredging Company starting five large dredges to work in the Kaministiquia river. Once this great work was started, the people took it for granted that all trouble about the harbor was over until the report of the season's dredging by Government Engineer Temple appeared in the spring of 1907. Then the people of Fort William were struck with consternation. This report showed the Fort William contention about the harbor to be wrong, and if the Government accepted the report as correct, Fort William harbor was doomed. I knew the showing in the report to be entirely wrong, and wrote the following letter, which will explain matters, and published it. I mailed marked copies to the Premier, Minister of Public Works, our M. P. and others.

The Morning Herald, Aug. 8th, 1907.

RIVER DREDGING

Editor Morning Herald:—

Dear Sir: I see an article in the Herald of July 31, "Good Work by Dredging Co.," which gives valuable information, and also information that is false and casts a libel on our magnificent harbor. It shows the great work that is being done by the five great dredges constantly at work from about May 1 until December, and removing about 5,500,000 yards of material during a season. It states: "Constantly as these five dredges are kept at work, however, it must be understood that an accumulation of the same material is constantly being deposited along the beds of those rivers, and that, in all likelihood, so long as navigation is carried on the dredges will have to be

kept hard at it and always at it." This would infer an annual expenditure in dredging of \$500,000 to \$1,000,000, after the harbor is completed, which is an absurdity. The facts are that there would be little or no dredging required for many years, unless for the purpose of further enlarging the accommodation. The materials that the dredges are now engaged in removing are almost entirely the stratified clays that were deposited long ages ago in deep waters before the existence of the Kaministiquia River below the rapids. As the waters lowered and the valley bottom appeared above it, the flow of waters from the high lands back commenced cutting the river channel by cutting through the surface sand stratum and in to the clay strata, continuing it out as the waters receded until the present time.

The river is comparatively deep, and the current slow, back for 10 or 12 miles to the rapids, and of course only light sediment would reach to or near the mouth of the river which would naturally be removed by the recurring freshets. In proof of this, examine the bed of the river and (with few exceptions) you will find it to consist of the stratified blue clay.

Of course, it is understood that some of the heavy material from the surface sand stratum, would be washed in with freshets and the swash of steamers. That would be trifling, as the clay strata for the most part reaches higher than the freshets' high water mark.

According to natural conditions, the above showing is practically correct, and from my experience I am convinced it is. For many years I was one of the parties who attended to marking out the channel, or rather the dredge cuts through the channel, by driving long spruce poles with flags on each side of the cuts.

The first cut through the bar at the mouth of the river was made in 1873 by the Williams Dredge Co. of Duluth. It was narrow and about 11 feet deep. Capt. Symes brought the first boat, the Manitoba, into the river that same summer. The river was not again dredged for seven years, yet the same class of boats continued to come in, but occasionally had trouble by reason of the slight narrowing of the cut by the lateral wave wash. On account of the continued enlargement of the boats from a draught of 10 feet up to

20, the cuts through each shoal had to be redredged to increase the depth and width, stage by stage. The enemies of the harbor represented the cause of the redredging to be the refilling of the channel; and even the people of Fort William, with a few exceptions, believed it.

When the narrow cut, 40 feet, was exposed through the bar to the waves and storms for seven years and then only partially filled in, although unprotected, there need be no fear of the expense of keeping the harbor opened, when enlarged as it is being done now. When completed, especially if protected by walls at the mouth, there will be little or no dredging required, excepting for further accommodation or enlargement.

Yours, etc.,

PETER McKELLAR.

The development went on, and the engineer's report disappeared from view, whether my letter had to do with it or not, I do not know. About a year afterward I was called by 'phone from Port Arthur by the said engineer. He asked for a copy of the report I made in 1907 of the harbor. I said: "I think I have it in a scrap book at the old home." He wanted the copy as he said the showing in it is all right. To cut things short, I found the copy, and he had got a newspaper with it in at Port Arthur. After reading over the report, he was very emphatic about the correctness of my showing on the harbor conditions, that is, that the bottom of the river is not shifting silt and sand.

At one time I did not believe, but now I do fully believe, that the Government engineer was honest in the report he made, but certainly he made a mistake in accepting and making his report on the opinions of irresponsible persons, instead of awaiting another year for his own examination and experience.

After reviewing the whole situation, I have come to the conclusion that each party was right, and also wrong—right when he defended his own harbor, and wrong when he tried to condemn the other harbor.

Now that the two have been developed, we find that together they form a grand harbor, one of the most convenient and commodious harbors on the Great Lakes.

PETER McKELLAR.

The Newspaper

BY D. SMITH

It has been the grave-yard of the ambition of thousands of men who have devoted their lives to it. It has taken toll of the best that is in man and then thrown him to one side—a worn out wreck, a thing of no further use. It has taken into its tender arms a few men and made them powerful in local and national affairs. It has been the medium of wealth and comfort. It has been the sinkhole of fortunes and has blasted the hope of individual and family. It has taken the man of little education and made of him a great power. It has tossed the man of education into the human scrap heap. It is a wonderful thing, the newspaper, it is a loving mistress, it is a brutal task-master, it is hateful and it is lovely. It is all things that may be encompassed in the gamut of human emotions and passions. As it is in its world-field, so is it in its restricted field of localism. Here at the head of the lakes men have embarked in the publishing of newspapers, many of them indeed, and the oldest daily in existence has not yet seen a quarter of a century pass over its head.

Probably the first paper to make its appearance here, that is the first paper printed from type, was the Sentinel at Port Arthur, a paper launched by Michael Hagan, and called the Sentinel. The ambition to have a paper in the community, however, was ripe two years before the appearance of Mr. Hagan in 1874, and there is still in existence the first subscription list ever drawn up on the north shore of Lake Superior. This document shows that the public spirited citizens were willing to risk the sum of \$459 in a newspaper venture. True, they desired repayment of the advances in "printing and advertising." No person claimed the fund, and it remained for Mr. Hagan to be the first in the field. He lasted a few years and then went west, the Sentinel continuing as daily or weekly until 1898, when the sheriff sold the plant and it was removed to the Soo, and, if there is any of it left, forms part of the Soo Express plant.

To make the history of Fort William and Port Arthur newspaperdom complete I must refer to a period, fully covered in a previous paper by Mrs. Perry, when early attempts at supplying news and amusement to the few inhabitants here at that time was accomplished so well by a group of Fort Williamites named Miss Groom, editress; Mr. Peter McKellar, artist and printer; Mr. Archie McKellar and others. The paper published was called the "Perambulator" and, as its entire production was with pen and ink, needless to say the number of copies of each issue was limited. Its circulation, however, included everyone in the two villages, as it was carefully passed from hand to hand.

Of course the "Perambulator" had nothing but nice things to say about the folks across the river at Prince Arthur's Landing, and, not to be outdone in progressiveness, Messrs. C. S. Marks, G. A. Holland and W. W. Russell, artist, produced the "Thunderbolt," and a merry war of wit and sarcasm was continued from week to week, the location of the C. P. R. being the matter in dispute.

In 1877 two young men, as already recited in a previous paper, unloaded a small printing outfit on the banks of the Kam and sent a weekly craft out upon the sea of journalism. The wolf howled at the office door from the first, and one of the youths sold his interest and departed. Then the other went his way and the sea remained unruffled for two or three years. Frank Graff was attracted by an offer of \$500 bonus and launched a weekly called the Herald in 1880 at West Fort William. A couple of years later found him and his plant at Port Arthur, and that town, then booming, had two papers. The ownership of the papers changed several times, and, when the writer joined the staff of the Herald in 1887, Webb and Wood were running that paper, having succeeded James Dickinson, formerly of the Toronto Globe, a gentleman who had found his troubles in the newspaper office. D. F.

Burk and James Conmee owned the plant when I first knew it.

The trials and tribulations of producing a paper in those days, from a mechanical standpoint, were at times bordering on the ridiculous. Housed in a building once used for a boarding house in which it was stated that several men were badly frost bitten though bunked closely to the stove; where miniature snow drifts remained from late fall till early spring, it is easy to imagine some extremely funny situations. We remember one winter day, when the boss had laid in a supply of green slabs to fire the lonely and decrepit wood stove, that it was found necessary to install a small oil burner in front of the stove as a silent but expressive argument that the slabs were in bad repute with the boys, and "D. F." arose to the occasion and purchased a load of logs and borrowed a cross-cut saw so that we might warm ourselves.

It was just after I essayed the task of devil on the Herald that I visited the printing office at West Fort William, where, after a merry fight between Graff and Captain Sidney Smith in 1888 over the possession of the Echo, Harry D. Lee had succeeded to the captaincy of the craft, changing the name to the Journal.

It is a long time ago, and yet it seems but yesterday. But, since the dawn of that yesterday, what wonderful changes have taken place. Where were a few straggling buildings alternated by forest and bush, swamp and rocks, now are examples of the builder's art of which any city might well be proud; where were ruts plashing mud far into the summer months now are miles of paved streets bearing the traffic of a metropolis; where was naught but bush now are farms; where was but one railway in its first days of struggle, now are three railways stretching their hands of steel across the continent, and in place of twelve passenger trains weekly now are almost that number daily carrying thousands of souls in place of the tens that then travelled east and west.

It is something to have taken a part in this wonderful transformation, and to all those my colleagues of the past and present I reach out a hand of fellowship and declare that to the newspapers is due no small measure of credit for what has taken place, for,

notwithstanding what may be the hysterical opinion of some, the newspaper is true to the community which makes its continued existence possible.

Let me now go back to a time when Port Arthur, having had its dailies and its days of prosperity, had fallen upon evil days. Its papers had felt the pinch, and F. B. Allen, who had leased the Herald from Mr. Burk, handed it back to him and the office was closed and the Herald printed at the Journal office, Fort William.

The concentrating of the C. P. R. interests at East Fort had induced practically all business men of West Fort to shift the scene of operations to this point. Mr. Lee had died a few months previously and his widow, who had conducted the business for a short time, on Dec. 6, 1890, sold to T. W. Rutledge, a practical printer, and James McLaren, a well known citizen, still with us, and those gentlemen migrated with the plant to East Fort. Mr. McLaren handled the business end, while Mr. Rutledge looked after the mechanical end and a Mr. W. H. Cummings wielded the editorial pen, and did it to the queen's taste, for he stood for Fort William first, last and all the time. The writer was employed on the Journal for some months during this time. This was when the great boundary war prevailed, and I remember a brochure written and issued by Mr. Cummings in which he repudiated with all his soul the pretensions of the neighboring city to that territory lying along the lake front and afterwards incorporated into Fort William.

With the death of Mr. Cummings came the late T. A. Bell into the newspaper field. He was a contractor, but one of those men who can do many things well. He saw a chance for a daily paper, and on January 21, 1893, bought out McLaren and Rutledge and continued the paper as a semi-weekly until October 12, 1893, when he started a daily. He established an office in Port Arthur under the charge of the late T. A. Keefer, who was succeeded, upon his death, by Hull Austin, who retired a few years later to enter another line of business. A. M. Frank then took that end of the business, and with the assistance of staff members has held ground well for the Times-Journal up to the present.

It is natural that, lying so closely together, the history of newspaperdom in

these two cities should interlock. I cannot possibly give but the briefest mention to much that would be of interest. For instance, previous to his retirement from the field at the head of the lakes, Mr. James Dickins on had conceived the idea that Fort William required two papers, and he essayed a paper which he called the *Echo*, the first issue being on November 11, 1893. It was printed at the *Sentinel* office at Port Arthur part of the time, and part of the time on a press which had been installed above a Chinese laundry in Fort William. The *Echo* died out, and the *Sentinel* ceased its watch. The publishing of the *Herald* was taken up by Mr. Allen, who killed it, and the *Chronicle* was born. The latter ran as a daily for nine months and then dropped out, taking its place with the semi-weeklies and again stepping into the daily parade some eighteen months later, where it is today, but under different management, Mr. Allen having sold his interests a few months ago. In the meantime, the *Daily News* had made its appearance in Port Arthur and still is. So much for Port Arthur. Now we will come back to Fort William, where we left T. A. Bell as the new owner of the *Journal*.

The writer re-joined the staff in 1893 and was put in charge of the mechanical department, and had the distinction of setting up the first heading for Fort William's daily newspaper.

The *Journal* was an aggressive exponent of Fort William's strategic position and rightful claim as a coming great city, and it was in no small measure due to Mr. Bell's energy through his newspaper, a few years later, that Fort William's first industry, the Ogilvie Flour Mill, was located here. This event occasioned the first special illustrated edition ever gotten out in this city.

In June, 1895, Mr. Bell was induced by friends in Winnipeg to take hold of the "*Nor-Wester*," now the *Telegram*, and sold the *Journal* to the writer and Mr. T. W. Rutledge, who in the meantime had rejoined the staff, but as neither of the purchasers had any capital, the deal being floated with notes, it was soon apparent that with the very small volume of business going through at this time—which will be remembered as one of

great business depression the buyers thought it best to cancel the agreement.

Mr. Bell continued the operation of the paper for another eighteen months, with Mr. McNally as news editor and the writer as manager. Mr. Bell finally disposed of his interest in the "*Nor-Wester*" and engaged in life insurance in Winnipeg, directing the *Journal* from that city. Mr. B. G. Hamilton, having replaced Mr. McNally, was in charge of the news and editorial.

Mr. Rutledge severed his connection with the paper and started a job printing office and, in 1899, prevailed on the writer to join him in the publication of a semi-weekly, which was called the "*Times*"—the first issue appearing September 23 of that year. F. E. Trautman of Niagara Falls was engaged to handle the editorial and news department. The plant was housed in a new frame building erected by Rutledge & Smith on the present site occupied by the *Times-Journal* building. The paper was a small five column affair published twice a week, and was well received by the public, but was not a financial success as the field was too small for two papers. Two months after the *Times* was started, Mr. T. A. Bell was stricken with a sudden illness, resulting fatally, and the *Journal* plant and business was thrown on the market.

By considerable strenuous financing, Rutledge & Smith acquired the paper, and immediately commenced issuing the paper from the office of the *Times*, under the new title of the "*Times-Journal*," the first issue being Nov. 30, 1899.

The financial load was a heavy one, and it was found necessary to form a stock company to provide the necessary capital. Mr. E. A. Morton's aid was secured and quite a number of local people subscribed small amounts. Dr. T. S. T. Smellie was approached among others, and he made the proposition that the prospective shareholders be dropped and he be allowed to take a one-half interest. This was arranged, and Dr. Smellie remained as president of the company for some years. A fine new building was built, and large additions made to the plant. Dr. Smellie finally secured all the

stock of the institution, and in 1908 he sold the business to the present owners.

Large additions were made to the plant and the portion of the building formerly occupied by Dr. Smellie's drug store was taken for the newspaper.

We will retrace our steps to throw a little more light on the actual conditions when Mr. Bell took hold of the Journal. It was being printed on a Washington hand press, which, with the help of three or four persons, had a production of about 200 sheets printed one side per hour. Mr. Bell at once put in a steam plant and large press which had a capacity of 1000 sheets printed one side per hour. Mr. Bell also installed from the electric railway the first electric lights in Fort William. The first type-setting machine in this district was also installed.

Messrs. Rutledge & Smith installed a larger and better press, folder, and the steam plant was supplanted by a gasoline engine, which, I believe, was the first in the city.

Under Dr. Smellie's part ownership a still more modern press was installed which gave a production of 4500 completely folded 8 page papers per hour.

Under the present company's ownership the first modern type setting machine in the two cities was installed; the first modern cylinder press for job printing and many other features which have kept the plant thoroughly up to the minute and in advance of any other printing plant.

Just this year the press purchased in 1907 has been replaced with one of R. Hoe & Co.'s latest models, capable of producing a 32 page newspaper completely printed, folded and counted at one operation and if necessary in more than one color. Whereas the old machine would produce only an eight page paper, the present machine will produce a 32 page, and whereas the old machine would print only 4500 papers per hour, the new machine will produce 25,000 per hour.

In 1890 the Journal was published from the building now occupied by a fruit store, corner of Brodie and Victoria Ave.

In 1893 Mr. Bell removed the plant to a building then owned, I believe, by the late Sir Wm. Whyte, on the corner

of Simpson and Victoria, and now occupied by Gerry Bros.' hardware store.

We will again retrace our steps to recount the history of another newspaper.

In the spring of 1905 the field looked enticing to two western newspaper men, R. G. McCuish and C. D. McPherson, and they started the Herald as an evening paper, the office being that now occupied by a creamery on Brodie street. They found the going pretty hard, but, to add to their worries, in November of the same year, just as the paper was going to press, there was an explosion of gasoline and the building partially gutted.

Several months elapsed, during which time the plant was put in order, and taking advantage of the local feeling running high on the near approach of a general election, a local company took over the plant and the Herald was again started on June 15, 1906, as a morning paper.

In July, 1908, the plant was again gutted by fire, and the paper was published by the Times-Journal for many months.

A new building was built and new machinery added, and the paper took on a new lease of life, but the smallness of the loaf to be divided again became apparent, and the company found itself in dire financial straits, assigning and forfeiting their charter. Port Arthur capital came to the rescue, and a new charter, The Central Canada Publishing Co., Ltd., obtained, the paper in the meantime being published by a receiver. This arrangement continued for some months, when some Fort William men thought it advisable that the newspapers of Fort William should be in the hands of Fort William people, following which the interests of the Port Arthur stockholders were secured. Finally, in order to reduce expenses and in an endeavor to keep the morning paper alive, printing arrangements were made with the Times-Journal, but soon this method was unsuccessful and, after losing a large amount of money, the paper was suspended.

It would be a serious oversight should I omit to chronicle the coming and the passing of the "Industrial Review," started in 1901 under the able editorship of our good friend, J. R.

Lumby. It was published from the Journal plant and was in book form. Its chief aim was to advertise the mines of this district, but unfortunately the field was too small to carry the project and, in the course of a year or so, it was discontinued.

Speaking particularly of the Times-Journal, the newspaper office has been one of the storm centers in every great fight in the city: the entrance of the Port Arthur Street railway; the various utility and bonus bylaws; the big fight for Loch Lomond pure water; the purchase of our end of the street railway; the telephone system fight and many others of lesser importance.

While in some cases the paper may have been wrong, on the whole I think

its record is an enviable one as a champion of the welfare of Fort William, and while it might have made more money at times by taking a different attitude, it made many fast and true friends by its staunch support of what has in almost every case resulted in the betterment of the city.

It is something to say that after thirty odd years of public usefulness no charge of graft has been flung at it, and every idle sneer of its enemies during the heat of some battle has been shown to be shallow and groundless, resulting frequently in the vanquished becoming firm friends of the paper.

D. SMITH.

June 26, 1914.





DR. E. B. OLIVER

Department of Health

BY DR. E. B. OLIVER

We learned from the interesting paper read before this Society by Mr. J. J. Wells that the Municipality of Shuniah, of which the area now known as the "City of Fort William" was a part, was organized in June, 1873.

At a meeting of the Councilors of the Municipality held on the 13th day of August of that year a bylaw, known as Bylaw No. 9, was passed in reference to the Public Health of the District. It appointed the following gentlemen to be "Health Officers or a Board of Health" for the district mentioned.

For Prince Arthur's Landing:

Messrs. J. A. McDonald, Noah K. Street and Geo. L. Jones.

For Fort William:

Messrs. John McIntyre, Peter McKellar and Adam Oliver, the latter being my father.

For Silver Islet:

Messrs. Dr. Tompkins, Myrom Gil-mour and W. B. Frue.

Probably owing to the withdrawal of Silver Islet from the Municipality in 1874, it was found necessary to pass a bylaw known as Bylaw No. 16 repealing Bylaw No. 9 aforementioned. This new bylaw appoined Messrs. Noah K. Street, Thos. Marks, Peter McKellar and Dr. J. A. McDonald a Board of Health for the whole Municipality "to have full powers according to law."

It seems probable that this Board held office continuously up to the time Fort William ceased to be part of the Municipality of Shuniah.

I am unable to find any written record of the transactions of this Board.

The general council of the Municipality, however, seems to have had an eye to the safety of the public, for they passed two bylaws that were in the interest of Public Health.

Bylaw No. 109 was passed in March, 1880, and stated that "all holes cut in ice over an area of two square feet

must be enclosed by a fence four feet high, said fence to be maintained while the ice lasted, and be strong enough to prevent cattle getting into the opening." A fine of fifty dollars might be imposed for breach of this bylaw.

The other bylaw, though not directly concerning Fort William, is worthy of note.

It defines an area in the village of Prince Arthur's Landing over which pigs might not run. These limits were from the south end of Cumberland street (where the Canadian Northern Hotel now stands) to McVickers Creek on the north and between Cumberland street and the lake shore to the south.

In the year 1881 Fort William ceased to be part of the Municipality of Shuniah, and became part of the Municipality of Neebing. I am unable to find whether or not a board of health was appointed by the new council. Dr. Hamilton was appointed Health Officer for the Municipality in that year at a salary of fifty dollars. He held office during the time Fort William was part of the Municipality of Neebing and for some months after the time the town of Fort William was incorporated in 1892.

Dr. Hamilton resided in what is now called West Fort William. At the time of Dr. Hamilton's appointment the population in the present city boundaries was not more than 800 people, if it reached that number. This gradually increased till in 1880, when the Canadian Pacific Railway entered into an agreement with the McKellar Ward, which was then what we might call Fort William proper as distinguished from West Fort William, the population was between 1200 and 1500.

In 1888 occurred what might be called the first epidemic in Fort William, when there was about ninety cases of diphtheria. It was of a very mild type, there being but two deaths.

While Fort William was part of the

Municipality of Neebing, Messrs. John McKellar, R. R. Reaveley, Jos. Hammond, Alan McDougall, R. McNabb and others were members of the Board of Health. The first mentioned was chairman for a considerable time.

When the Canadian Northern Railway Company had completed their building two years later, the Municipal records showed a population of 2000. However, as incorporation as a town was agitated, a special census was made which showed the population to be 4000. This being a sufficient number, the "Town of Fort William" was duly incorporated in the fall of 1891.

Owing to the records up to and including the year 1902 having been burned in a fire which destroyed the Town Hall in March, 1903, no accurate record is available from the year of incorporation as a town to that time. However, I have done my best to collect from every available source all data in regard to the Health Department.

At a meeting of the Town Council held in July, 1892, Dr. T. S. T. Smellie was appointed Medical Officer of Health. Dr. Smellie had been a resident of this district for some time, having located in Prince Arthur's Landing in 1879. He became a resident of Fort William in 1891.

The members of the first board of health for the town of Fort William were Messrs. R. R. Reaveley, R. McNabb, Jos. Hammond and Ries.

The Board of Health and the Medical Officer of Health had little apart from routine duties to attend to until an outbreak of smallpox occurred in 1893. Dr. Smellie has already written a paper for this Society on this outbreak, so I pass it by with mere mention.

The water supply during this time was drawn mainly from three wells situated at the Coal Docks, Central School and Town Hall. The latter appeared to have been a well of such excellent water that it is spoken of with respect by the citizens until this day.

The first sewer was laid on Victoria Ave. about the year 1890. It was not until about 1897 that the first sanitary sewer was laid on this street.

The first Isolation Hospital was built in 1896, and was located on Park Lot No. 8 on Empire Ave. Smallpox cases only were accepted. No regular nurse was employed, one being sent in as needed.

Dr. Smellie and Dr. Hamilton were in turn Health Officers until the year 1897, when Dr. W. W. Birdsall was appointed in August of that year.

The outstanding feature in the history of the Health Department in the late nineties was the installation of a water supply from the Kaministiquia river. This was in the year 1899. The commission who had the matter in hand was composed of Messrs. Dr. W. H. Hamilton, C. W. Jarvis and Jas. Murphy. Water from the Kam river had been drunk in increasing quantities during the last few years, so I presume most of the citizens thought that the water was pure.

At the time the decision was made to get a supply of water from the Kam the population of the town was about 3500.

I am pleased to note that two of my predecessors in office, Doctors W. H. Hamilton and W. W. Birdsall, protested against the water being taken from the Kam river at the point from which it was taken. They urged that the intake should be placed at least a mile further up. Two sewers emptied above the intake. The pipe was located at the junction of Sprague street and the river. The cost of the plant was about thirty-five thousand dollars.

The locating of this intake pipe at the point above mentioned was probably one of the sorriest things the citizens ever did. It was the direct cause in 1906 of eight hundred and thirty-two cases of typhoid fever, with ninety-eight deaths. As the population was six thousand five hundred, this gives a case rate of one hundred and twenty-eight per thousand and a death rate of fifteen per thousand.

I do not know how many cases of typhoid fever there had been previous to the year 1905, as I have been unable to get a definite report.

The first general hospital in the city was opened in the building on Donald street until recently used by the C. Y. M. A. by Miss Cope in the year 1898. In 1900 the hospital was moved to the building on George street now used as a club house. Miss Banks and Miss Duncan were the nurses in charge. In 1902 the first unit of the McKellar Hospital was opened. This was added to in 1908, and at the present time still another addition is being made which will give us one of the finest hospitals in Canada.

In the year 1903 the Babcock Milk Tester that we are now using was bought. There is no report that samples of milk were taken regularly. In fact, down to 1910 samples were, as a rule, sent to the Provincial Laboratory at Toronto.

In this year the Smallpox Hospital was removed from Empire Avenue to the Blackwood Addition.

The births for the year numbered eighty-three.

The expenses of the Department for the year were one hundred and fifty dollars.

Mr. W. W. O'Brien was Sanitary Inspector. Later he resigned and Chief of Police W. J. Dodds was appointed.

I find, as a matter of fact, that Chief Dodds was the reliable man who always filled the want of a Sanitary Inspector, for in 1905, when J. W. Robertson resigned after serving a few months, Chief Dodds again became Sanitary Inspector. The salary at that time was one hundred and eighty dollars per year.

In August, 1905, a joint Plumbing and Sanitary Inspector was appointed in the person of Mr. W. T. Rankin.

This year marks the first suggestion for an Incinerator.

An Isolation Hospital was proposed to be erected at a cost of two thousand dollars.

In the year 1905 occurred the epidemic of typhoid fever to which I have referred above.

A vessel going down the Kam river dragged her anchor, loosening the intake, allowing large quantities of unusually polluted water to enter the pipe. As stated, eight hundred and thirty-two cases of typhoid fever resulted, with ninety-eight deaths. The accommodation of the local hospital was taxed to the limit and emergency hospitals had to be opened. The largest of these was on Marks street.

Dr. Douglas, Medical Officer of Health of Winnipeg, was called upon, and he came to the city and gave valuable assistance.

This epidemic seems to have thoroughly awakened the citizens to the fact that prevention is better than cure, for from this day forward rapid strides were made in the Department of Health.

The greatest good that came from the typhoid epidemic was an agitation for a purer water supply. Loch Lo-

mond, a lake lying about seven miles southwest and being at an elevation of three hundred and twenty-three feet above the level of the city, was now for the first time suggested as a source of water supply.

At this time, too, there was an agitation to drain that section of the city known as the "Coal Docks." This was due probably to the fact that about seventy-five per cent of the typhoid cases came from that part of the town. This was not due, however, to the sanitary conditions of that section as popular opinion suggested but, as Dr. Manion stated, to the fact that more un-boiled water was consumed there than at other points.

As a result of this epidemic, too, Dr. Manion, who was appointed Medical Officer of Health in September, 1906, strongly urged the Board to do all in their power to see that increased hospital accommodation was provided as soon as possible.

The Board of Health requested the Board of Works at this time to take over the scavenging, and asked them to have the two sewers above the intake pipe cut off.

Later in the year Mr. Rankin gave way to Mr. Thos. Watson, who was appointed Sanitary Inspector, at a salary of one thousand dollars per year.

In the year 1907 the Town of Fort William became a city with a population of 12,500. Dr. R. J. Manion, who had been appointed in 1906, was the first Medical Officer of Health. The salary was three hundred dollars per year. This included care of the sick indigents.

Apparently Dr. Manion recognized at once the need for some Isolation Hospital accommodation, for I find that the minutes of the proceedings of the Board of Health for 1907 are replete with recommendations in regard to this. It will be remembered that the Isolation Hospital that then existed really handled only smallpox cases.

The year 1908 marks what I might term the commencement of the recognition of the importance of the Department of Health. From now on progress was more rapid. The city continued to increase in population.

Good progress was being made with the Loch Lomond water works scheme. In the meantime good water was being peddled in wagons.

Typhoid fever was getting less, there having been but seventy-seven cases in 1907 and sixty-eight cases in 1908.

Mrs. Flanagan was appointed permanent nurse at the Isolation Hospital at a salary of \$45.00 per month.

The Board of Health investigated the method of garbage collection with a view to having a uniform system.

The Provincial Government were asked to establish a branch laboratory in this city.

The total expense for the year was three thousand four hundred and forty dollars.

In 1909 the salary of the Medical Officer of Health was increased to one thousand dollars per year. This was an increase from five hundred dollars in 1908, and shows that the city council appreciated the value of the work being done and recognized that it was worthy of a proper remuneration.

I have mentioned before that the obtaining of a water supply from Loch Lomond was the direct outcome of the 1905-1906 typhoid epidemic.

The project was commenced in 1906 and carried on steadily until it was completed in 1909. The total cost of the work was four hundred and fifty thousand eight hundred and twelve dollars. In the course of construction a tunnel was driven through solid rock for over a mile.

Perhaps the chief event of interest in the year 1909 was the turning into the mains for the first time the water from Loch Lomond. The exact date was June 23rd, and James Connec, M. P., officiated.

In March, 1909, the Board of Health approached the Port Arthur Board in regard to the erection of a joint Isolation Hospital. The latter board, after looking into the matter, rejected the proposal in September of the same year.

The expenses of the Department for the year were three thousand eight hundred dollars.

Dr. Manion resigned to take effect January 1st, 1909. One of his last acts was to again urge the erection of a suitable Isolation Hospital.

The year 1910 opened with Dr. R. E. Wodehouse as Medical Officer of Health. Messrs. G. W. Brown, R. S. Piper, G. Matthews, R. Hymers, G. Hartley and F. W. Young formed the Board of Health.

In February Dr. Wodehouse and the chairman of the board, Mr. G. W. Brown, were appointed a committee re building of the Isolation Hospital.

In April of this year Mr. Thos. Watson resigned as Sanitary Inspector. Mr. S. Macnamara, who the year before had been appointed assistant to Mr. Watson, now assumed all the duties of a Plumbing Inspector.

The position of Medical Officer of Health and Sanitary Inspector were combined and Dr. R. E. Wodehouse was appointed thereto at a salary of one hundred and fifty dollars per month. This was increased to two thousand four hundred dollars per year in 1911. Later in that year the positions were again separated and Mr. W. E. Stanley was appointed Sanitary Inspector.

The committee to which had been given the task of getting the Isolation Hospital built worked assiduously, so that early in 1910 the contract was let.

At first an endeavor was made to locate the building on the same lots as the McKellar Hospital. But eventually the present location at the corner of N. Vickers Street and Northern Avenue was chosen. The total cost of the building completely furnished, including the land, was about twenty thousand dollars.

This was one of the best investments the citizens ever made. We have now a first class institution in every respect.

The building was ready for occupancy in May, 1911. Miss M. E. Duncan, who is still with us, was the first and only Superintendent.

I will not detail the construction of the hospital. It will accommodate twenty cases of single infection. Cases of Smallpox, Measles, Diphtheria and Scarlet Fever have all been cared for at one time without inconvenience.

Apparently, after having gotten the Isolation Hospital question settled, the Board again looked into the question of the necessity for an incinerator. This as you will remember, had been recommended by the Board away back in 1905.

The nuisance ground bought in 1904 was totally inadequate for the purpose intended and was becoming a nuisance indeed.

The Incinerator was completed last year (1913) and has this summer been constantly in use and is giving excellent satisfaction.

During the summer of 1910 Dr. R. E. Wodehouse inaugurated a campaign against Infant Mortality. A visiting health nurse was added to the Department. She acted as second nurse at the Isolation Hospital and visited new born babes between times.

A Board of Health Laboratory was established at this time. The principal work was examination of sputum and swabs.

In the fall of 1911 a branch of the Anti-Tuberculosis Society was formed in our city. Mr. J. H. Perry was elected president and I was elected honorary secretary.

Dr. Wodehouse resigned in July, 1912, to accept the newly created position of Provincial Medical Officer of Health. I was appointed his successor and assumed office August 1st, 1912.

Up to this time the Department had no quarters of its own. But the Police Department having moved from the city hall to the new court house, we were given their former quarters. This enabled us to concentrate our efforts. The Laboratory that Dr. Wodehouse had established, part in his cellar and part in his private office, was transferred to the city hall. The stenographer who had been appointed the year before, who had been in the city clerk's office, was located in the new offices. The cost of the Department for the year was about seven thousand dollars.

During the year 1913 the staff was increased by a veterinary, food and dairy inspector and an assistant for-

eign speaking sanitary inspector. These two appointees served during the summer months.

Another nurse was engaged as assistant at the Isolation Hospital, and the work of visiting health nurse was combined with that of school nurse. Miss Ida M. Hobbs was the first nurse to fill the position. She was forced to retire on account of illness and was succeeded later by Miss K. Spearing, who now is devoting her whole time to the school work.

This brings us to the present year. In April I was appointed whole-time Medical Officer of Health—the first the city has had. At this time, too, Mr. Digby, the present capable assistant to the Sanitary Inspector, was appointed as a permanent man on the staff. Mr. Stanley, while retaining title of Sanitary Inspector, gives his whole time to food and dairy work.

This year will be noteworthy on account of two things. One is the obtaining of an up-to-date milk bylaw, duly approved by the Minister of Agriculture, under which we are able to ensure to the citizens of our city as good and pure a quality of raw milk as can be gotten anywhere. The other is the installation by default of over one hundred sanitary plumbing installations.

The Board of Health year ends October 31st, tomorrow night. While I have not commenced work on my annual report, I feel that I can say that this year will show two things in which the citizens can take pride, viz.: the lowest case rate of typhoid fever in twenty years and the lowest rate of infant mortality since statistics have been kept. And the cost will probably be less than thirty-five cents per capita.



W. C. DOBIE, Esq.

Sailing Across the Atlantic Sixty Years Ago

Address by Mr. W. C. Dobie, before the Art and Literary Club, Port Arthur
Tuesday, November 27th, 1914

I have made no notes on this subject. I merely trust myself to a good memory. A good memory is a very good thing to have.

As a matter of fact, it is 65 years since I crossed the ocean. Sixty-five years ago in August my father, Uncle William and Aunt Betty, my mother and my sailor uncle, Captain Dobie, made up their minds they would come to America.

It is a revelation to many to know that, in spite of the great strides made of late years in steam vessels, there are still today 55,000 sailing vessels as against 47,000 steam vessels.

If you were living in the old country today and wanted to come to Canada, you would have nothing to do but go to the ship's office and ask when the next ship would sail. You would be given your ticket, told to go down to such-and-such a dock at such-and-such a time on such-and-such a date, and you would find your stateroom ready for you, replete with every modern convenience. You would have nothing to do but get your baggage aboard, go to the stateroom and sail away, with meals served four and sometimes five times a day. Amusements and all kinds of games would be provided. The palatial steamship would be equipped with saloons, gymnasium, reading room, and even roof gardens, which were not even thought of in the days I am going to speak of. We did not have any such things, and even steamers were few and far between, for the first steamer carrying passengers on the Atlantic was Cunard steamer from Boston in 1844, and I am going to talk about what occurred only five years later—in 1849.

As a matter of fact, at that time there were just two passenger lines crossing the ocean, and they were paddle-wheelers. We can cross the ocean now in from five to eight days. Those boats used to cross in 18, 20 or 25 days, and such slow time was a good passage in those days.

My people made up their minds to go to America, and the first thing to be done was to find a vessel. The vessel lay in Liverpool docks and we lived in Birkenhead opposite Liverpool, across the river. Anyone in Birkenhead in those days (there was only one dock there then—the Morpeth dock) could see ships lying there, and in the rigging or the shrouds would be a board stating that the ship was preparing to make a trip to carry so many passengers from such-and-such a port, and would sail on such-and-such a date, and that by applying at such-and-such a ticket office the fare would be accepted for coming across the ocean. At that time the fare was £3 for an adult, and for children 12 years of age $\frac{1}{2}$ price—\$7.50. That is what it cost to take me across the ocean, as I was only a boy of ten years, and though I am not supposed to remember very much at that young age, still I may tell you that my memory is quite clear on the events of that ocean voyage. When I begin to talk to you about things that I can remember 65 years ago, people think I am drawing on my imagination.

Our party consisted of 15, my father and mother, five of us, Uncle William, Aunt Betty and five children, and my sailor uncle, who was a bachelor. He used to be in the India trade which ran passenger ships. The next thing, after booking our passage, was to get supplies for the passengers who were going aboard. You may think £3 was very cheap fare, but they only provided us with water, fire and a bunk. Then there was nothing left for a single man to do but go up town and buy a chunk of hard tack, and, if married with a family to provide for, he would get several bags of this hard tack. The longer these hardtack biscuits were kept the better they used to be, for in order to make them palatable we used to soak them during the night in fresh water,

and then we would split them and fry them in pork gravy, when they were very palatable. All the cooking utensils, which outfit had to be bought, were made of tin and sheet iron, because crockery would not last long on a ship which might roll from side to side, therefore everything had to be of iron and sheet tin so that it would fall about in a storm and not break. People had bedticks and they would buy a bundle of hay and also pillows, placing the hay in the ticks for bedding. We had butter and a few potatoes, remember that it was August, and we had some cheese which did not keep very well. The reason why so many of the sailing ships carried passengers was that emigration was very large. In the year I speak of there were 59,000 left the port of Liverpool, mainly for the U. S. The reason for that excessive emigration was the Irish famine, in other words, the potato crop in Ireland failed, upon which the peasantry depended for a livelihood, and fever followed, and none of them had anything left on which to support himself.

A ship would come in to Liverpool from a foreign port, discharge cargo at one of the docks and then prepare for passenger service. Two tiers of bunks were put up. If any of you have ever been out in a lumber camp in the woods, you will know what these wooden bunks are like. Just a bare board and nothing more, with a partition down each line of bunks marking them off and marking each bunk off from the next.

Well, the \$15 a head was paid, and we all went on board. We went to our palatial stateroom and found the bunks allotted out to the passengers. A partition was put up, as I have said before, and we could only go to the middle of the deck. There were 247 passengers aboard that ship, and it would probably be as big as the America which runs from here to Duluth; the boat would not be any longer and not as wide. The captain's cabin was at the stern, the next part was called the second cabin, and the next part was the steerage, which the passengers occupied who were carried across the ocean at a cheaper rate than the second cabin passengers. Forward of that was the fore-castle, where the sailors slept in their hammocks. There were 20 sailors be-

fore the mast. The boat was a good ship and passenger ships had to carry double crews.

The ship provided nothing but fresh water, fire and a bunk. An emergency store of provisions was kept in what was called the lazarette. This store was put there in charge of the bosun, and nothing was to be given out from that store except by order of the captain, in case of disablement of the ship, shipwreck, baffling winds, etc.

On the date of sailing, we crossed from Birkenhead on a ferry boat. We got aboard our ship lying at the Princess dock, and we had a glorious time. It was a novelty. I well remember the bags of hard tack. I took one hard tack biscuit and ate one, and put two more under my pillow so that if I awakened in the night hungry I would have something to eat.

Well, we hailed out of the dock in good time; weighed anchor in the middle of the river waiting for the tide to cross the bar, for vessels drawing 25 feet of water had to wait in those days for the tide. Things are different now; it is dredged out. The neap tide in Liverpool is 13 feet, the spring tides are from 25 to 26 feet. The morning of our sailing the anchor was taken up. Thirty men did the work, all by hand, no steam winches or windlasses then, and they worked to the tune of an old chanty, raising the anchor by main strength, not by machinery. One fellow, picked out by the rest as a singer, would stand up and would sing to the men who were doing the work. They would walk around singing in unison, and then the leader would improvise on the song. One of the songs was "Heave away, boys, we are bound for the Rio Grande."

Then, after a while, away we went for the mouth of the river into the Irish Sea. When we got near to the mouth of the river sails were hoisted under the direction of the mate. The captain did not say a word to the sailors; he spoke to the mate and the mate gave the orders to the sailors. We came round the south of Ireland with a splendid wind; we were running on the port tack along the coast. I was on the quarter deck; I don't know how I got there. Mr. Collins, the first mate,

said: "Say, boy, aren't you getting sick?" I did not know I was sick until then. I said, "Yes, sir." He said, "You had better get down below." So down I went and went to bed. I fell asleep, and probably would have been all right, but my two brothers came rushing down and said to me, "Come up and see Holyhead." They hauled me up on deck and up the stairs we went, and then, well, I glanced over the bulwarks. I then got downstairs and crawled into a lower bunk, and did not go on deck again for ten days. Part of that time is a blank to me.

On board there were, as I have said, 247 passengers, 30 men before the mast, the cook and his assistant, the cabin boy, three mates and the bosun. The names of the chief officers were: Captain Barril, First Mate Collins, Second Mate Woodside, Third Mate Griffiths, Bosun Barnes.

All the way across we had lovely weather. We never reefed a top sail from the time we reached the Irish Sea until we anchored in New York harbor. One of our amusements was rolling from side to side, down to the bulwarks on one side and down to the bulwarks on the other side with the roll of the ship, and another amusement we had was climbing the shrouds. At the time we were getting near the Gulf Stream a flying fish came aboard. It was about 10 in the morning and, after the first gasps of astonishment, there was a rush for that fish, and I remember an old gentleman who had a son whose name was Jonathan, captured it. From flying fish it soon became "frying fish." We were on the lookout for whales, but we did not see any extraordinary fish except this flying fish I have mentioned and schools of porpoises. We had read at school about whales, walruses, dolphins and seals. All we saw, though, was schools of porpoises or sea hogs, and of course gulls and Mother Carey's chickens.

The fresh water was in casks down in the lower hold. Water was served out once a day, and the cask was brought up out of the hold and water served out so much to one person for whatever purposes he wanted it. After we were about 10 days out at sea the water became putrid. Then the odor from the cask, if the wind happened to

be blowing "across," was awful. Then the water became good again. After a little while it gets over that putrid taste and smell and becomes perfectly sweet. Then, if it is kept longer it putrifies again, and again gets better, and then you can take the cask of water round the world for years and it stays sweet. We had no condensing machines on board that ship.

We had three deaths on board the ship—a man, a young unmarried woman and a child. Most of you have read accounts of a burial at sea. The person dies; the officer notifies the bosun, and the body of the deceased is measured. It is sewn up in a canvas, with a weight at the feet. When the time comes for the funeral to be held, the captain makes his appearance with the Prayer-Book in his hand. A plank is set, with the long end reaching over the side of the ship, and the body is laid upon it. The ship is stopped and at the words, "We therefore commit his body to the deep," the body slides down into the ocean. There was no doctor on the ship, nor a surgeon, though there was a medicine chest aboard in care of the captain in case of necessity.

The most we ever made was ten miles an hour, with a very fair wind and a fresh breeze. I remember looking over the bulwarks at the phosphorescence of the water. Phosphorescence is caused by millions of small fish which are phosphorescent, and something like fireflies that we have here at night. The whole thing seems to be a mass of glittering fire. The ocean is never at rest. There is always what we call the ocean roll, however calm it may be.

We got near the banks of Newfoundland, and there we were becalmed two days. There is nothing more exasperating to a sailor than this. He hates a dead calm worse than a bad storm. We were coming along, and one morning we got up and the lookout man gave the alarm, "Sail ho! dead ahead." It was about six in the morning. We could just see the topsails of that vessel over the horizon. Then a buzz began, and questions began to be asked, "Is it a ship?" "Is she coming in our direction?" "Shall we go near enough to speak her?" It was four o'clock in the afternoon before we passed her. The usual form of salutation is as follows: "Ship

ahoy! What ship are you? Where are you from? Where are you bound for? How many days are you out? What is your latitude and longitude?" One reason for the last question is so that in that way they could check each other's reckoning and see if either was wrong in his figures.

We saw only three vessels on our trip across the ocean, no steamers. One morning I was up and saw a little boat near our ship: it was a little schooner. I asked one of the sailors what it was, and he said it was the pilot boat. We were then about 150 miles from New York. As soon as the pilot came aboard he took charge. Whenever the pilot comes aboard a ship he is the master of the ship until the vessel gets into port. He is supposed to know where the shoals and reefs are, and the currents. At last word came from the pilot, "We will be in New York tonight." The people went down into the hold; there was great excitement; like the children of Israel getting out of Egypt people came up with their ticks and their tin dishes and threw them into the sea. For a mile at the stern in the wake of the ship there was nothing but a streak of straw and tin dishes. The whole of the ship was buzzing that night. We were awakened next morning by the rattle of the chain cables, and we cast anchor off Staten Island, where the quarantine station was. Word was passed round that the doctor and his assistant would be on board at 9 a. m. We had to wash our hands and faces and look pretty. One man on board named Mr. Johnson was very anxious as he had had illness on the way out. The doctor came along in due time, and we stuck our tongues out, not in an impertinent way but because he asked us to. We then were at liberty to go forward, and saw a tug coming down to anchor. She fastened on to us and towed us to the landing stage. We saw a sloop of war that had just come in from California, and we were at rest 30 days after leaving Liverpool. Mr. Neil MacLean of Port Arthur, known to most of you, came across the same year I did, and he was 13 weeks on the trip. It was an

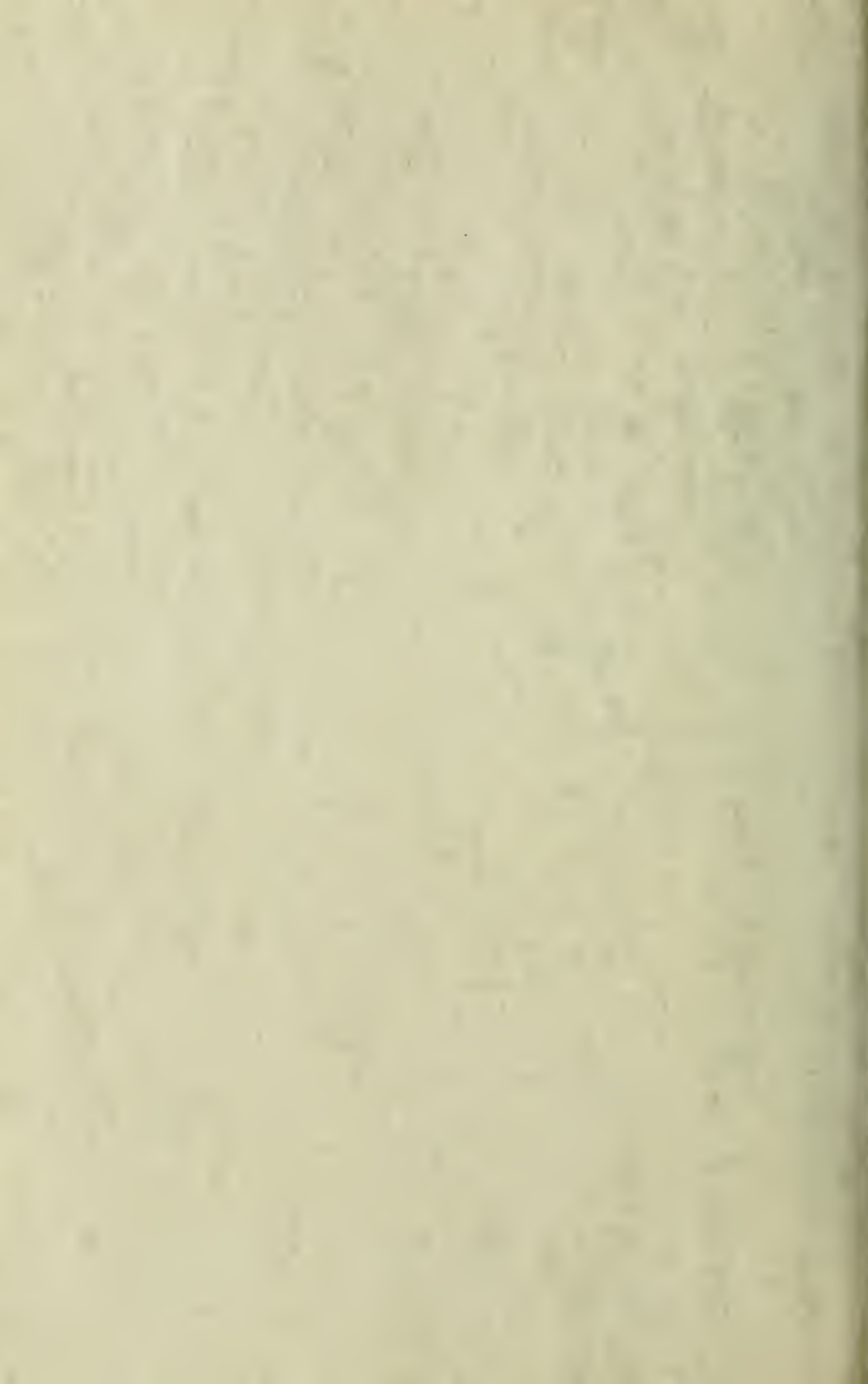
exceptionally fine and fortunate voyage for us.

I saw and tasted water-melons for the first time in New York. My father and uncle went up town in New York and carried back a big water-melon. I ate a little too near the rind and was not very well after it. In the evening we went aboard a little vessel, then we went up the Hudson and up to Albany. I remember seeing the Palisades there quite well. I saw my first mosquito there, that night on the boat. While the navigation on the Albany river was very smooth I got sick. The water-melon referred to was the cause. I could not look another water-melon in the face for many years. Railways were not exceedingly plentiful in those days; they were like steamers. A great deal of traveling was done then up the Erie canal by canal boat. On the canal boat by which we traveled there were 70 passengers. The vessel was not very large and the accommodation was not very good. It took us eight days from Albany to Buffalo by mule power. Three people had to be taken off the canal boat at Rochester with cholera.

We got a small steamer at Buffalo for Port Stanley on the other side of Lake Erie. We were in Canada—the land of promise. The question was, who would go down and tell our friends of the steamer's arrival? My uncle went, and the second day after he left he returned with a party of our friends and relatives, and on the 43rd day after we left Liverpool we were with our relations and friends in Canada.

P. S.—With his family Mr. W. C. Dobie settled later on at Sullivan, Ontario.

Mr. W. C. Dobie came to Canada September, 1849, moved to Owen Sound in October, 1854, and to Bruce Mines in September, 1860. He came to Port Arthur in June, 1872, and was appointed Police Magistrate on October 1st, 1890, a position he still occupies. He has been a resident of Thunder Bay for over 42 years.



The Thunder Bay Historical Society

Sixth Annual Report



PAPERS OF 1915

The Thunder Bay Historical Society

Officers

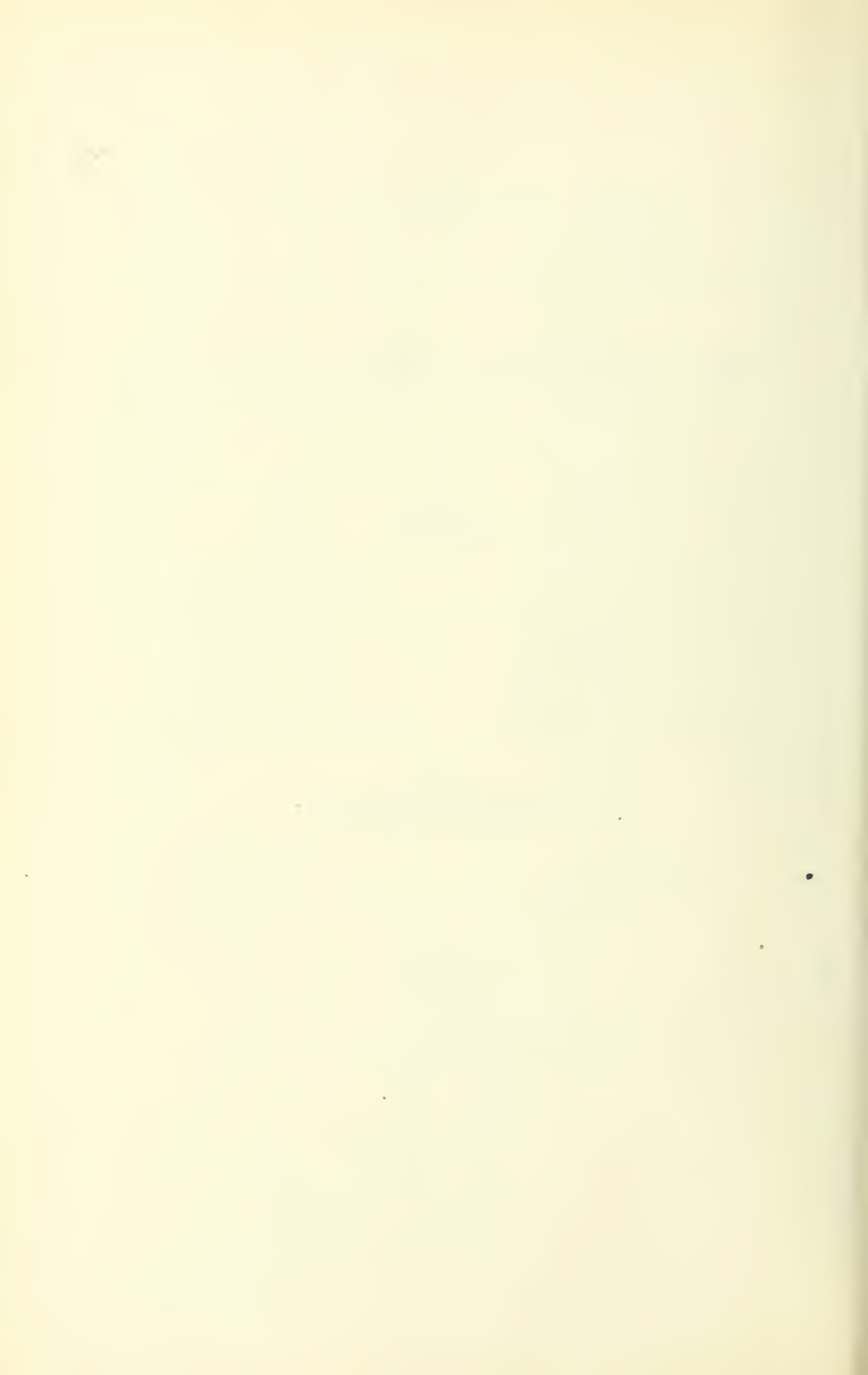
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Peter McKellar

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President's Address

PETER McKELLAR, Esq.

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

Another year has passed by since our last annual meeting; a year that is unique in the history of the world. Civilization is divided about half and half against each other. There are millions of men arrayed on each side, bent on the destruction of their opponents by the use of the most deadly weapons of war devised by man. Their operations are being carried on in air, on land and sea, and under the sea.

Considering the great advancement made by the human race, within the last one hundred years, in christianity, intelligence and science, it does appear the reverse of the general order of things, and a going towards heathendom instead of christendom.

It will be seen by the last year's Annual that the Fur Traders' Tablet was under contract when the great European war broke out. The contract was stopped, it being considered wise not to try to raise the necessary

cost until after the close of the war. In the meantime Mr. Gladstone is engaged in cutting the lettering on the stone. He has one side finished and the other partly done.

We are now engaged in an important work in connection with the Historic Landmarks Association of Canada. In the beginning of October I received a letter from the president, Mr. Pemberton Smith, asking for the historic landmarks in the Thunder Bay District as they wanted to have them incorporated in the first series of the Directory the Society is preparing for publication. At the October meeting, our Society appointed Mr. A. L. Russell, D. L. S., with me on the committee to attend to the landmarks. We have now selected about thirty sites, many of which are worthy. We are now preparing the necessary explanatory notes to forward along with the list of sites to the secretary, Mrs. J. B. Simpson, Ottawa.

The papers herein will speak for themselves. In conclusion, I beg to thank the officers and members of the Society for their valuable assistance.



Secretary's Report

MISS M. J. L. BLACK

Fort William, Nov. 26, 1915.

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

Ladies and Gentlemen,—

I have the honor to present the following report as Secretary of our Society:

During the year there have been held five regular meetings and one special meeting of the Executive. It is hardly necessary for me to add that the meetings have always been most enjoyable. The papers given brought out much valuable historic material, but as they are appearing in full, it is hardly necessary for me to make any comment on them. One's only regret in connection with our meet-

ings is that we are unable to take a record of the discussions which follow the papers, for they often prove quite as enjoyable as the original address.

This year we affiliated with the Historical Landmarks Association, and have already organized a committee to co-operate with them in their work.

The correspondence has not been extensive, and has almost all taken the form of requests for our publications.

We have a paid-up membership of twelve, while three outsiders have also contributed to our funds for the tablet.

All of which is respectfully submitted.

M. J. L. BLACK.

TREASURER'S REPORT

Treasurer's Report.

RECEIPTS.

1914	
Nov. 27.—Balance in bank . . .	\$224.20
Nov. 27.—Fees: Mrs. Graham	
D. McKellar, E. B. Oliver,	
Oliver, Mr. and Mrs. Russell,	
Mr. and Mrs. Perry, Mr. and	
Mrs. P. McKellar, Miss Staf-	
ford, Miss Dobie	10.00
Dec. 1.—Donation to tablet	
(Mrs. Plummer)	10.00
1915.	
Nov. 19.—Government grant	
(1915)	100.00
Nov. 21.—Donation to tablet	
(N. M. W. J. McKenzie and	
J. D. McKenzie)	20.00
	<hr/>
	\$364.20

EXPENDITURES.

1914.	
Nov. 30.—Stationary	\$ 10.70
1915.	
Jan. 27.—D. Gladstone (tablet)	100.00
Feb. 9.—Printing Annuals and	
Circulars	122.60
Feb. —Envelopes . . . . .	.40
Feb. 30.—Membership to His-	
torical Landmarks Asso.	5.00
Feb. 30.—Postage	1.00
	<hr/>
	\$239.70
Nov. 26.—Bal. in bank	124.50
	<hr/>
	\$364.20
Audited and found correct	
Nov. 26, 1915.	
K. McK. PERRY,	
M. ROSS GRAHAM, Auditors.	

The Original Kaministiquia Club

BY PETER McKELLAR

The Kaministiquia Club, as formed in 1879, was to all intents and purposes the "Chamber of Commerce" or "Board of Trade" of the residents of that period, as well as supplying to some extent the social features for which in these later times the citizens turn to their club of today, which, though it bears the same name, does not pretend to include in its functions the settling of such political questions as those for which the original Club was organized.

This narrative presents actualities which were written up at the time those occurrences took place. To make the matter clear to outsiders, necessary explanations are inserted by the writer who was conversant with the affairs at the time. These are as follows:

"Minute Book of the Kaministiquia Club, organized Jan. 20, 1879.

"We, the undersigned, believing that a more united effort on the part of the friends of the Kaministiquia is necessary to secure the justice that has long been denied us, with this end always in view have joined together under the name of the "Kaministiquia Club" pledging ourselves to obey all the laws of this Club and do all in our power to advance the interests of Fort William and the Kaministiquia River.

1. John McIntyre
2. C. N. Black
3. Neil McDougall
4. Wm. C. Kennedy
5. Peter McKellar
6. A. McLaren
7. John McKellar
8. John McKinnon
9. John McLaurin
10. W. I. Connelly
11. David Smith
12. Sidney Smith
13. James Henderson
14. Fred Perry
15. Donald McKellar
16. Robert Cook
17. Chas. McLennan

18. John W. Pritchard
19. A. O'Connor.

"Town Plot of Fort William, Jan. 20, 1879.

"At a meeting held in Oliver, Davidson & Co.'s hall on the 20th of Jan., 1879, when were present Mr. McIntyre, Peter McKellar, John McKellar, W. I. Connelly, C. N. Black, W. C. Kennedy Neil McDougall, John McKinnon, A. McLaren and John McLaurin.

"On motion, John McIntyre was elected Chairman and W. C. Kennedy, Secretary.

"The chairman explained that the object for which the meeting was called was to take into consideration the advisability of forming an organization for the purpose of defending the rights of Fort William and the Kaministiquia River, against the encroachments of the people of Prince Arthur's Landing. As proof of the necessity for immediate action in this matter, the secretary was requested to read a notice in the Ontario Gazette of proposed amendments to the Shuniah Act, which, if allowed to become law, would be very injurious to the interests of Fort William. The Chairman recommended the reorganization of a Club or Society to watch the interests of the River, and act where those interests are endangered.

Moved by C. N. Black and seconded by Peter McKellar, that we at once organize a "Club" to be known as the "Kaministiquia Club."—Carried.

The names of all in the meeting being signed as members of the said club.

It was moved by John McKellar and seconded by John McKinnon that John McIntyre be President of this Club.—Carried.

Moved by John McKinnon, seconded by Peter McKellar that C. N. Black be Vice-President.—Carried.

Moved by John McKinnon, seconded by John McKellar that Neil McDougall be Treasurer.—Carried.

Moved by A. McLaurin, seconded by C. N. Black that W. C. Kennedy be Secretary.—Carried.

Moved by John McKellar, seconded by John McLaurin that the Club meet every Wednesday evening.—Carried.

Moved by C. N. Black, seconded by John McKinnon that a committee of three be composed of Peter McKellar, W. C. Kennedy and the mover, be appointed to draw up Petition, etc.—Carried.

On motion the meeting adjourned."

(Note.—Had the amendments referred to in the application of the Shuniah Council to the Provincial Government, asking for the formation of a County in the Thunder Bay District with the County Seat at Prince Arthur's Landing, become law, the Kaministiquia Harbor would practically be doomed to oblivion for many years to come, as thought by the Fort William people. The County Council would control harbors and the Kaministiquia would be under the guidance of Prince Arthur's Landing. The people of Fort William knew well what to expect judging by the articles appearing in the "Sentinel," Port Arthur.)

" Kaministiquia Club Room, Wednesday Evening, Jan. 22nd, 1879.

A special meeting to receive report of Committee, the Vice-President in the chair.

The report of Committee was received and the draft Petition protesting against the proposed amendments to the Shuniah Act was read and adopted.

The names of David Smith, Sidney Smith, James Henderson and Alex. Spotter were added to the Club.

After which the meeting adjourned.

W. C. KENNEDY, Secy.

Kaministiquia Club Room, Wednesday, Jan. 29th, 1879.

The President in the chair.

The minutes of meeting on January 20th and special meeting, Jan. 22nd, read and approved.

The names of D. McKellar, Fred Perry, Thomas Freeman and Robert Cook were added to the roll as members of the Club.

After considerable discussion on the best means of making the Club a success, it was moved by John McKellar, seconded by C. N. Black, that the entrance fee for each member—be 50c.—Carried.

Moved by John McKellar, seconded by John McKinnon, that the monthly dues be 50c each member, to be paid at the first meeting after the 15th of each month.—Carried."

(The Petition already referred to was for the purpose of stopping the proposed amendments to the Shuniah Act from becoming law, at the approaching session of the Provincial Parliament. It reached Mr. Adam Oliver, ex-M.P.P., the Fort William representative, just in time to accomplish the work intended. Another day would have been too late. I may say that this petition was unique, in a way, and created much interest and comment at the time. It was a scroll of paper probably ten feet in length, headed with a descriptive petition, and hundreds of names, supposed to include every man, woman and child in the Kaministiquia locality, inscribed thereon.

Our Society having secured the publication of the Port Arthur "Sentinel" by kindness of Miss Annie Woodside, I thought I would look over these items in the book volumes of that year, as I had read the account, in the "Sentinel" at the time of publication. I took the bound volumes, 1878-9, and after perusing them could find no article referring to the matters, not even, to a meeting of the Shuniah Council at which these matters were touched upon. I was dumbfounded as I now I had read the articles in the "Sentinel." I then concluded that some issues must have been left out. I went through one volume and found that out of the 52 weekly issues, 13 were missing. Probably the papers with the interesting articles would be passed around to friends and lost. I mention this so that others may be on their guard in looking up important matters.)

"Moved by Thomas Freeman, seconded by D. McKellar, that the Secretary be empowered to procure minute book and stationery for this Club.—Carried

Moved by A. McLaurin, seconded by James Henderson, that P. McKellar, C. N. Black and W. C. Kennedy be a committee to secure rooms suitable for meetings, also lamp and what furniture may be required.—Carried.

Moved by D. Smith, seconded by James Henderson, that the Treasurer pay out no money unless by vote of club, and only on order signed by the President and Secretary.—Carried.

Moved and seconded that meeting be adjourned.—Carried.

W. C. KENNEDY, Secy.

"Kaministiquia Club Room, February 5th, 1879.

The President in the chair.

Minutes of last meeting read and approved. The name of Chas. McLennan added to the Club.

A letter from the Hon. A. Crooks re school matters was read and discussed.

Moved by C. N. Black, seconded by A. McLaren, that the letter from the Minister of Education be laid on the table until more definite news is received.

A telegram from McMichael Hoskins & Co. in regard to unseating of Councillors was read.

Moved by C. N. Black and seconded by James Henderson that, as this is a matter which began before the formation of the club, therefore this club is not responsible or in duty bound to pay for any telegrams relating thereto—but that a special collection be taken up to pay for the said telegram.—Carried.

A collection was taken up and the full amount required raised at once.

Alex. Spotter and Thos. Freeman wished to have their names erased from the Roll, which the Secretary took the liberty of doing.

On motion the meeting adjourned.

Kaministiquia Club Room, February 12th, 1879.

The Vice-President in the chair.

Minutes of last meeting read and approved.

Letter from E. Ingalls to school trustees of school section No. 1 in regard to school matters was read and filed.

Moved by A. McLaren, seconded by J. Henderson that A. O'Connor and John McLaurin be added to the executive committee.—Carried.

Moved by Joann McKellar, seconded by R. Cook that the Secretary draft a circular to be sent to property holders on the River asking their assistance to our club.—Carried.

The meeting adjourned.

W. C. KENNEDY, Secy.

"Kaministiquia Club Room, February 19th, 1879.

The Vice-President in the chair.

Minutes of last meeting read and approved.

The Secretary read draft of circular which was adopted.

The Vice-President was asked to send the circular to Joseph Davidson and have 200 copies printed.

Moved by A. O'Connor, seconded by S. Smith, that we send for copies of Grip and the New York Clipper.

Meeting adjourned.

W. C. KENNEDY, Secy.

"Kaministiquia Club Room, February 26th, 1879.

Only a few members present. No business transacted owing to the absence of the leading members.

Friendly discussion after which the meeting closed.

Signed A. O'CONNOR,

Secy., pro-tem.

"Kaministiquia Club Room, March 1879.

Minutes of last meeting read and adopted.

Moved by C. N. Black and seconded by D. Smith, that W. McDougall be admitted as a member of the Club.—Carried.

Moved by A. McLaren, seconded by D. Smith, that A. Stephenson be admitted a member of this Club.—Carried.

Moved by A. McLaren, seconded by John McKinnon that a telegram be sent to Emerson International giving local notes.—Carried.

Meeting adjourned.

W. C. KENNEDY, Secy."

In 1907, twenty eight years later, the Club was resuscitated, and chartered with the usual social club functions and has been in a flourishing ever since.



A. L. RUSSELL, D.L.S.

Fort William in the Middle of the XIX Century

BY A. L. RUSSELL, D.L.S.

In 1883, when the enlargement of the Canadian Pacific railway terminals necessitated the dismantling of the historic old Hudson's Bay Co.'s buildings, which prior to 1803 had been called Fort Kaministiquia and subsequently Fort William, I had the good fortune to obtain several souvenirs of that once famous trading post at the gateway to what was then fittingly termed "The Great Lone Land" over which the "Gentlemen and Traders" of the H. B. C.—shall I say "Here Before Christ" Co. exercised a beneficent and unlimited control.

The faithful old caretaker of the company, Mr. Richards—kindly offered me every facility to indulge my craving and I carried off as prizes, one manuscript journal, one long antiquated flint lock gun, one tin life preserver, besides other minor articles, all of which I subsequently handed over to Mr. (now Dr.) C. N. Bell, then secretary of the Manitoba Historical Society—a well known authority on Hudson's Bay Co. matters.

There were several other diaries which I had not the nerve to take which, I trust eventually reached headquarters and I hope eventually our Society may become possessed of them as the information they contain relates to the actual local historical facts as they occurred and extends over many years.

The writer of the Diary which forms the basis of this evening's paper—Mr. John McKenzie—was evidently an intelligent and faithful recorder as well as excellent penman. This volume was restored to me by Dr. Bell and covers the period from 17th. July 1845 (when Mr. McKenzie returned to his post after an absence) to the 28th February 1847. The appearance of Fort William or rather Fort Kaministiquia as it was then called is well depicted in the copy of an oil painting in the possession

of the family of the late Dr. Van Cortland of Ottawa. This was on the 15th June, 1805 immediately after its completion—it was four years in building—and gives one an idea of the fortified nature of the establishment, surrounded by a stockade 15 feet in height, when it was the rendezvous of the proud and spirited North West company. Some records aver it was first christened Fort William, in honour of William McGillivray, a couple of years later, 1807. Captain Palliser, R. E., in 1857 refers to the large dwelling house, the dining room of which it is elsewhere recorded could seat 200 people—lying parallel to the Kaministiquia river and flanked by two storehouses, the western one being of stone, at right angles thereto and surrounded by a picket fence 5 feet in height.

My second view gives its appearance in 1879 and is from a photograph, taken from the right or south bank of the river. Caretaker Richards is exhibited having in charge a party of tourists. This view is kindly loaned me by Mrs. Sherk and shows the location of the old buildings after the stockade had been removed.

The River Kaministiquia appears to have had more spellings than it has bends. Investigation reveals that the undermentioned celebrities are credited as follows:

- 1678. Duluht—Caministigoyan.
- 1728. Verandraye—Gamenistigouya.
Caministiquia, Camenistiquoia.
- 1762. De L'Isles Maps—Kaministigouya or 3 Rivers.
- 1805. Vancortland painting—Kaministiguia.
- 1847. Colonel Crofton—Kamenistiquia.
- 1849. T. G. Anderson S. I. A.—Kawme-na-ta-wa-young.
- 1850. The Robinson Treaty—Kiministiquia.
- 1857. S. J. Dawson, C. E.—Kaministiquia.

1857. Captain Palliser, R. E.—Kaministiquioh.
 1860. Professor H. Y. Hind—Kaministiquia.
 1870. R. J. Pither, Indian agent—Kah-mah-naih-tick-quiack or the River that runs far about.
 Sir A. McKenzie—Caministiquia.
 Petitot—Kaministikweya or Wide R.
 Harmon—Kamenistiquia.
 Malhiot—Kamanaitiquoya.
 Keating—Kamanatekwoya.
 Henry Thompson—Wandering or Dog River.
 U. S. Charts—Kaministiquia.
 U. S. Charts—Kaministqa.
 Sir John Richardson—Kamanistikwoya.

In 1902 the Geographic Board of Canada fixed it for all time as Kaministikwia. This is the correct official spelling and in 1903 your humble servant compiled the first detailed plan of Fort William and Port Arthur with this approved spelling which came as a surprise to the Fort William council who were unaware of the arbitrary official change.

Extracts from entries in Journal 1845. 17 July. The first entry presents a striking contrast to the present magnificent deep water harbour and reads as follows.

"This morning the Schooner Whitefish dropped down into the Lake there not being sufficient water on the bar to admit of her being loaded in the river. The boats were afterwards sent off with the fish and other cargo. In her were sent down to Michipicoton Mr. Begg, who had been in charge in my absence. Michel Collin, assisted by John Finlayson, preparing the wood for five additional North Canoes."

The building of Birch Bark Canoes, referred to in our first entry, was evidently an important industry. The smallest or 2 man canoe could only be handled with safety by experts, while the imposing and capacious "North" or "Montreal" 5 fathom (30 feet) canoes are credited with carrying cargoes of over 10,000 lbs. composed usually of about 8,000 lbs. package freight, 1,500 lbs. provisions and liquors and at times 13 or 14 of a crew, to say nothing of an odd pas-

senger or two. The ordinary Inland canoe, which was in use between Lake Superior and Red River, was built to carry about 2,900 lbs. and a crew of 4 or 5 men—the trip usually occupying about thirty days. The large North canoes were used in forwarding supplies and outfit from Montreal to Fort William with return cargoes of fur and had to brave the dangers of Lake Superior.

On one of these trips it is recorded that the Bishop of Montreal left La Chine on the 16th. May 1844 in a large canoe manned by eight French Canadians and six Iroquois Indians; he ascended the Ottawa to where the Matawin joins it. He then passed from this through La Petite Riviere and some small lakes, traversing the high lands, until he reached Lake Nipissing, and having crossed it descended the whole length of French River into Lake Huron—440 miles from Montreal. Coasting up the northern shore of this lake about 220 miles further he came to Sault Ste. Marie and crossing over passed into Lake Superior and along the north shore about 280 miles until Fort William was reached. This trip usually occupied 30 to 40 days. You will notice that the main transportation to the North West, from Montreal followed the route of the proposed Georgian Bay canal, the early construction of which, with British capital, foreshadows a still greater impetus to our twin harbours at the Gateway of the West.

July 18.—This entry refers to the important fishing industry and reads as follows. "Vezina was sent off with four nets and nine lines, which, in consequence of our getting but few fish in the river, he is to set in the Bay. Captain Palliser, R. E., on landing at Fort William in 1857 stated that the fish diet was the chief support and that it actually "tainted the atmosphere" where the 200 Chippewas and a few Pagan Indians were camped.

July 19. The entry reads "Collin and Finlayson went up the river in the expectation of getting some sturgeon and returned with only 2."

Apart from the river the principal fishing stations appear to have been at Shaginah and Thunder Point, others being at Welcome Islands and the "Puttee" which I take to be the

Pate or Pic Island and lastly a brief reference is made to our maligned Current River which yielded only 2 trout.—“The rocky bed of the stream not being favorable to seining operations.” The principal hauls recorded are 133 bbls. and 31 half bbls. of trout and whitefish from Shaginah; 29 bbls. trout and 21½ whitefish from Thunder Point and 500 whitefish which were caught with the seine in the river.

Fishing returns recorded for about 5 months—from August 9 to 31 December show the total fish caught as follows:

646 whitefish.
4 sturgeon.
91 trout.
566 dore and carp.

Total 1307 fish.

The game taken during 1847 was:

94 ducks.
57 rabbits.
26 partridges

This must be in addition to the fish and game secured by Indians and others not attached to the Hudson's Bay post, more especially rabbits as I find Mr. J. F. Gaudet—one of the staff of S. J. Dawson, C. E.—reporting that 2 of his Indians had trapped by December 23rd, no less than 500 rabbits and by boiling with some lard made an acceptable variety of Pemican.

July 30th. “7 a.m. A canoe with 2 priests and 2 nuns arrived from Montreal, having left the former place on 20th. June. They resumed their journey at 2 p.m. and by them I forwarded letters to Lac la Pluie (Rainy Lake) and Red River. This trip occupied 40 days and a search through other records makes it evident that the two priests were Father Aubert, O. M. I. and Novice Alex A. Tache, the latter of whom subsequently rose to Eminence in Red River.

Aug. 10 reported a heavy and dense smoke was carried down by the north west wind, arising, it is supposed from a fire made by the Voyageurs to the interior.

Aug. 16. “Dr. Rae arrived from Michipicoton in a canoe with 5 men, which place he left on the 10th inst. leaving on the following day in a new canoe with 6 men.” This is the Dr. Rae who found traces of the lost

Sir John Franklin party, thereby securing the offered reward of £10,000.

Aug. 21. “The Barge with our annual outfit arrived from Michipicoton everything in good order.

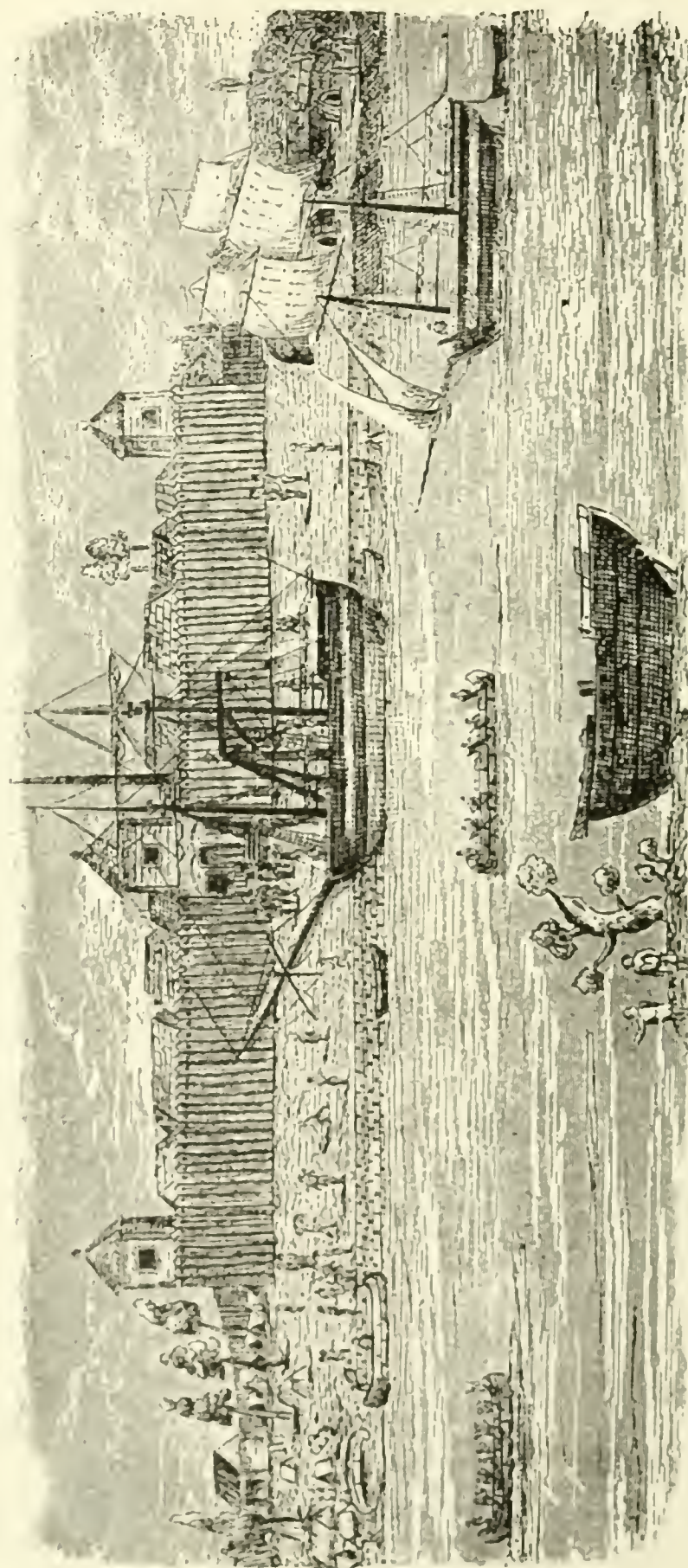
Aug. 27. “The Indians receive their winter supplies and take their departure.”

Sept. 1. “Four North canoes arrived.”

Extracts from Diary of Visiting Indian Superintendent Thos. Gummer-sel Anderson of Cobourg, Ont. advising Indians of Lake Superior region re proposed treaty of 1850, officially known as the Robinson treaty. 1849.

Sept. 18. At Sault Ste. Marie. Rose at 6 a.m. observed four sailing vessels and one propellor besides the Napoleon in harbour—the latter having anchored during the night with 700 tons copper on board from Ondonawgan River. This mine paid last year 60 per cent on the stock paid in and this year expects to pay about 100 per cent. Weighed anchor about half past 7—could not start sooner because of the fog. This vessel had been an old sailor but was converted into a propellor and goes about 9 to 12 knots an hour. Her cargo is mostly in the hold below water mark and her captain's name is Clark, the person who married the beautiful Miss Prior. At 8 assembled to breakfast when all the cabin passengers met, among whom are seven ladies (so called) and their children. Capt. Ermatinger and his uncle Caw-taw-be-tae (or rather Maun-Kosit). Mr. Holeigh, American topographical surveyor, Mr. Vidal, Mr. Somerville and myself, besides several Germans and Yankees going to the mines, and ten or 15 passengers.

Sept. 24. Rose at 5, got breakfast and started at 7. The morning was fine and passing along high mountains—some 1,000 feet high. and at one o'clock arrived at Fort William. Mr. McKenzie in charge of the establishment, who received us most cordially. We dined and tea-ed with him and at 10 went to bed in our tent. Gave some pork, flour and tobacco to the Indians and invited them to meet us at 10 o'clock in a room kindly appropriated by Mr. McKenzie for the purpose.



FRONT VIEW OF FORT KAMISTIGUIA, NORTH WEST COMPANY, JUNE 15, 1805

From the Original Oil Painting (Dr. Vancortlandt's Collection), Ottawa

Sept. 25. Up and dressed by times—breakfasted at 9 and shortly after the Indians began to assemble, about 35 were all that could be mustered. They were accompanied by a Jesuit priest named Primeault.

Kaw-we-na-ta-wa-young is the Indian name for River on which Fort William is built and is situated within a mile of its entrance to Thunder Bay. At its mouth a bar runs across so as to prevent vessels coming nearer than a mile from the Fort. There are other entrances to the River which unite and form one stream about 3 miles from the Lake. The falls commence about 20 miles from the entrance.

The Fort is composed of picketted fence enclosing about an acre of ground within which are the various stores (one of stone) dwellings and outhouse, but mostly in a state of decay, except that occupied by Mr. McKenzie which is very comfortable. At the distance of about 600 yards is a well built block house of wood for defence in the contentions between Lord Selkirk and North West Company. Mrs. McKenzie dined with us. She is a very nice lady from Montreal. Mr. McKenzie is, like all other Indian traders of the Hudson's Bay Co., very hospitable. We lived at his table on all good things of the season—washing the eatables down with well-filled flagons of wine and brandy. He offered us beds but we preferred our tent which was pitched in the middle of his beautiful green lawn; we however accepted a spacious room in which to hold our consultation with the Indians. The scenery about Fort William is very beautiful. The placid stream in front of the dwelling unceasingly carrying the waters from its source hundreds of miles above us through the Great Lakes to the sea—the wild fowl paddling and winging their way from the dread shot of their enemy man—the tormentor of all living beings, even himself inclusive—the thousands of Golden Plover sporting in hurried steps along the bank—the snipe, as if wearied of carrying their highly flavored bodies by distant flight are masked at short distances from the heedless savage tread, and would be sport indeed for the less relenting English sportsmen's gun; and now and then the up stream bound finny

tribe, as they pass along, as if mindful of the fishing man's abode, pop up their crimsoned eye to see whether the deadly spear is raised to shed the blood of innocence and end their harmless days.

The dark tinted aborigines luxuriating in all the filth, want and misery which indolent and impotent parentage could for ages bestow, are objects that cannot fail to rouse the mind of those unaccustomed with such scenes, to deep and profitable reflection. Then in the distance you see the mountains on all sides rising 1,000 feet above your head—these are the resort of hares and winged fowls, for no one else but crafty man can reach their summit, and were not Divine Wisdom the Creator one might be disposed to say they were made for no purpose. Ice this morning half an inch thick.

Sept. 4. Made an early start, the wind partly ahead and partly off land. We only made 25 miles and at 8 reached LaRonde's in charge of the Pie Trading station or Post. Mr. LaRondes received us very kindly—took us up to his house, where we had a good supper and a good night's lodging—besides gaining much information on the subject of our mission. Among other things he informs us that the Nepigon Indians, almost to a man, have a plurality of wives and some to the number of seven. The man we met yesterday had three viz. old woman, her daughter by a former husband and again a daughter of the second wife by another father.

Mr. LaRonde further informs me on this subject that parents refusing to give their daughters in marriage are almost certain of being murdered by the party applying. Murders for other trifling causes are not infrequent among those Indians—surely no pains should be spared to civilize them.

Sept. 5. Left Mr. LaRonde at quarter before 8 and soon after were enabled to stretch our sail to a side-wind arriving at the Sault, got the sad and melancholy news of Dear Doctor Darling's death at Penetanguishene. We got lodgings and a house in which to receive our Indians on Monday from Mr. McTavish, but my anxiety to see Gusty (his son) and hear the particulars of Dr. Darling's

death induced me to proceed immediately to Mr. Wilson's. Very kindly received by Miss March, Mr. W. not at home. Miss M. kindly got tea but I had scarcely time to take a cup when Peter Bell, who has now become a good boy called to say he was on his way to Garden River so I embarked with him.

The last page of the diary reads as follows:

During the foregoing journey without one dollar in money to pay my expenses, or a plug of tobacco to give the tribes a smoke, I succeeded in getting the Indians to cede all their land to the Crown from Penetanguishene, Long Lake, Huron and Lake Superior and back to Nipegon, without the slightest reserve because they had full confidence in me and

did not doubt but that the government would deal honestly with them. Next spring the Hon. W. B. Robinson was sent up with boxes of American silver to obtain the signature of the tribes without extending to me the common courtesy. My being directed to accompany him would have convinced the Indians of my truthfulness to them.

Note by A. L. R.—Commissioner Robinson in official report of treaty officially acknowledged the valuable assistance of Mr. Anderson. Mr. Anderson died 16 Feb. 1875. The foregoing notes are copied by kind permission of Mrs. Geo. Ironside of Port Arthur, who holds copy taken by her son Ernie from the original document.



Fort William's Early Newspapers

BY P. McKELLAR

Two years after the "Day Book" was closed, the people of Fort William started to look up another Paper, as will be seen by the following minutes as recorded in the old minute book of meetings:

"Town Plot, March 16th, 1880.

A meeting was called to organize a newspaper in Town Plot of Fort William.

Mr. E. Ingalls was appointed chairman, and A. A. Armet, secretary.

Moved by P. L. Knappen, seconded by C. N. Black, that a subscription list be opened, and a committee of three be appointed to circulate it, and see what can be obtained for the support of a newspaper for the coming year in the shape of bonus or patronage.

The chairman appointed a committee consisting of C. N. Black and P. L. Knappen. Meeting adjourned to meet in a week.

The subscription list read:

"On demand I promise to pay the sum set opposite my name as a bonus towards the support of a weekly newspaper, to be published in Fort William. Should the paper be started by stock this to be null and void:—

Sidney Smith	\$ 5.00
C. N. Black	10.00
P. L. Knappen	15.00
Geo. A. Graham	15.00
McKellar Bros.	10.00
Thomas Freeman	5.00
Donald Morrison	5.00
A. McLaren	10.00
H. Kennedy	2.00

\$72.00

The advertisement subscription form subscribed to was as follows:

"On demand I promise to pay the sum set opposite my name for promoting, for the year beginning with June, 1880, should a paper be started in Fort William by that time.

Sidney Smith	\$ 5.00
C. N. Black	20.00
J. Stevenson by leave	20.00

John Curren by leave	30.00
Smith & Mitchell	5.00
A. C. Crawford	2.00
N. McDougall (Tel. Co.)	30.00
N. McDougall (private)	2.00
Charles Baker	2.00
E. Ingalls	30.00
P. L. Knappen	15.00
John McLaurin	10.00
Clark E. Brock	10.00
Frank Moberly	5.00
Thos. S. T. Smellie	5.00
Richard McNab	2.00
Geo. Graham	25.00
Jno. H. Bartle & Co.	10.00
McKellar Bros.	10.00
Donald Morrison	1.00
Thomas Freeman	2.00
A. McLaren	10.00
A. D. Dunning	5.00
Samuel Hayward	2.00
H. Kennedy	5.00
W. Pritchard	5.00

\$263.50

Stock subscription:—

On demand I promise to take stock in a newspaper to be started and published in Fort William during the year 1880, one half to be paid when called for, the balance in one year after, to the amount set opposite my name."

Sidney Smith	\$15.00
C. N. Black	30.00
A. Stevenson by leave	10.00
A. C. Crawford	15.00
N. McDougall	15.00
Charles Baker	2.00
E. Ingalls	20.00
McKellar Bros.	40.00
Thomas Freeman	5.00
A. McLaren	20.00
Chas. J. McLennan	5.00
W. Pritchard	5.00

\$182.00

"Town Plot, March 23, 1880.

A meeting held in the school house this evening for the purpose of starting a newspaper.

C. N. Black was appointed chairman and P. McKellar secretary.

A long discussion took place as to the best mode of procedure, as to whether to purchase a press or to offer a bonus.

Moved by P. L. Knappen, seconded by G. A. Graham, that a new subscription list be opened, one sum for each party, and empower the committee to act as they please in the matter.

The motion lost.

Moved by A. McKellar, seconded by A. McLaren, that the former committee (that is), C. N. Black, G. A. Graham, and P. L. Knappen be continued, and authorized to advertise in the Toronto papers, and consult parties there, and when ready call a meeting of the people. Carried.

The meeting adjourned.

C. N. BLACK,
Chairman.

P. McKELLAR,
Secretary.

Copy of letter written to J. Davidson, Toronto, and P. J. Brown, Ingersoll, Ont.

Dear Sir:—

By request of Mr. Davidson and others to Mr. C. N. Black during his recent trip below, a meeting of the citizens has been held here, the object being the starting of a newspaper, and we were appointed a committee to correspond with you and others relative to the matter. We forward by this mail advertisements to be inserted in the Mail and Globe asking correspondence with newspaper men desirous of starting a paper in a new town. The people here are subscribing to two methods of starting a paper—one by bonus and one by taking stock in the paper. We are laboring under great disadvantages, from having so few amongst us who have means, and less who are interested in real estate. It is the unanimous opinion here that unless interested parties below, viz., yourself, J. J. Vickers, Jno. Leys, P. J. Brown, Wells and any others you may know, subscribe liberally to this enterprise, it will be impossible for us to raise a sufficient amount to induce any person to locate here. For our interests, we have already subscribed as follows: \$100.00 as a bonus, \$350.00 for patronage, \$200.00 for stock. The patronage can be applied with either stock or bonus in estimating the

amount required. We have concluded that it will be necessary to raise at least \$800.00 to start a paper under either method and that we must look to parties below for at least one-half the amount, viz., \$400.00. Now, if you will take immediate steps in this matter by informing us the amount which can be raised (guaranteed) in Toronto and below, we will use every endeavor to push the enterprise forward and in the near future have a newspaper running here which is so much needed, to advocate the interests of Fort William. Open your hearts, produce liberally, and the people here will heartily respond. Hoping for an immediate reply.

Very truly,

COMMITTEE.

Town Plot, Fort William, May 8, 1880.

At a meeting called by the newspaper committee at 8 o'clock this evening a large number were present. Mr. F. T. Graffe, who offers to run the paper, was here.

Mr. E. Ingalls was appointed chairman and P. McKellar secretary.

Mr. F. T. Graffe offered to run a paper for three years by getting a bonus of \$900.00. \$500.00 down, and the balance of \$400.00 at the end of a year.

Moved by Mr. Black, seconded by Mr. Knappen, that the subscription list be opened—headed: A bonus to run the paper for three years. Carried.

We, the undersigned, agree to pay the sums opposite our names as a bonus to a newspaper man that will run a good paper in Fort William for three years from date of publication.

P. L. Knappen	\$25.00
E. Ingalls	25.00
C. N. Black	25.00
S. S. Smith	15.00
N. MacDougall	15.00
McKellar Bros.	25.00
Thomas Freeman	10.00
A. McLaren	10.00
Donald Morrison	5.00
Chas. Baker	5.00
G. A. Graham (per F. C. P.)	25.00
John Lundberg	5.00
A. C. Crawford	20.00
D. Morrison	5.00
Mac. C. J. O'Connor	10.00
W. Wiggans	10.00
John McLaurin	25.00

Moved by Mr. C. N. Black and seconded by Mr. P. L. Knappen, that a committee consisting of P. L. Knappen, N. MacDougall and J. McKellar, be appointed to go around here and at Prince Arthur Landing with the above mentioned petition list.

The adjournment moved to Monday next, 8 o'clock p. m. Carried.

P. McKELLAR,
Secretary.

A meeting in pursuance of above mentioned adjourned meeting held this evening at 8 o'clock p. m., May 21, 1889. Mr. E. Ingalls chairman. P. McKellar, secretary.

The subscription list was handed to the chairman, which showed an amount of \$327.00 subscribed here.

Moved by P. L. Knappen and seconded by _____ that A. McLaren, John McLaurin and E. Ingalls be appointed a committee to telegraph the Toronto parties, and in the event of a favorable reply, to collect the money subscribed, and proceed to act in the matter as they think best.

Moved in amendment by A. McLaren, and seconded by J. McLaurin, that the former committee does act with the addition to the number of Mr. John McLaurin. Carried.

P. McKELLAR,
Secretary.

Telegram sent P. J. Brown:—

Newspaper man here, have raised three hundred dollars. Can't proceed unless you raise two hundred and fifty in Toronto. Guarantees to run three years.

N. MacDOUGALL,
for Committee.

May 11th, 1880.

A meeting held in the Ontario House, Fort William, Monday evening, December 6th, 1880, for the purpose of making further arrangements regarding the plant of the Herald newspaper and arrangements connected therewith.

The following persons were present: John McKellar, C. N. Black, Edmund Ingalls, G. A. Graham, John McLaurin, N. MacDougall, Sidney Smith, A. C. Crawford.

John McKellar was elected chairman.

N. MacDougall was elected secretary (pro tem).

Moved by Geo. A. Graham, seconded by John McLaurin, that Messrs. Black and Knappen be authorized to correspond with Messrs. Gwatkin & Son, Toronto, to ascertain the best arrangements that can be made regarding the further payment of money due Gwatkin & Son for the press and outfit and giving them a chattel mortgage on the same. Carried.

Moved and seconded that Mr. Geo. A. Graham, N. MacDougall, Sidney Smith and John McLaurin be hereby authorized to examine the affairs and books connected with the Herald office. Carried.

Moved and seconded that the committee on examination of the books do report at a meeting to be held at the above mentioned place one week from tonight (13th Dec.). Carried.

The meeting adjourned till Monday night, Dec. 13th.

JOHN McKELLAR,
Chairman.
N. MACDOUGALL,
Secretary.

An adjourned meeting (of the 6th Dec.) held in the Herald office Monday evening, Dec. 13th, 1880.

The following gentlemen were present: C. N. Black, P. L. Knappen, A. C. Crawford, N. MacDougall, Sidney Smith, T. Freeman, and F. T. Graffe.

E. Ingalls was elected chairman.

N. MacDougall was elected secretary.

The report of the examination committee was read by N. MacDougall, which showed a satisfactory standing of the paper. Moved and seconded that the committee be discharged. Carried.

Moved by Mr. Smith and seconded by Mr. Crawford, that the parties acting for the committee, viz., Messrs. Black and Knappen, do execute the papers sent from Messrs. Gwatkin & Son of Toronto, and in addition, take a mortgage from F. T. Graffe, that he will publish the Herald for the three years agreed upon, unless the people fail to meet the balance of the \$900.00. In the latter case the people forfeit any right to the press, and F. T. Graffe be at liberty. Carried.

E. INGALLS,
Chairman.

A Brief History of Port Arthur Harbor

BY A. L. RUSSELL, D.L.S.

As transportation is the chief factor in the growth of our spacious Dominion and the place of transshipment a most important point, our inner harbours, situated in the great Inland Sea—Lake Superior—at the center of the direct 4,000 mile route across the continent, at the head of ocean navigation, and favored by the ample and safe approach afforded by the outer harbour of Thunder Bay, will ever remain the unrivaled portals for the continuously increasing lake and ocean traffic from the Orient and as storage outlets for the boundless harvests of the Golden West.

The Royal Commission on Transportation reported as follows: "The harbors of Thunder Bay are from their very position, of national importance and as such they should be dealt with, and in order to properly provide for the future of the ports of Port Arthur and Fort William they should be considered and treated as one harbor, and should be laid out on a broad and comprehensive plan, taking in all the water from Bare Point, north of Port Arthur, to the mouth of the Kaministiquia river up that river to lot 10, con. 1, and including the Mission river, to deep water in the bay." The Board has memorialized the Dominion Government to place the breakwater about to be constructed, a thousand feet farther out into the lake, and recommended that the harbor inside of it be dredged to a uniform depth of 26 feet. We feel this action on our part was justified from the evolution which has taken place in shipbuilding during the last 20 years. A monster craft of that date is but a toy when compared with the 15,000 ton freighters of today."

The geodetic position of Port Arthur Harbour as determined by Dr. Klotz, assistant director of the Dominion observatory in 1887—the exact spot being where the Publicity Pagoda now stands at the foot of Ar-

thur street is given as latitude 48 degrees, 26 minutes, 01.66 seconds N. and longitude 89 degrees, 12 minutes and 52.61 seconds W. or 5 hours 56 minutes and 51.607 seconds west of Greenwich. The standard Meridian mean solar time being only 3 minutes ahead of Standard time from Port Arthur westward or 57 minutes behind eastern Standard time.

The local magnetic variation is presently 2 degrees east of astronomical north with an annual decrease of 5.2 minutes.

The extensive hydrographic work undertaken by the G. T. P. railway at this point revealed the fact that the hitherto-accepted level of Thunder Bay was overestimated by some 18 inches, which was determined by a systematic comparison of the old government gauge with the mean of many years simultaneous readings by the U. S. lake survey staff at Duluth, Marquette and elsewhere. The adopted mean level of Lake Superior is 601.86 feet above mean Atlantic tide at New York City.

There is no appreciable tide in Lake Superior and the fluctuations occur only in accordance with the rainfall and occasional prevailing winds. The highest water is usually in August and September and the lowest in end of February—rising slowly until end of May. The highest recorded reading was 603.93 and the lowest 600.98. The regulating dam at Sault Ste. Marie will, however, establish greater uniformity in the future.

To Lieut. (late Admiral) Henry W. Bayfield, R.N. and his able assistant, Philip E. Collins, Midshipman, R. N. acting under instructions from the British government, must be accorded the honor, in 1823, of undertaking the first hydrographic survey and chart which reliably unfolded the great potentialities of the magnificent roadway for vessels existing in Thunder Bay—some 30 x

15 miles in extent—and capable of accommodating, in security the navy which today ensures an ultimate victory for the "Freedom of the Seas."

The harbour area within the city limits is approximately five thousand (5,000) acres or about $7\frac{3}{4}$ square miles.

Previous to 1829 the American North West and Hudson Bay companies had at least 5 sailing vessels plying to Thunder Bay and elsewhere on Lake Superior. The vessels were from 20 to 100 tons each, viz: The Invincible, Otter, Mink, Recovery and Discovery. The Mink was used by Lieut. Bayfield on his survey of Lake Superior.

The first steamer to enter Thunder Bay was the Julia Palmer, in September 1846, with men and supplies for the Montreal Mining Co. She was built at Buffalo as a sailing vessel—hailed over the portage at the Sault Ste. Marie rapids and converted into a side wheel steamer.

The first British steam boat, it is reported was the tug Dart about 1856, navigated by Duncan McEachern, late "King" of Black Bay. The Ploughboy was wrecked while en route here in 1867, the Rescue taking her place. The Rescue after making two trips, in 1866 was renamed the Prince Arthur and turned into a gunboat. In 1865 the side-wheeler Algoma, first called the Racine, was placed on this route, Mr. Wm. Vigars arriving on the first trip.

The first transatlantic steamship was the beautiful, fast, rakish looking iron craft the "Chicora", formerly known during the American war as the "Letter B." In 1870 the "Cumberland" was placed in commission and the following formidable list of vessels utilized the harbour (the river at Fort William not being dredged for the larger class of vessels until 1873), viz: the steamers, Arctic, Union, Brooklyn, Algoma, Waubuno, Schickluna and Chicora. There were also 3 tugs, 2 gunboats and 3 schooners of which more particulars are given hereafter.

The following details re vessels plying to this port are from information vouched for by J. J. O'Connor, so long intimately connected with vessel interests at this port.

The side-wheel steamer Manitoba began plying on the Sarnia and Thunder Bay route in 1871, in the Beatty Line, and ran regularly each season until 1883, when she was driven ashore at Southampton, Lake Huron, and wrecked. She was rescued by the insurance companies, rebuilt at Detroit in 1887, sold to the C. P. company, renamed the Carmona and plied between Owen Sound and Sault Ste. Marie. The Acadia, a propeller of 450 tons, ran in connection with the Manitoba in the same line from 1871 to 1873.

In 1874 the Ontario and the Quebec, two propellers of 700 tons each, were built at Sarnia and entered the Beatty Line the same year, the Ontario being still on the Sarnia and Port Arthur route. The Quebec sank in the Sault Ste. Marie river in 1885 in 126 feet of water. She was raised in 1886, rebuilt at Buffalo, renamed F. E. Spinner, with American register, and traded as a tramp steam barge. The raising of this sunken vessel was the greatest wrecking feat ever done on the great lakes.

The Asia, a propeller of 450 tons, began running in the spring of 1875 as the pioneer boat of the Windsor and Lake Superior Line, and was followed the same season by the Sovereign, also a propeller of 450 tons, in the same line, and both continued until the fall of 1876. In 1887 this line amalgamated with the Beatty line and formed the Northwest Transportation Company. The Asia was chartered by the great Northern Transportation Co., of Collingwood, in 1882, and in September, 1882, was wrecked on Georgian Bay, with a loss of 102 lives, there being only two survivors. The Frances Smith was another.

The Campana, a twin screw steamship of 1,500 tons, built on the Clyde for the South American trade, was bought in London, England, in 1881, by the Canada Transit Co., to replace the City of Winnipeg. She was cut in two at Montreal, towed through the St. Lawrence canals, joined together at Port Dalhousie and placed between Collingwood and Port Arthur from 1882 until 1887. In 1888 the first locally owned boat, the Algonquin, built on the Clyde and registered A-1 at Lloyds went into

commission, Thos. Marks and Co. being the owners.

What appears to be the first official notice of Thunder Bay was when Henry Gladman—an ex officer of the Hon. The Hudson's Bay Co.—in 1857, was placed in charge of the first "Red River Expedition" with instructions to investigate and report on the best means of communication between Lake Superior and the inviting Red River Region. His chief assistants were S. J. Dawson, C. E. and Professor Henry Youle Hind, both of whom submitted valuable and interesting data re Lake Superior and our harbours.

In 1860 the report relative to the "Exploration of British North America," undertaken by the British government, was published and much trustworthy scientific data, gathered on this extensive trip, from Lake Superior to the Rocky Mountains and west, made public. This expedition was in charge of Captain Palleser, R. E., assisted by Dr. Hector.

It was not until 1870 when the Historic Wolseley Military Expedition to Fort Garry comprising some 1400 men with adequate transport (sail boats, etc.) and supplies were landed at the "Depot" or "Landing" as it was then called, that the convenience and safety of Thunder Bay as a harbour was brought prominently into notice. As there was no dock capable of accommodating the larger craft the landing was effected by means of scows at the small wharf which had been built to "wood up" the steamer Algoma, plying to this point. This wharf now forms a portion of the extensive passenger and freight dock of the Canadian Northern railway company, near the foot of Arthur street. It is shown on the copy herewith, of the official plan prepared by Captain Dixon of H. M. 60th Rifles, and presented by him to the Corporation. I also exhibit a plan prepared by the late S. J. Dawson, C. E., then in charge of the Red River route, showing a projected dock, 600 feet in length, and the first few detailed soundings along the water front.

Our embryonic city was at this time christened Prince Arthur's Landing by Colonel Wolseley in honour of H. R. H. the Duke of Connaught

our esteemed Governor General, who was then serving with the British forces in Canada.

1871 the requirements of Confederation necessitating the initiation of the preliminary surveys for the tremendous (at that time) undertaking involved in the construction of a purely Canadian continuous railway from the Atlantic to the Pacific brought to the front the rival advantages of Thunder Bay over Nipigon Bay as the terminal harbour on Lake Superior. The pros and cons were valiantly maintained by their respective admirers, Thunder Bay winning out in the long run.

It is interesting to note that the first detailed survey of our twin harbours was made by H. K. Wicksteed, C. E., at present consulting engineer for the Canadian Northern railway and were still further augmented by our taking further soundings and making a trigonometric survey of the harbour on the ice.

The first intimation that a breakwater was likely to be built here leaked out when Mr. Van Horne, late Sir William, then chairman of the Canadian Pacific railway board, in consultation with Superintendent of Construction Ross, in our office, placed two scales across the front of our harbour plan about half a mile from shore leaving an opening opposite the foot of the Red River Road. Shortly after this, in 1883, the enterprising citizens of Port Arthur "got busy" as the saying is and entering into partnership with the Dominion government, brought about the commencement of the inner harbour, by putting up \$25,000 for breakwater purposes. Wm. Murdoch, C. E., who figured largely in various projects for the betterment of the twin towns, being appointed engineer in charge of the work.

The first resident engineer to be placed in charge of the twin harbour improvements was the late E. V. Temple, C.E., in October 1901, an appointment which he held until 1907, when, to meet the growing local requirements of each harbour, a separate appointment was made for Fort William. Mr. H. Y. Harcourt, C. E., Mr. Temple's assistant, on the death of the former succeeded to the office and relinquished the work to his as-

sistant, Mr. J. E. St. Laurent, C. E., in 1915. The call of his country and humanity impelling him to join the staff of the New Ontario, 94th battalion, then organizing with Port Arthur as headquarters.

Like the locks in the Canadian canals the breakwater, although accommodating the vessels then in commission, formed an inner harbour of too cramped an area for the dimension of vessels suitable to a national harbour and the ever extending docks projected for the grain trade, such as the Grant L. Morden, built at our local shipyard and having a capacity of over half a million bushels.

The breakwater provided by the Royal Commission has been constructed to within 1,500 feet of the south limit of the city and when completed will end within 500 feet of the Kaministiquia channel. The first dredging of the inner harbour was begun in 1877 and will be continued until a uniform depth of 26 feet is completed. Chief Hydrographer Stewart of the Marine and Fisheries department, as part of the Canadian Lake and River survey, in 1903-4, made a careful detailed hydrographic and trigonometrical survey of Thunder Bay and vicinity, which authoritative work supersedes the data of Admiral Bayfield of 1823, and, in conjunction with the U. S. Lake Survey charts, furnishes most reliable information to the navigators of our great inland sea, Lake Superior. This lake has an area of 32,000 sq. miles with a length of 390 miles and a depth of over 900 feet and a drainage area of 25,000 square miles.

DOCKS

The first dock built within the limits of what is now Port Arthur, was constructed by the Thunder Bay Silver Mining Co., and was situated on Min. Loc. 4, close to its western boundary about half a mile east of Current River. It was 180 feet long with 10 feet of water at the outer end. Deep water is to be had hereabouts nearer the shore than elsewhere along the whole water front. It was constructed by Mr. Withrow in the winter of 1867-8 assisted by 12 experienced builders from Ottawa and was of wooden piers filled with

stone. This gentleman was the father of Dr. Withrow, well known in Thunder Bay.

The first steamer to dock there was the Algoma, on the 16th May, 1868, having on board Supt. McDonald and 25 men with mining outfit, including part of the stampmill machinery. Mr. Jas. Dickson and Jos. Flaherty arrived during the same summer and commenced the erection of the first general store and restaurant, and at the same time the first business dock erected just south of the end of the Red River Road (Arthur street) was built by Jas. Dickson, acting in behalf of Mr. Thos. Marks, of Bruce Mines. These two enterprises were in reality the business beginning of Port Arthur. This little dock was chiefly used to "wood up" the Algoma steamer then plying semi-monthly between Collingwood and Thunder Bay. The small dock built close alongside to the west and called the "Government" dock was extended about 500 feet, in 1875-6 and an L addition built for shelter and was subsequently extended 400 feet further in 1882-3 by the Canadian Pacific railway company for passenger and freight purposes and, on the south east corner thereof was erected the first light house which was subsequently removed to its present site at the breakwater entrance. The hospital grain elevator (Horne's) dock was built about the same time. This was followed by the large Marks dock, rather too close to the government dock in 1872 and from this dock in 1873 the steamer Erin took on 10,000 bushels, the pioneer shipment of wheat from the west. She was loaded by means of push carts.

The next important dock was what is termed No. 5 dock at the foot of Manitou street. This dock is now being acquired from the C. N. R. by the city as a city dock.

About the same time the L. S. D. & E. Co. built the coal dock a short distance to the north of No. 5 This was followed by the Clavet dock at the foot of Lincoln street, the Smith & Mitchell dock at the foot of Park street, and the uncompleted Davis dock at the foot of Pearl street, with their various additions and improvements at various times.

We next have the extensive docks built in 1905 by the C. N. R. in connection with their coal handling and blast furnace plants.

Other docks were built in connection with the following grain elevators, the principal of which is the immense C. N. R. elevator at the foot of Bay street, the largest on the continent, with a capacity of 9,500,000 bushels. The Thunder Bay elevator opposite the O'Brien addition and near the south end thereof, the Dominion Government terminal elevator, the Dominion grain commission having selected that place after many tests as the most suitable site for a National Terminal elevator on Thunder Bay, and alongside of this was built the Davidson & Smith elevator, close to the mouth of the McIntyre river. The combined capacity of all these elevators is 15¾ million bushels. A floating elevator is one of the present additions which, for unloading damaged wheat from vessels, has proved of much service.

DRYDOCK

A most valuable addition to the harbour is the drydock and ship building plant of the Western Dry Dock and Shipbuilding company at the mouth of Curent River where have been constructed and launched, the large passenger steamer Noronic and the largest freighter on the Great Lakes, the Grant L. Morden, besides numerous other vessels as well as extensive repairs to many disabled craft.

This plant is fully equipped with all modern appliances for the erection or repair of vessels of all kinds in all their various parts.

It has been demonstrated that suitable icebreakers can, if ever advisable, keep open a channel to our inner harbour, through the severest winter, the Whalen and Horne finding no difficulty during any part of the winter. It hardly seems credible that winter navigation of Lake Superior will ever be attempted after seeing a late arrival coated with many tons of glare ice having been detained for many hours possibly with a blinding snow storm, tie up at the dock. An ice depth of 52 inches has been recorded. The Great Lakes Dredging Co. and their extensive

wrecking outfit with "wireless" are most important adjuncts to our harbour. The fish hatchery is a point of interest.

The meteorological storm signal station also the government wireless station play an important part in the "safety first" aids to navigation. The first outfit of this kind at Port Arthur in the earliest days was a bell near the Marks dock, procured chiefly through the instrumentality of the late Fred Jones, at one time postmaster. It was used as a fog signal and to proclaim such an important fact as the arrival of the "first boat" (on which numerous bets were to be decided), from the east in the spring after being isolated for months from the outside world. As many as 20 vessels have taken shelter inside of Thunder Cape after the warning was given that an unusual storm might be expected outside, the scene at night from the hillside being novel and attractive, resembling a floating city.

The Royal Arthur Sailors Institute near the Canadian Northern railway station, a fine structure, attests to the interests we take in those who brave the perils of the deep, a very hazardous calling indeed in the late fall and winter when snow and ice have to be encountered. Every precaution is taken by the Dominion government in establishing light houses, fog horns, gas buoys, range lights, etc., to render the approach to and exit from the harbours as safe and speedy as possible. By act of the provincial legislature dated April 1, 1889 the eastern limit of Port Arthur is placed a little over two (2) miles east of the shore line at the foot of Arthur street and the described frontage length is over 7 1-4 miles, one mile of frontage being secured by the Canadian Pacific railway company for terminal purposes and here, besides the docks and "hospital" elevator, the Pigeon River Lumber company have extensive lumber mills and booming ground. Further east two miles and the fronting water lots are the property of the city of Port Arthur, and in the south end three miles are controlled by the Canadian Northern railway and allied interests. The remaining 1 1-4 miles of frontage having various owners. With reference to the possible future dockage developments

it may be stated that taking five hundred (500) feet as a generous estimate of the width of a single dock and slip to accommodate the largest class of vessels, anticipated for many years ahead, over twenty five miles of dock front can be made available in Port Arthur with of course unlimited extension further down the shore, where no doubt such enterprises as the projected steel and other industries will be located outside the city limits to escape the burden of taxation.

A glance at the splendid plan compiled by the local staff of the department of public works, shows clearly the very satisfactory condition of our harbour and its excellent progress in the past few years. All improvements to this national harbour are now of a substantial and extensive nature providing for the great commercial prosperity anticipated in the years to come. The approaching steamers now enter a spacious inner harbour and at the new docks have every facility to discharge cargoes and take in the products of the west with record rapidity.

The "Front Door" of our city presents a striking appearance. The two

terminal railway stations, the extensive C. N. R. Prince Arthur hotel, with its handsome terraces, the magnificent Whalen skyscraper (the finest modern office building between Toronto and Winnipeg) and the new large Dominion Customs House, in which are located the various Dominion government district officials, indicate the substantial and artistic developments at the "Gateway" to the Golden West and in the headquarters of the Board of Trade—the "Publicity Pagoda"—in the immediate vicinity of the railway stations and passenger boat docks, will always be found in summer an able and eager exponent of this district's attractions, both commercially and as a summer resort.

In conclusion I beg to express my appreciation of the valuable assistance afforded me in the compilation of this paper by our worthy President who has most valuable written personal records of the early days, also Mr. H. Y. Harcourt, the retiring harbour engineer, Mr. J. J. O'Connor, long intimately connected with our shipping interests and Mr. Wm. Vigars the latter of whom has had a hand in almost every dock or harbour improvement in our city.





TIMES-JOURNAL PRESSES, FORT WILLIAM, ONT.

The Thunder Bay Historical Society

Seventh Annual Report

PAPERS OF 1916

The Thunder Bay Historical
Society

SEVENTH ANNUAL
REPORT

Papers of 1916

The Thunder Bay Historical Society

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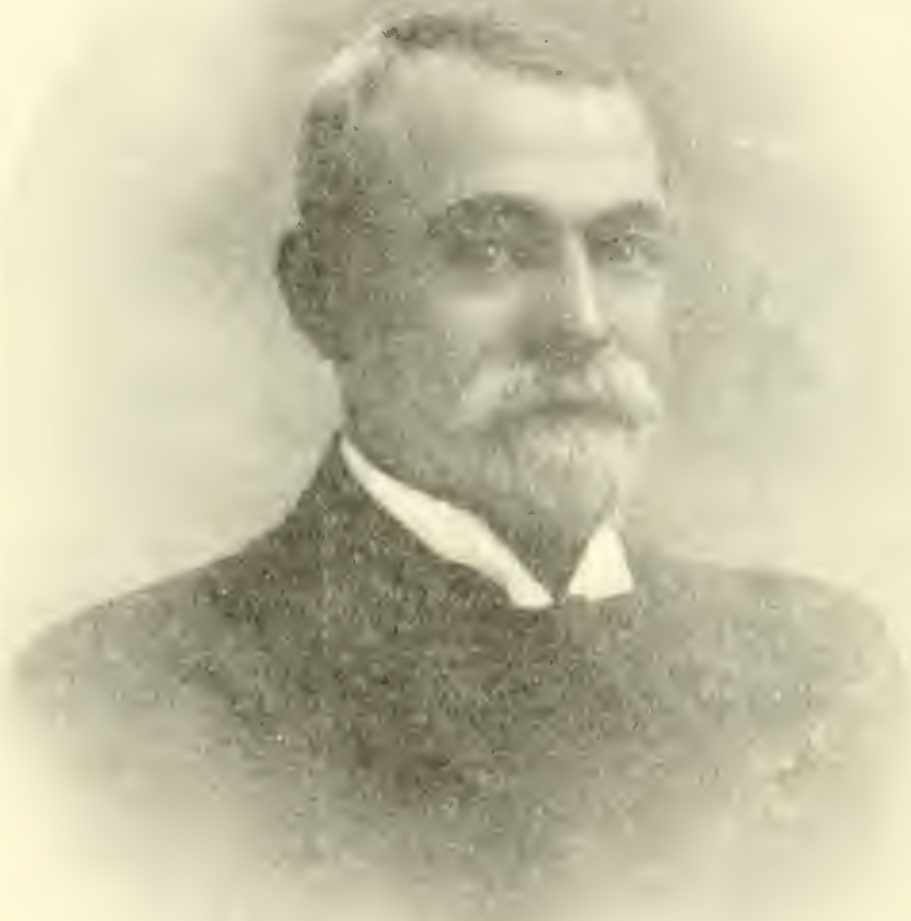
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Peter McKellar

PRESIDENT OF THE HISTORICAL SOCIETY

President's Address

MR. PETER McKELLAR

Fort William, Nov. 28, 1916.

To the Members of the Thunder Bay Historical Society:

Ladies and Gentlemen,

This is the third annual meeting since the terrible slaughter of human beings commenced in the World War, and the end seems not yet in sight. Let us pray and trust that at the next Annual Meeting we will see a general international peace reign throughout the world.

In the first part of the year our attention was directed to the Landmarks of our District, by President Pemberton Smith of the Historic Landmarks Association of Canada. He wrote us for a report on the Landmarks of Thunder Bay so as to give them place in the first published series of the Directory which is now being prepared for publication. Mr. A. L. Russell, D. L. S., and myself were appointed a committee to attend to the matter.

The paper re Landmarks appearing in this Annual is a copy of a report sent to Mrs. J. B. Simpson, Secretary of the H. L. Association. We expect to see only the H. B. Co. site in the first publication of the Directory, but we expect, later on, that some of them will be marked with tablets, etc., and that others will receive a place in the historical annals of the country.

You will remember when the war broke out in 1914, we had executed a contract with Mr. D. Gladstone for the building of a memorial tablet in Fort William to commemorate the fur-traders of the past.

The European war completely upset our calculations, and the manufacturers in Scotland, who had charge of the work, shipped the polished block of granite (unlettered) to Fort William, with the statement that on account of the war they would not be responsible for its safety there any longer. Then, Mr. Gladstone had to undertake the engraving himself. He had the one side beautifully done

and the other side partly done, when his health completely broke down, and, sad to relate, his death soon followed. The responsibility devolved upon Mrs. Gladstone who engaged an engraver to finish the work. Through some error, a few important paragraphs near the beginning of the history on the H. B. Company's side, were left out. Later on they have been added on to the polished plinth below, and now they make a fair showing. I would not have mentioned this matter were it not that people will notice and comment on the misplaced clauses, and assign it to faulty composition. In some ways the monument is unique and an acknowledged fine work of art.

The Society herein wishes to express their deep sympathy for Mrs. Gladstone in her sad bereavement.

After the general business of the last September meeting was finished, the President informed the members that the tablet had finally been completed and was ready for unveiling, and a suitable ceremony of some kind should now be considered. Mrs. John King suggested asking Sir George E. Foster, Chairman of the Royal Commission, who was expected in the city in about twelve days, to do the honors. The idea was received with approbation. The motion was seconded by Mrs. G. A. Graham, and carried unanimously. A resolution was passed appointing the president and members of the Society to interview Mayor Murphy and council with the view of securing the consent of Sir Geo. E. Foster, Minister of Trade and Commerce, to unveil this significant tablet. The next day Messrs. John King, Donald McKellar and myself interviewed the council, and presented our case with the photos of the two sides of the tablet as well as the descriptive souvenir. The mayor immediately appreciated the importance of the matter and the exceptionally favorable opportunity presented by the coming of the Royal Commission. He sent for Mr. A. Me-

Naughton, the city clerk, and instructed him to mail the souvenir and the copies of the tablet, with the explanatory letter from the mayor and myself. A few days later an answer was received from Sir George that he would be pleased to perform the ceremony of unveiling when in the city.

Further information re "Unveiling" will be seen in the paper, with the Times-Journal's report, appearing in this Annual.

The unveiling was a great success and Sir Geo. E. Foster's address was appropriate and deeply impressive. We have secured two fine photos of the unveiling and have got them copyrighted. We have ordered a first-class combination cut of the views of the tablet and the unveiling so that many copies can be struck off at a

small cost. By this means we expect help in publicity as well as in finances which is greatly to be desired when it is considered what an historical society stands for to the country as well as to the community.

A beautiful combination cut of tablet and unveiling can be seen and secured at J. Edgar Rutledge's book store, 512 Victoria Avenue, Fort William, and at Crooks' drug store, Cumberland Street, Port Arthur.

In regard to the general transactions at the meetings of the Society during the year, Miss Mary Black, Secretary-Treasurer, will present them in her report better than I could.

The officers and members of the Society have my sincere thanks for their valuable help.

PETER McKELLAR, President.



Secretary-Treasurer's Report

MISS M. J. L. BLACK

Fort William, Nov. 28th, 1916.

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

Ladies and Gentlemen:—

I have much pleasure in presenting the following report as secretary-treasurer of our Society:

During the year there have been five regular meetings, the dates, speakers and subjects being as follows:—

Feb. 25th, 1916—A reading from the Toronto Globe, 1875, describing the turning of the first sod for the C. P. R.

March 31st.—Mr. Peter McKellar, "Shipping Trade of Fort William."

May 4th.—Mrs. Moberly. "Early Times in Fort William."

Sept. 29th.—Mrs. J. M. Sherk. "Legends of Isle Royale."

Nov. 28th.—Reading from Fort William Times-Journal describing unveiling of Tablet by Sir George Foster.

These papers have all been most interesting and their permanent preservation will be decidedly worth while.

The meetings have always been very enjoyable, the social side being by no means the least attractive part.

The outstanding event of the year, of course, was the unveiling of the Tablet, an historic incident of great interest, and one to which the President will make further reference.

The correspondence has been very light, and has usually simply been requests for our publications.

We have a paid up membership of 14. We have also received several generous donations from friends who are not members.

The following financial statement, I think, you will find interesting. As you will notice it covers the year October to October instead of November to November. This is due to the wishes of the Department of Education, as they wanted uniformity in the financial years of the various Historical Societies.

RECEIPTS

Sept. 30th—Bal. in bank	\$ 4.50
Nov. 19th—Government grant ..	100.00
Nov. 25th—Donations towards tablet—	
Mr. N. M. W. J. McKenzie	10.00
Mr. J. D. McKenzie	10.00
Nov. 25th—Membership fee (A. McNaughton)	1.00
Nov. 25th—Donation to tablet ..	1.00
1916.	
Feb. 25th—Membership fee, 1914-1915 (Mrs. Lee)	1.00
March 29th—Membership fee, 1915-1916 (Mrs. Lee, Mr. and Mrs. John King, Dr. and Mrs. Oliver, Major and Mrs. Hamilton, Mr. and Mrs. McKellar, Miss Grant, Mr. D. McKellar and Miss M. J. L. Black)	10.00
May 17th—Donation towards tablet (Major Young)	25.00
Sept. 30th—Membership fee (Mrs. L. L. Peltier)	1.00
	<hr/>
	\$163.50

EXPENDITURES

1916.	
March 4th—Times-Journal (Annals)	\$ 89.75
April 18th—Postage and Telegram to Inspector	1.60
April 18th—Historic Landmark Association (affiliation fee) ..	5.00
A. Stewart (Envelopes)	1.60
Sept. 30th—Bal. in bank	65.55
	<hr/>
	\$163.50

Audited and found to be correct.

M. ROSS GRAHAM.

K. McK. PERRY.

For your further information I give in addition the financial statement to date.

RECEIPTS

1916.	
Sept. 30th—Bal. in bank	\$ 65.55
Oct. 15th—Donation from D. McKellar for copyright	2.00
Oct. 15th—Donation towards tablet, Capt. McCannell	5.00
Oct. 27th—Sale of pictures (Mrs. King)	22.37
Oct. 27th—Membership fees	2.00
Nov. 2nd—Government grant	100.00
Nov. 28th—Donation to tablet (H. Sellers)	5.00
Nov. 28th—Membership fees	9.50
Nov. 28th—Sale of pictures (Miss Dobie)	1.75
	<hr/>
	\$213.17

EXPENDITURES

Oct. 15th—Copyright	\$ 2.00
Oct. 31st—Mrs. Gladstone (tablet)	50.00
Nov. 3rd—Printing and cuts	8.80
Nov. 28th—Bal. in bank	152.37
	<hr/>
	\$213.17

All of which is respectfully submitted.

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



The Historic Land Marks in Thunder Bay

MR. PETER McKELLAR

1. SITE:

HUDSON'S BAY COMPANY POST:

This is situate on the Kaministiquia River in Fort William, in the District of Thunder Bay, and is being commemorated by the erection of a Fifteen Hundred Dollar Granite Tablet on the site occupied by the Fur Traders for over two hundred years.

(See the "Souvenir" and Plans).

2. SITE:

THE PEEPING SQUAW of Thunder Bay:

The Peeping Squaw is a protrusion of rock which appears in the vertical face of the middle Pie Island Mountain at an elevation of about three hundred feet from the base. In crossing Thunder Bay (out or in) for a distance of about sixteen miles, the Peeping Squaw is visible from the middle portion of the Bay. At first the protrusion appears or "peeps" out, and continues to open out as you proceed, like the lower beak of a bird until it is quite conspicuous, and then it gradually closes until it disappears. In the canoe days, it would be in view for a couple of hours. It is interesting to tourists as the passenger boats travel this route.

3. SITE:

TURNING ON OF KAKABEKA FALLS ELECTRIC POWER:

This took place in the Power House on Lot 4, South Mary Street, in the Town Plot of Fort William, on October 3rd, 1906. President Cockshutt of the Canadian Manufacturers Association pressed the button. Many were present.

4. SITE:

THE TURNING OF THE FIRST SOD OF THE CANADIAN PACIFIC RAILWAY:

This took place on the North bank of the Kaministiquia River about three and one-half miles from its mouth, in Fort William West, on the first day of June, 1875. Judge D. D. Van Norman presided, and Mr. Adam Oliver, M. P. P., cut the first sod and wheeled it away. Speeches were made by Messrs. Van Norman, Oliver, and T. A. P. Towers. There were present at this event over five hundred ladies and gentlemen.

5. SITE:

C. P. R. ELEVATOR "A" (the first Grain Elevator in Fort William):

Elevator "A" was built of wood in Fort William in the year 1884 on the North bank of the Kaministiquia River, one and one-quarter miles from its mouth. Capacity, one million bushels.

6. SITE:

TURNING THE FIRST SOD OF THE GREAT ELEVATOR OF THE GRAND TRUNK PACIFIC RAILWAY:

This occurred about half a mile South of the Mission River, near its mouth, in Fort William, on the 23rd of November, 1908.

Mayor James Murphy presided and turned the first sod. Speeches were made by George A. Graham, Peter McKellar and Mayor Murphy. Engineer Fairchild represented the Company, and in his address he pointed out the corner pickets of the great elevator and stated that three million cubic yards of earth would have to be removed to allow the boats to come up to the elevator. There were about five hundred ladies and gentlemen present.

7. SITE:

THE FIRST CEMETERY IN
THUNDER BAY:

A plot of a couple of acres of ground fenced in on the North bank of the Kaministiquia River, at the first bend to the West, one and one-half mile from the mouth of the River. The bodies were removed to the Mountain View cemetery in 1884-5 on lot 13, Neebing Township, about seven miles from the mouth of the Kaministiquia River. The plant of the Gordon, Ironside & Fares Company now stands on the old cemetery grounds.

8. SITE:

"THE SLEEPING GIANT" OF
THUNDER CAPE:

An Indian Deity, around which hangs many Indian tales of thunder and lightning.

This consists of the trap rock on Thunder Cape, forming a crown and lying flat on the Animikie beds at an elevation of about 1,300 feet. It resembles the outlines of a Giant lying on his back; length from head to foot about four miles, the sides being practically perpendicular from the surface of the water to the crown. It is an imposing figure and quite conspicuous from the Twin Cities, being visible sixteen to twenty miles away.

9. SITE:

THE "SEA LION" OF SILVER
ISLET:

The Sea Lion Rock looks like a great lion extending out from the shore into the water, as will be seen by the accompanying photo. It is about a half a mile from the Silver Islet Village and is the result of the erosion of a trap dyke.

10. SITE:

POINT DE MEURON, Kaministiquia
River, Thunder Bay:

Point De Meuron lies at the foot of the rapids, at the head of tug boat navigation, about ten miles up the Kaministiquia River. It was used as the landing of a long portage in canoe days, and occupied for a season in 1816-17 by the famous Lord Selkirk De

Meuron Soldiers on their way to revenge the Red River massacre.

Afterwards it was purchased by the Hudson's Bay Company Officer, John McIntyre, who developed it for a farm and summer resort.

In 1872 the late Lord and Lady Milton resided at Point De Meuron for a good part of the summer, where the present Lord Milton was born.

11. SITE: (not yet located)

MOUNT GARNET in Thunder Bay:

Mount Garnet is situate about half a mile West and about twenty-five miles up the Current River. It is a wonderful freak of nature, and was discovered by Peter McKellar in mid-winter in the year 1868. The Mount looks a smoothly ground, round pillar of garnetiferous granite. The length or height was estimated, roughly speaking, at 40 to 80 feet.

No doubt it was formed by the force of moving waters like pot holes are formed. Probably it occupied a position in the centre of a whirlpool.

Fortunately, the other day while searching through old papers I discovered the sketch plan I made of Current River in 1868, on the occasion of discovering Mount Garnet. On that sketch I marked Mount Garnet. Mr. Russell has made an instrumental survey of Current River and we can locate Mount Garnet from the above sketch. The mount received its name from the numerous small garnets in the rock of which it is formed.

12. SITE:

THE POT HOLES, Thunder Bay
District:

The Pot-Holes are situate about half a mile North of the Little Pic Silver Mine, near Middleton Station, on the line of the Canadian Pacific railway, on Location 591 X, or near it.

The pot holes are to the number of fifty or thereabouts exposed, and are mostly round and smooth, 2, 4, 6, 12 up to 30 feet or more in diameter. These holes occur on the east side of a steep mountain and show on the different ledges from the bottom up to a few feet of the summit. The pot holes were discovered by Mr. Donald McKellar in 1875.

Description of the "Twin Holes"—The Twin Pot Holes are situate near the edge of a cliff of rock. The two holes are round and smooth and 6 to 7 feet each in diameter. They join at a depth of 10 to 12 feet and within a yard or so of the earthy bottom, allowing free passage of the materials from one to the other. About the point where the two join, the one on the South side has broken an opening two to three feet through the face of the steep cliff, leaving the holes empty to the top. I descended to the bottom and forced a sharpened pole down into the soft, peaty bottom several feet without reaching solid rock.

None of the holes have been cleaned out to find out how deep they are. At the foot of the mountain is a little lake of unknown depth, the supposed main pool, into which the great stream poured.

(See the accompanying paper by Peter McKellar, F. G. S.—) (From Ball Geol. Soc. A., Vol. I).

13. SITE:

THE TURNING OF THE FIRST SOD OF THE GRAND TRUNK PACIFIC RAILWAY:

This ceremony took place in Fort William West, at the crossing of the Canadian Pacific Railway with the Grand Trunk Pacific Railway four miles from the mouth of the Kaministiquia River, on September 11th, 1905.

Mayor E. S. Rutledge was chairman and Premier Wilfred Laurier, now Sir Wilfred, turned the sod and delivered the oration. Short addresses were also made by the Mayor and Mr. G. A. Graham.

A grand stand was erected for the occasion and a great gathering of people were present.

Mr. A. L. Russell, D. L. S., a member of the committee, is compiling a further list of sites.

PETER MCKELLAR.



The First Sod of the Canadian Pacific Railway Turned

RE-PRINTED FROM THE TORONTO GLOBE OF JUNE 10, 1875

Tuesday, the 1st of June, 1875, will be the day long remembered in the annals of the district of Thunder Bay, as well as throughout the whole of the Dominion of Canada, as the day upon which the first sod was cut upon the Canadian Pacific Railway. For some time past, we have had large arrivals daily of men and materials for the work, and the contractors have already erected several large store-houses, stables, offices and other receptacles for provender and railway plant on the Government Reserve, Prince Arthur's Landing.

The wharf on the Kaministiquia River being in a forward state, through the energy displayed by Mr. Walter Oliver, the Government superintendent, who having completed the winter wharf improvements at Prince Arthur's Landing, has been lately engaged in pushing forward the river wharfage, and we understand that Mr. Oliver is about to still further enlarge the wharfage accommodation here in order to enable the different steamers to discharge their cargoes as they arrive, and save the consignees from demurrage charges which they have lately been obliged to pay. The energetic contractors, Messrs. Henry Sefton, Thomas Cochrane, I. Ward & Co., invited their friends at Prince Arthur's Landing to join those of Fort William in inaugurating this important undertaking, and punctually at two o'clock yesterday the steamers *Jessie Oliver* and *Watchman*, loaded with the beauty and fashion of the neighborhood, left Prince Arthur's Landing for the scene of the operations of the day, which took place on the left bank of the Kaministiquia River about four miles from its mouth, where were assembled upwards of five hundred ladies and gentlemen to witness the event. Among those present we observed the following, viz: Judge Van Norman and Ladies, Mr. and Mrs. John McIntyre, Mr. Thos. Marks and Miss Marks, Miss Wyllie, Miss Buchanan, Mr. John and the Misses Mc-

Kellar, Mr. and Mrs. D. M. Blackwood, Miss Fraser, Mr. Robt. and Miss Morrison, Mr. Geo. and Miss McVicar, Mr. and Mrs. J. G. Tulloh, Mr. and Mrs. T. A. P. Towers, Sr. and Jr.; Mr Samuel Hazelwood, chief of the Prince Arthur's section of the Canadian Pacific Railway survey, and a large staff of surveyors; Mr. R. Maitland, Drs. McDonell, Clark and Cook, Messrs. L. de Carle, J. Kerr, J. McLennan, Henry Sefton, Thomas Cochrane & Co., contractors; J. Girdlestone, Stuart B. Wallace Heath, Wm. F. Davidson, Moses Street, Noah K Street, C. J. Brent, manager Royal Canadian Bank; Adam Oliver, M.P.; Alexander Stevenson, Jas. Flanagan, Geo. S. Oliver, Peter, Donald and Archibald McKellar, W. C. Dobie, Angus Bethune, chief purveyor Canadian Pacific Railway survey, and staff; Rev. Messrs. McKerracher and Dundas, Messrs. J. Preston J. Sproule, J. Hebert, Jas. Baine, J. Parke, W. C. Dick, J. Tupper, G. Holland, C. C. Forneri, P. L. S.; A. Tennyson, J. Furlong, G. E. Small, Hon. John Simpson, R. Carruthers, C. McIntyre, Miss McIntyre, Miss Bissett, Mr. and Mrs. Jas. Flaherty, R. B. and F. B. Hornor, J. Kane, W. H. Carpenter, W. Beath, manager Ontario Bank; J. Mengie.

After being liberally entertained by the spirited contractors, Messrs. Sefton, Cochrane, Ward & Co., they proceeded to the place selected for breaking ground, on lot No. —, on Water Street, in the town plot of Fort William, where, a platform being erected, Judge Van Norman was called upon to preside.

Judge D. D. Van Norman, on gaining the platform prepared for the speakers, spoke substantially as follows: "Ladies and Gentlemen,—I regret extremely that on this occasion some one better qualified than myself has not been chosen to perform the part that by some mischance has fallen to my share today. This, ladies and gentlemen, is no ordinary occasion. We have met here today

for no other purpose than to inaugurate the beginning of the actual construction of the Canadian Pacific railway, and while I am prone to confess my utter inability to do even a measure of justice to the occasion, I assure you no one in this crowd of persons I see before me more fully appreciates the magnitude of the occasion than myself. Why, what is the astounding fact? That with a population of not quite four millions of people, Canada has through their representatives, determined to span this continent with a railway, so that an emigrant with his family seeking a new home in this new world, but still under the old flag, may with celerity, safety and certainty examine the country from Cape Breton in Nova Scotia, to Vancouver's Island in British Columbia, in the meantime passing over a space as vast as the great ocean that divides and separates the old world from the new. It has been deemed by our wise men best to begin this tremendous undertaking right here in the heart of the continent, at the head of navigation, leaving for its objects first to utilize the 1,800 miles of splendid water navigation, and, bridging as it will the space of 400 miles more to tap the Central Province of our Federation, to draw closer the bonds of commercial friendship and alliance, and also at the same time to weld into one homogeneous whole the disjointed fragments of almost alien peoples. To my mind, no more marvellous exhibition of faith and pluck has ever been made by the same number of people. To my time I have seen history repeat itself on more than one occasion, and I verily believe it is about to do so again in this vicinity. Just 50 years ago as a boy I saw the great men of the day, Governor Clinton of New York, and the Marquis of Lafayette of France, celebrate the completion of the Erie Canal at Buffalo, by mingling the waters of the Hudson River with those of Lake Erie. I also witnessed the landing of the first set of the Illinois Central Railroad. These were the efforts of a people forming a nation of over 50 millions.

Now, what has been the result of these acts? I do not speak of the more works of themselves great and truly indomitably are; but I speak of the inauguration of a system of arti-

ficial communication for commercial purposes. The village of Buffalo at that time contained a population less than Prince Arthur's Landing does today. And what at the time was called Chicago was no larger than that little aggregation of houses that goes by the name of Fort William. The breaking of bulk in the cargoes going east and west from those two has made these two cities at once, especially Chicago, the wonder and admiration of the whole world. I say I verily believe that history is about to repeat itself. I give you my reasons: I submit, all things being equal, like causes must and will produce like results. Is it not a self-evident proposition? The answer to it is found in the question itself. Now, what are the conditions you ask? I will try and furnish the answer. No one will assume that it was the construction of canals and railroads alone that made the two cities mentioned. But it was vast fields that lay west of Chicago that in time became filled with an industrious population that required these railroads and canals to take their products to market, and to bring them their dry goods and groceries in return. And as these lands filled up new homes further west must be sought, until the Rocky Mountains were reached, and the area for available agricultural lands for wheat growing purposes were found to be very nearly exhausted. Out of that vast tract of land lying between the Missouri River and the Rocky Mountains are to be taken immense tracts that can only be counted a sort of half desert, producing "hunch grass" in the spring, not even that during the summer, parched with high winds that for weeks and months permit no rains to fall and vegetation simply ceases to be. Now, will any person say that we have anything within our western borders that resembles a state of things equivalent to that? Nothing but unbounded fertility, with perennial grasses, never failing showers from the Red River here at Fort Carry to the very foot of the Rocky Mountains. And more than that—well up the eastern slope of those mountains may be found an abundance of coal, also large tracts of most valuable land for agricultural purposes. Thus it will be seen that it proposes to

carry the road through one of the most fertile belts of country in the world. At any rate, this route crosses no alkaline plains; it spans no inhospitable waste; it pierces no arid, scorched and burned up vastness; but it does traverse a country at once beautiful and inviting, always rich either in minerals or fertility and large enough to carve out a half dozen such States as Illinois and Wisconsin—their equal in acreage, and more than their equal in productiveness. I speak only of the near future. I refer only to that immediate future when the productions of this fine country shall exceed its requirements; when the surplus grains will be sent forward to pay for its dry goods and groceries, in order to prove my proposition; for at this point, where cargoes are changed from ship to car, and from car to ship, will and must be reproduced those marvels of centralization of men and money that are in themselves the creators of cities. It was that process of concentration and redistribution that has made all the large cities that fringe the coast of these vast lakes, and it certainly would be in unhealed of thing if the same causes up here, upon the superior of them all, should in this solitary instance fail to produce the like results. I ask you again, is it not a self-evident proposition? But, gentlemen, there are features in connection with this undertaking that time does not permit me to more than touch upon. I will merely add that with an easy and rapid mode of transportation and communication the successful federation of these Provinces is possible; but without it our bond of union (the Confederation Act) is a rope of sand. Our own great breadth of territory, instead of being a source of strength, would be a source of fatal weakness. We should fall to pieces of our own weight—in which even, by action of the laws of gravitation, we would possibly fall into the arms of our neighbors. I need not enlarge here. But with this beginning an accomplished fact we take a new departure in our national existence, the future of which, so far as human vision can pierce, is bright with promise and radiant with hope. At this point I leave the subject to others. I thank you for having listened so attentively and patiently, and

will now call upon Mr. Adam Oliver the member of the local Legislature for the county of Oxford.

Mr. Oliver came forward amid applause. He said: We have today met to perform perhaps, one of the most interesting acts that has ever taken place in the Dominion of Canada. We have often witnessed the breaking of ground for railways, when many of them were for mere speculative or political objects, or, perhaps, to buy up the decaying reputation of some railway company. This today is no idle speculative demonstration. Here you have living evidence that business is meant; allow me to refer for your observation, to yonder pile of 500 wheelbarrows, a little further on, you can see 1,000 shovels ready for use (cheers); looking still farther up the line you can see hundreds of men grubbing and clearing the way, while the magnificent wharf along the side of the river is rapidly approaching completion. The place upon which you are now standing is destined at no distant day to form one of the most important cities of our great Dominion. In a few years you will see this magnificent river and bay dotted over with the flags of all nations floating at mastheads, called either to convey the products of the west in ships to all parts of the world. (Cheers.) He (Mr. Oliver) regretted that the agricultural capabilities of this district were not better known; here we have some of the best, most fertile valleys along these rivers to be found on the continent. True, the summer season may be shorter than in some places, but it is quite long enough to produce all kinds of grain. Here the grasshopper never finds his way; the chintz bug and the potato beetle that lay waste so many farms in other parts, are not known in this land. The speaker then paid a high compliment to Messrs. Sefton, Ward & Co., and stated that the Government were fortunate in awarding the contract to such men, who were known to be men of experience, integrity and worth.

Mr. Wood, M.P.P., being called upon, said: At the desire of our worthy and able chairman, I have been requested, as one of the oldest settlers in the district of Algoma, to address you on this general national

event, that is, of turning the first sod of the Canada Pacific Railway. It is an event of which few, I think, really appreciate the great importance. It is the commencement of the real consolidation of one of the largest colonies that pertain to the British Empire. By its means we are going to connect the widespread portions of our Empire, and open to the overcrowded population, not only of our parent England, but to the whole continent of Europe, an extent of agricultural and mineral land unequalled on the continent of America. Heretofore, the Northwest has been only understood as the hunting ground of the Indian, producing through the enterprise of the Hudson Bay Company, the skins of the wild animals which roam over its vast prairies and forests. Gradually, from the observation of enterprising men, travelling either on pleasure or the pursuit of knowledge, it was found that this great territory, instead of being a mere wilderness, was one of the best grain producing regions of the world; thus, the project of the Canadian Government in building this railroad, which we see now commenced, not only will, I hope, be financially a success, but will open out a new field for the enrichment of our emigrants and the whole Dominion of Canada. The country through which the railway will pass is peculiarly suited for European emigration. Nothing is required of the settler but to plough up his land and reap the harvest; no chopping of the native forest, simply the turning of the sod. As an old settler in this district coming when only one steamer plied on both waters of Lake Superior and Lake Huron, it is with pride that I am present on this occasion. Since coming to Canada my attention has been drawn to the cause of the success of Chicago, and, as far as I believe it has been on

account of its being the nearest water communication to the seaboard for the grain producing territories of the Western States. Such is our position today; we have the natural water outlet of the great fertile belt of the Northwest. The thanks of every one here and in Canada are due to our Government for the selection which has been made of Thunder Bay as the first link of the Canada Pacific Railway, they having commenced it in the midst of as promising a mineral district as there is on the continent, passing through some of the best free-grant agricultural lands on this side of the water-shed on Lake Superior. With these remarks I am sure that everyone will join with me in wishing success to this great undertaking.

Judge Van Norman, having informed Mr. Oliver, M.P.P., that the time had now arrived for him to commence his important duty as cutter of the first sod of the great national undertaking, Mr. Oliver proceeded to do so in a most workmanlike manner; a handsome spade and wheelbarrow having been provided by the contractors for the purpose. The barrow being duly filled, Mr. Oliver wheeled it along the track and upset it in the most approved style, when a scramble ensued among the ladies and gentlemen present as to who should possess a piece of the first cut. Great were the demands upon it to supply the requirements of those present as well as to send to friends at a distance. What was left of it was safely brought to Prince Arthur's Landing to be preserved as a memorial of the interesting event.

The spectators now returned to the steamers, well pleased with the day's proceedings, expressing the hope that the energetic contractors may continue as satisfactorily as they have begun.

Shipping Trade of Fort William

EXTRACTS FROM THE FORT WILLIAM DAILY TIMES-JOURNAL OF NOV. 20, 1915
RE THE GRAIN, FLOUR AND SHIPPING INDUSTRIES OF THUNDER BAY
DISTRICT UP TO DATE

COMPILED BY MR. PETER McKELLAR

READ BY MISS M. J. L. BLACK

THE PIONEER OGILVIE FLOUR MILLS OF THUNDER BAY

"Mr. W. W. Ogilvie was fully alive to what lay ahead of the twin cities, and the erection of the mills now in operation at Fort William was planned by him in 1899, but his death, occurring in 1900, delayed their construction, and was followed by a reorganization of the company which continued its business under a new name, the Ogilvie Flour Mills Limited, numbering among its directorate many of the greatest of Canada's financial men. It was due largely to the energy and acumen of this same group of financiers, numbering among them C. R. Hesmer and the late F. W. Thompson that the development of the water power at Kakabeka Falls was brought to a successful issue, a power which was never made into a commercial possibility until it fell into its present hands, and under the organization of the Kaministiquia Power Company was made the source of power supply for the city of Fort William, furnishing electric current for almost the entire range of industries, elevators and railways, as well as supplying the municipal needs in the cities at the head of the lakes. Coincident with the development of this power the plans of the late W. W. Ogilvie were carried out at the head of the lakes, and the first unit of their elevator was put in commission in time to handle the crop of 1904, and was followed by the erection of the mill with a daily capacity of 3,000 barrels while their storage has been successively increased by units of 75,000 bushels capacity until the Ogilvie Flour Mills Company now has no less than two million bushels of storage at this point.

Possibly the best idea can be obtained of the magnitude of this company from the following table showing their milling and elevating capa-

city throughout the Dominion.

Daily Capacity of Ogilvie Mills	
Flour Mills—	Barrels
Royal Mill, Montreal	7,500
Glenora, Montreal	3,000
Fort William, Fort William	3,000
Winnipeg, Winnipeg	3,000
Medicine Hat, Medicine Hat ...	2,500
	<hr/> 19,000

Cereal Mills—	
	Barrels
City Mills, Montreal	1,000
Winnipeg, Montreal	500
	<hr/> 1,500

Total milling capacity20,500

Capacity of Ogilvie Elevators	
Terminals—	Bushels
Montreal	1,750,000
Fort William	2,000,000
Winnipeg	750,000
Medicine Hat	500,000
Interior or Country—	
147 elevators	5,000,000

Total storage10,000,000

At the different mills of the Ogilvie Company the drying plants in connection with the wheat washing machinery can dry, if necessary, 100,000 bushels daily.

THE BEGINNING OF THE TRANSPORTATION OF GRAIN FROM THE WESTERN PRAIRIES TO THE EAST.

The First Cargo

Away back in 1882 the first cargo of wheat from the west was loaded into the small hold of the old wooden steamer Erin of which Captain Sullivan was master. No elevators existed at that far-off day. Fort William was still a post of the Hudson's Bay company; Port Arthur was a tiny set-

nomest and birch-bark canoes were common on Thunder Bay and the river Kaministiquia. The steamship *Erie* sailed up the Kaministiquia river to where west Port William now is, grounded and the grain was loaded into her from sheds which had been erected upon the river bank.

In 1882 the first ship's cargo is poured down the spout of a terminal elevator on the Canadian shore of Lake Superior was loaded from King's elevator at Port Arthur. In the spring of the following year the steamship *Albion* of the Canadian Pacific railway upper lake fleet, received the first grain cargo to come from the spouts of a Port William elevator when she was loaded at the house known as C. F. R. elevator "A". The old house still stands on the banks of the Kaministiquia and is in an active operation as it ever was. An idea of the wonderful development of elevator construction from the time when "A" house was built until now can be obtained from an inspection of the old building and then a visit to one of the modern houses like the Canadian Government house or any one of a dozen houses owned by the Canadian Pacific, Canadian Government and the Canadian Northern railways. The walls of the old house are built of two by six inch planks laid flat together and squared. The bins are square and are built in the same way as the walls. The exterior is covered with galvanized iron. In shape it is oblong and built exactly like one of the small elevators of the west. The roof runs up to a copola which runs along the entire length of the structure.

"Palaces of Commerce"

To the uninitiated one of the modern steel, concrete and steel elevators looks like a giant built for no particular definite use. Old elevator "A" would be taken for anything from a water mill to a saloon, were the use of the new structure could never be mistaken for anything but a grain elevator. The fact sticks out all over them. There are much too few words to describe a description.

GROWTH OF TERMINAL ELEVATOR TOWNS IN TWIN CITIES

When in 1882 the first Canadian

Pacific railway elevator was built the Port Arthur elevator was left for winter storage only until it was converted into a hospital, and "A" did the whole of the lake business until after the 1887 crop. "B" was added as an independent house, and "C" was constructed as an annex to "A".

The first steel house, "D," was built in 1887, and was followed in 1902 by the tremendous annex to "B" known as "E" which was constructed by the Macdonald Engineering Company of London and was of a new design. The arrangement of the tanks lower based upon the barges instead of the wheels, six tanks being grouped round one central tank, and the interlocking triangular instead of semi-circular. This style of construction was followed in the first steel elevator built by the Ojibwa Flour Mill Company, built by the same firm, which was built in 1896, and has been since enlarged. The Empire elevator was built the same year, and the first of the first group outside of the province to erect large steel houses.

All these elevators with the exception of the first for C. F. R. elevator above mentioned, were built at the Kaministiquia river by Port William.

Meanwhile the Canadian Northern railway had tapped the west and taken over the route of one old American and Indian River railway, which linked the waters of the great lakes and communities were up its first elevator "F" which was a wooden house costing a million dollars built on the lake front at Port Arthur in 1902 in which capacity of stores was increased, amounting in the tanks, bringing the capacity up to about four million. This was rapidly raised by the erection of a second working house "G" with a second series of tanks, doubling the capacity of the two houses, which are side by side on the grand total of 8,000,000 bushels.

In 1904 the Canadian elevator was built, followed on a few days later by it by the Western Terminal elevator, which was built in 1905, the same year which saw the erection of the Thunder Bay elevator at Port Arthur, which was built by the same company that owned the Empire ele-

vator, in order to handle their growing receipts via the Canadian Northern. In the following year, 1910, the Grand Trunk Pacific elevator was built on the terminal property acquired by that railway company, and was the first elevator to be built on the south side of the Kaministiquia river, and this has been added to until it now has a capacity of 5,750,000 bushels.

In the fall of 1913 the Dominion Government elevator was built, and this year saw considerable expansion including also the Fort William elevator at Fort William and the Davidson and Smith elevator at Port Arthur, on a site not far removed from the government house.

Such is a brief history of the growth of terminal elevators at this port, commenced by the railway companies, who have since gradually retired from the actual operation of their own houses, the Canadian Pacific elevator "D" being now the only house actually operated by a railway. Their elevators, "A" and "C," are leased to the Eastern Terminal Elevator Company, "B" and "E" to the Grain Growers' Grain Company, while the whole plant of the Canadian Northern at Port Arthur is leased and operated by the Port Arthur Elevator Company. The same is true of the Grand Trunk Pacific elevator, which is run by a firm known as the Grand Trunk Pacific Terminal Elevator Company.

THE EARLY SHIPPING AND BOATS AT THE TWIN PORTS.

From 1884 to 1890 grain arrivals and shipments steadily increased and a large fleet of steam barges and sailing craft called regularly at the head of the lakes. Four of the larger boats of the fleet were the Myles, Tillie, John Gaskin and Glenora, but even they—considered wonders in their day—carried pitifully small cargoes compared with the loads carried down the lakes today. The big steamer, W. Grant Morden, could carry in one trip almost as much grain as the entire fleet of 1885 or '86 put together.

First Queen of the Lakes

It was in the early days that the wood steamer Saronic which up to two years ago ran regularly between

here and Sarnia with freight and passengers, earned her reputation as queen of the upper lakes because of her size and luxurious appointments. The C. P. R. steamships Athabasca, Alberta and Alberta were also pointed out with pride by every sailor of the lakes.

In 1888, a record which still stands in the annals of the lakes was made by the steam barge Mary Jane which cleared from Fort William for Buffalo with 55,000 bushels of wheat on December 15. She made the long trip without mishap.

About the year 1887, a new era in lake transportation occurred when the iron steamer Western Reserve arrived at the head of lake navigation and loaded a grain cargo for the west. Almost every man, woman and child crowded to the waterfront to see the monster of metal plates arrive and speculation ran high among the old salts on her future and the future of the other boats of her kind. The ones who would not believe in the stability of the new kind of craft cracked, "I told you so," when the Western Reserve broke her back in a storm on Lake Superior when unbound light a few years later and only the wheelsman and a dog were saved.

Shortly after the Western Reserve made her appearance here, the iron steamer Yuma arrived. She was constructed straight back or whale-back style and still plies the lakes. Following swiftly upon the heels of the iron steamers, the steel boats made their appearance and gradually increased in size and efficiency in the grain carrying trade until the great vessels of the present day were reached. These monsters carry almost half a million bushels of wheat, many of them. The W. Grant Morden, owned by the Canada Steamship Lines, Limited, and built a couple of years ago by the Western Drydocks and Shipbuilding Company at the head of the lakes, holds the record for monster cargoes. She carried 476,000 bushels of wheat from Fort William to Tiffin in one trip.

The history of the early days of the twin ports of Fort William and Port Arthur from the time when Fort William was a Hudson's Bay post and Port Arthur was known as Prince

Arthur's Landing in honor of Prince Arthur of Connaught—the name was given to the place when the troops landed there on their way to quell the Northwest rebellion—would fill several volumes. This article is only meant to preserve in print data in connection with early shipping in Fort William.

THE PIONEER GRAIN TRIMMERS
OF THUNDER BAY.

First Grain Trimmers

The honor of trimming the first grain from the Fort William elevator into a steamer went to seven men: Richard Heder, Robt. Stein, Herman Kechn, John McAvay, Sr., Tom Seeley, Jack Holleran and James Davidson. Of the seven, only three, Robt. Stein, McAvay and Davidson are living and they still call Fort William their home. Robert Stein is one of the best authorities on the early history of the Fort. John McAvay, Sr., is one of the mainstays of the grain trimming association. McAvay came to Fort William from Toronto to take charge of grain loading operations here and he had charge of the men who loaded the first steamer in 1882 at King's elevator in Port Arthur.

CANADA LEADS THE WORLD IN
GRAIN DRYING PLANTS

The belief that it might be necessary for the Canadian grain growers to secure free access to the American market for their tough and damp wheat, owing to lack of facilities for drying this class of grain in Canada, can be shown to be absolutely foundationless. No country is as well equipped as the Dominion for this work and the drying capacity of the Canadian drying plants, whose facilities are unrivalled in the world, has never been worked to within fifty per cent of its capacity.

The following figures with regard to the Canadian drying plants, supplied by the offices of the Dominion grain commission, as compared with the similar equipment at the American ports of Duluth-Superior, Buffalo and of Minneapolis, should set at rest all doubts on this question.

	Bushe's 24 hrs.
Drying capacity of terminal and hospital elevators at Canadian terminals	306,000
Minneapolis, four houses with total drying capacity of	35,000
Duluth-Superior, six houses with total drying capacity of	110,000
Buffalo, one house with total drying capacity of	12,000

Comparing the combined capacity of the three American terminals with that of the Canadian we find that the Canadian is approximately double that of the American.

	Bushe's
Total Canadian drying capacity (24 hours)	306,000
Total American drying capacity (24 hours)	157,000

Excess of Can. drying capacity 149,000

The western Canadian plants included in this estimate, all of which are within access from the wheat fields of the west, comprise the following elevators, the drying capacity of each being based upon their ability to treat "tough" grain per day of 24 hours:

Port Arthur Elevator Co.	15,000
Grand Trunk Pacific Grain Co.	24,000
Thunder Bay Elevator Co.	18,000
Fort William Terminal Elevator Co.	15,000
D. Horn and Co.	50,000
Davidson and Smith	30,000
Black and Muirhead	9,000
Merchant's Grain Co.	6,000
Paterson and Co. (2 elevators) ..	24,000
Govt. Elevator, Port Arthur.	32,000
Govt. Elevator, Moose Jaw ..	24,000
Govt. Elevator, Saskatoon ..	24,000
Govt. Elevator, Calgary	24,000
C. P. R. Elevator, Transcona.	10,000
Total for 24 hours	306,000

THE HOSPITAL ELEVATOR CAPACITY IN THE FALL OF 1915
IN THUNDER BAY.

HOSPITAL ELEVATOR FIGURES
FOR PRESENT CROP SEASON

The value of the hospital elevator equipment at the Canadian lake terminals may be judged from the amount

of grain treated by them, including all processes of cleaning, separation and drying, during the present crop season. As they are not storage plants, the shipments are approximately the same as the receipts.

Grain received by the hospital elevators at Fort William and Port Arthur from the 1st of September to the 10th of November, 1915, from official government data:

Receipts

	Bushels
Black and Muirhead, limited...	590,435
Bole Grain Co.	153,062
Davidson and Smith	3,172,782
Dwyer Elevator Co.	788,826
Grain Growers' Elevator H..	288,042
Merchant's Grain Co.	275,472
Muirhead Elevator Co.	287,005
National Elevator Co.	381,078
N. M. Paterson & Co., Ltd...	2,015,904
Superior Elevator Co., Ltd...	404,485
Western Elevator G	28,248
Total	8,385,341

RE STORAGE CAPACITY OF GRAINS IN FORT WILLIAM AND PORT ARTHUR IN FALL OF 1915.

Some Figures

The present total capacity for grain

storage at the Canadian head of the lakes at elevators alone, and exclusive of storage in bottoms, is 43,785,000 bushels.

That is to say that were not a bushel to move out, the grain elevators alone could hold a little better than one-seventh of Canada's total wheat crop this year, exclusive of what could be stored in western elevators, cars and lake bottoms in port.

The following comparison of the elevator storage capacity of grains in the Twin Cities, with the acreage under crop in the three western provinces, at the five year periods, shows as follows:

Year	Acres	Bushels
1900	3,404,000	5,570,000
1905	6,009,000	15,580,000
1910	14,626,000	25,700,000
1915	17,898,000	43,785,000

It will be seen that "the growth of elevator capacity during the last five years has been such as to give it a proportionate lead that will never be caught up."

Looking Backward

By M. V. MOBERLY

RECOLLECTIONS OF AN OLD-TIMER

Long before the C. P. R. boats or the Pullman car were thought of, I crossed part of Lake Superior in a birch bark canoe, with my father, mother and three little sisters, my father then being in the service of the Hudson's Bay company, and at that time promoted to Fort William from Brunswick House, on the Missinabie river, where we had been for six years. I have been asked to tell something of the early days of the Fort and will endeavor to jot down a few incidents that I do remember.

I must have been an unobservant little girl or would be able to recall many items of interest on that trip that would make my narrative more readable. One thing I could not forget was the loss of my father's gun, in a rapid on the Michipicoten river; this was a real calamity, as we depended largely on it for food.

On our arrival at Michipicoten we picked up a passenger, the Rev. Father Kohler, who for some years was the Superior of the Jesuit Missions on the Upper Lakes, and who was drowned the early seventies in the wreck of the propeller Coburn on Lake Huron. Before reaching our destination we were wind bound on Hare Island, near Thunder Cape, for three days, where we ran out of provisions. However, the last day one of our men caught a large trout, which, I am sure, was immediately cooked, and to help out the meal my mother made a pancake from the scrapings of the flour bag. That evening when the wind fell we started for the Fort, arriving there at 3 o'clock in the morning. The whole of this long trip of fourteen days was made by canoe.

Fort William as we found it was indeed a fort, having palisades, bastions, lookout towers and cannon; and I think I am right when I say there is not a stick or a stone left to mark the site of this once important fort, in the thriving city which bears its name today.

In 1856, the year of our arrival, the only white men in the district were the H. B. officers, some of the company's employes, who were Orkney-men or Norwegians, and the priests at the Mission.

The chief item of interest for years was the arrival of the H. B. governor, then Sir George Simpson, who made his trip of inspection once a year by canoe from Montreal to Fort Garry, calling at Fort William en route and also the coming of the company's schooner "Isobel" with supplies for the post, and her sailing again with a cargo of furs and fish. She was obliged to anchor in the bay opposite the mouth of the river and land her freight in large batteaux, which were kept for that purpose.

With the exception of the mail which was brought by the "Isobel," the only other communication with the outside world was by an overland packet arriving in March, bringing joy or sorrow to the members of our small community.

Our lives ran on very smoothly until one day we were surprised by the arrival of the steamer Gore, having on board a party to explore the route of Dawson road to Fort Garry.

In 1859 the steamer Rescue arrived, carrying a mail intended for Fort Garry. She also brought our first settlers, the McVicar, Mr. McVicar and family having only come from Great Slave Lake, a H. B. post, a few years before. He was crown land agent, and first postmaster at Fort William. Our next settlers were the McKellars, and with their advent came the discovery of silver mines.

Up to this time we led a very simple life, having no companions outside of the family. We were never allowed to play with the Indian children; but still we were able to pick up their language which often proved very useful to us. At last a separation in our family of eight occurred, the going off to schools in couples year by year, some to New York, some

to Toronto and others to Lennoxville.

Later in the sixties came the opening of the Thunder Bay silver mine at Current river, and the Silver Islet mine.

In 1870 came the Red River expedition under Sir Garnet Wolsley (Lady Wolsley accompanying him and being our guest for six weeks), the moving of troops, the transport of supplies, with all its bustle and excitement, making a pleasant change in the life at the Fort.

In 1872 Lord and Lady Milton and party arrived and took up their residence at Point de Meuron, and it was here their son, the present Earl of Fitzwilliam was born.

The first white girl married in the district was one of my sisters, in one of the old Hudson's Bay stores fitted up and decorated for the occasion. The ceremony was performed by the Rt. Rev. Bishop McCrae, of Rupert's Land, who was on his way to Fort Garry. The last day of this year (1872) government engineers arrived to survey a line from Thunder Bay for the Canadian Pacific railway.

Up to this time our religious privileges were very limited, depending on passing clergymen and students for a service now and then. From this on the country began to settle up more rapidly.

Comparing our life in those days with the present, in many ways it was as happy and often more comfortable. My father and mother were both very thrifty and made the most of everything. There was a good farm stocked with 12 cows, sheep, pigs and fowl, a large garden with all kinds of vegetables and small fruit, and we had white fish and trout from the bay every day. The Hudson's Bay

company furnished us with menservants, the laundry and cleaning, as well as the making and mending of our moccasins was all done by squaws. I well remember the tedious work it was to supply the house with water. The men had to carry it from the river with yoke and buckets, and also, before the days of lamps, the lighting of tallow candles, which were not always plentiful and which often made it necessary to retire early.

I may add that my father, who was so many years in charge of Fort William, had, previous to his going to Brunswick House, made a trip around the world with Sir George Simpson, a gigantic undertaking in those days; leaving Glasgow by sailing vessel for Boston, then to Montreal by stage, from Montreal to the Pacific ocean by canoe and horseback, then to Sandwich islands by the H. B. steamer Beaver, where they wintered, the company then having an important post at that point; in the spring, back to New Caledonia (as British Columbia was then called), coasting up to Aleutian Islands, and across to Kamtschatka, then by horseback over Siberia and Russia to Scotland.

My father was also a firm believer in the future greatness of Fort William, and took part in many a hard-fought battle in its behalf—when the Lake Superior port of the C. P. R. was still an open question.

The changes at Fort William from the dog trains to the C. P. R. Imperial Limited, and from the H. B. store houses to the great grain elevators has indeed been marvelous, but I still look back with many pleasant recollections to the old days.

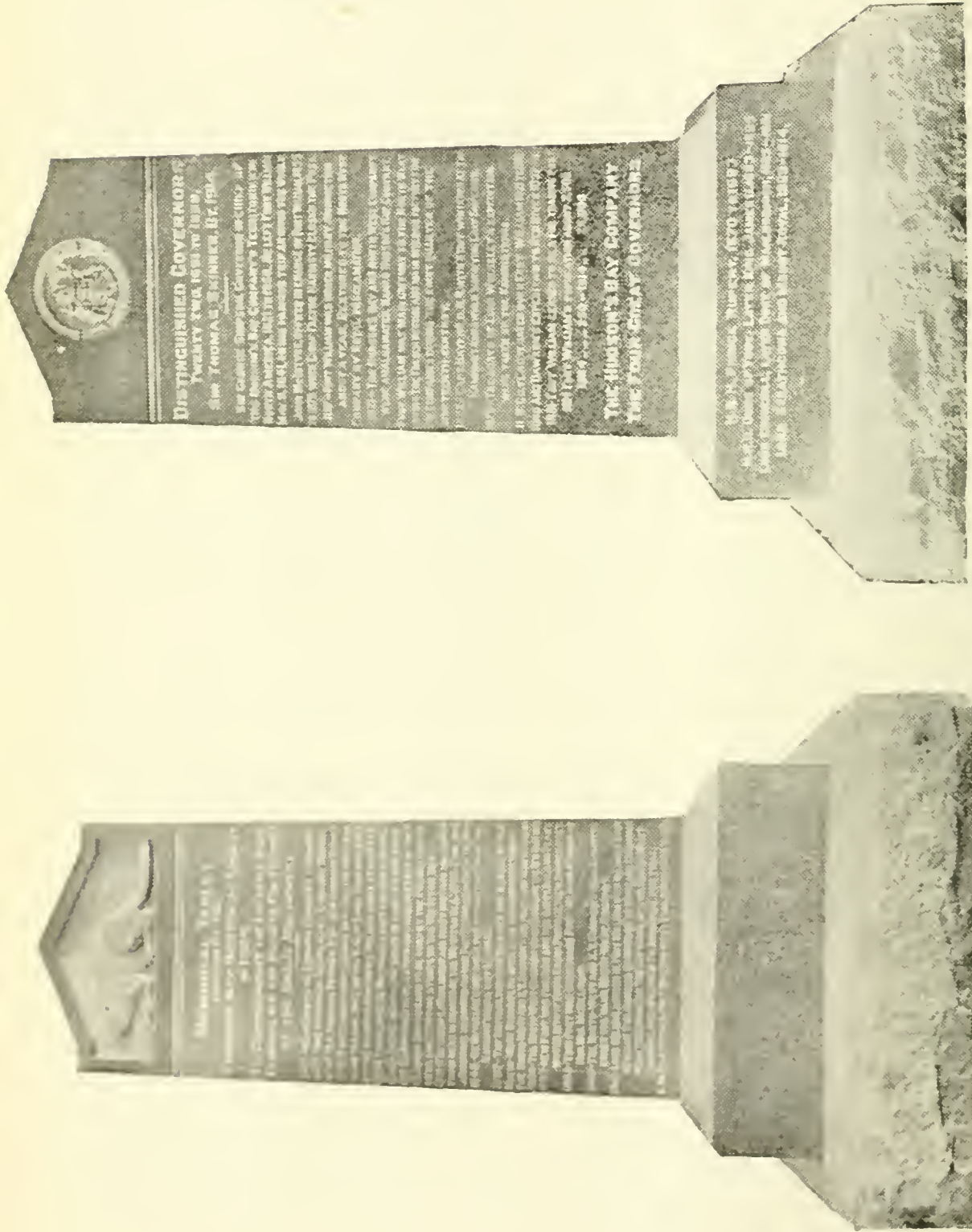
M. V. MOBERLY.

Legendary Lore of Lake Superior

By GAY PAGE

The Indians found on the shore of Lake Superior by the daring traders, Radisson and Grosielliers, about 1660, did not appear to have any visible objects of worship except small wooden figures, rudely carved, or merely the tops of a few willow bushes tied together, as the representative of a capricious being, called Kepoochikann. Their most common petition to this being was for plenty of food, and, as they did not trust to his favor nor believe that he cared for his creatures, their endeavors were more in the way of propitiation than worship. They boasted of wonderful tales of his power and, in designating the place where the metal was to be found that formed the solid copper knife which had been given to Cartier by one of the Indians whom he had taken captive, they referred to it as the "Unknown Land." This land, their legend told, was created by this demi-god, sometimes referred to as Kitche-Manito, the Great Spirit, or the Master of Life, identical with Kepoochikann. The legend tells of a deluge caused by an attempt of the fish to drown this capricious being, with whom they had quarrelled. He craftily constructed a great raft, or floating island, which was rich with copper, and this island he named "Minong," or "The Safe Place." On this he embarked with his family and all kinds of birds and beasts, and after the flood had abated, he ordered several waterfowl, supposed to be the sea gulls, who make their home near Isle Royale, to dive to the bottom. They were all drowned. Afterwards a muskrat, dispatched on the same errand, returned with a mouthful of mud, out of which Kepoochikann, imitating the mode in which the muskrats construct their houses, formed a new earth which the rays of the sun at length hardened into firm land. The giant made his home on the

island, and the Indians, who found their way to the new earth he had made opposite his lair, held him in awe and tried to avert his wrath. But another giant, more powerful still, named Woesackootch, became lord over the Indians who took possession of the new-made land and, from the cliffs of Mount McKay, this rival hurled a great boulder across the water at his foe. This boulder became wedged below one of the cliffs of "Minong," the name for Isle Royale, which, as has been said, means "Floating Island." This boulder, unlike all other rock formation on the island, has been, to this day, the wonder of white men, as it is entirely foreign to the other rock formation of Isle Royale and its presence there is a mystery. The giant stone-thrower at length overcame his rival, Kepoochikann, and, on account of his great prowess, was held in reverence by the Indians who were glad to escape from the fear of the evil spirit. This benevolent god guarded the treasures of "Minong," or Isle Royale, after he had conquered Kepoochikann, and was renamed Nanibijou. In order to protect his treasures he set up spiked rocks in the channel to warn off adventurers and, to this day, as the Forest City knows, the ship that ventures through the channel may feel the fury of the god that still guards the islands and headland on which he made his bier. And, even now, the strange and awe-inspiring mirage which is often seen as boats approach the cliff, are, in the eyes of the superstitious Indians, the spirits of the two giants, Nanibijou and Kepoochikann, fighting in the air. This phenomenon was seen with wonderful clearness by the passengers on board the Forest City, on its way from Isle Royale, on July 19, 1916.



HUDSON BAY MEMORIAL

The obverse and reverse sides of the historical tablet unveiled yesterday by Sir George E. Foster at the dead-end of McTavish street opposite the old site of the Hudson Bay fort. Its purpose is to keep alive the memory of gentlemen in arms, these brave men who laid the foundations of our present western Canada.

Unveiling of Tablet

RE-PRINTED FROM THE TIMES-JOURNAL OF FRIDAY, OCTOBER 13, 1916

Mr. Peter McKellar, president of the Historical Society, whose dream was accomplished yesterday in the unveiling of the Hudson Bay memorial tablet by Sir George E. Foster was justly a proud man Thursday, and he and the society which he represents deserve the thanks of the community for their untiring and unselfish efforts to leave something to posterity to remind them of the white man's earliest struggle to conquer the fastnesses of the Great North.

Yesterday afternoon an event of more than usual interest took place at the corner of McTavish and McIntyre streets. When the Right Honourable Sir George E. Foster, P.C., M. P., K.C.M.G., minister of trade and commerce, who spent yesterday in the city on the occasion of the visit of the Dominions Royal Commission, unveiled the memorial tablet erected by the Thunder Bay Historical Society on the site of the old Hudson's Bay post. It is a spot hallowed by the memories of Canada's early days. There is probably not another more historic monument in Canada, the spot indicating, as it does, the actual site of the old council chamber where, in 1821, the Northwest Trading company and the Hudson's Bay company amalgamated.

Idea of Peter McKellar

The idea of such a monument, erected as a permanent memorial and unveiled yesterday, originated in the mind of Peter McKellar, president of the society, and after three years of patient work the fine granite obelisk is today standing. Built of Aberdeen granite, it is inscribed with two thousand letters descriptive of the great west fur trading companies. The cost has been borne by voluntary subscriptions, which are in the neighborhood of \$1,000.

The Platform Party

The time of unveiling was scheduled for 1.30, but owing to the party

not returning from the trip around the harbours until quite late it was nearly two-thirty before Sir George Foster appeared on the scene, driven to the special platform in Mayor Murphy's car. Standing upon the platform, which was tastily draped with flags, were, in addition to Sir George, Mayor Murphy, Peter McKellar, Don McKellar, Rev. J. Dyke, F. S. Wiley, John King, N. M. W. J. McKenzie, J. D. McKenzie (the last two representing the Hudson's Bay company), and others. Mayor Murphy briefly introduced Peter McKellar, president of the Thunder Bay Historical Society, who spoke as follows:

The President's Speech

"This occasion is one of the happy events of my life, and I feel that the members of the Thunder Bay Historical Society are to be congratulated, as this fur traders' tablet, the principal work of our society, has been successfully completed. The polished granite, with the two thousand letters of historical records engraved thereon, will remain for countless ages and reflect credit on the people of Thunder Bay. I noticed in Egypt some polished granite tablets which had been in place from four to five thousand years, and they are still fresh. In regard to the object for which the tablet stands, the great work of the early fur traders of Canada, I need not dilate further. There are gentlemen present today who can appreciate its value and importance to the present and future generations better than I can give it here.

Some History

"Our society was formed eight years ago. Soon afterwards our attention was directed to the site occupied by the early fur traders, for nearly two hundred and fifty years, on the banks of the Kaministiquia river in Thunder bay. At first, to mark the locality, a rude monument of stone or iron was contemplated, but as our searches into history ex-

tended, our appreciation of the matter in hand increased, until finally it resulted in the erection of this beautiful tablet. The Right Honorable Sir George E. Foster, K.C.M.G., minister of trade and commerce, has kindly accepted our invitation to unveil this tablet, and in so doing he is conferring a great honor on the Thunder Bay Historical Society. As the time of the royal commissioners who have favored us with their presence is limited, I will call upon Sir George Foster to proceed with the ceremony of unveiling the tablet."

Sir George Foster

Sir George Foster, who was received with hearty applause, said, amid laughter, that he did not know what was veiled behind his back, so he was going to take the bull by the horns, and unveil the monument at once. This the minister did, amidst loud cheers. Continuing, Sir George said that the tablet stood as a credit to the progress of the pioneers of the west and to those who had made the erection of the memorial possible. The thanks of the community and of the country at large were due to those persons who were erecting such memorials not only in the frontier towns but also in other parts of the country. They were not unmindful of the pioneers of the prairie lands of the past. Altogether in the vast and rushing age of the present they were too prone to forget that they had a past, and the putting in place of records such as the present tablet before them served to remind them that Canada has indeed had a past.

Owe Great Debt

They ought to remember the debt they owed to the men and women of the past. Nearly three centuries ago, the adventurous men who, by the gracious will of the sovereign of Great Britain, found their heritage in sections of the great west country, and who took for their profits what could be made out of the furry animals which, up to that time, had shared with the Indian the great stretches of territory constituting that vast Dominion, had the pluck to follow up the great natural highways and waterways of Canada, and to open up year by year many acres of territory.

Thanks to the Pioneers

If it had not been those men and their adventurous spirit, their sublime courage and endurance, the gateways of the country would either not have been opened up, or at any rate would not have been opened up until much later. "We honor these men," said Sir George, "by erecting tablets in their memory, by presenting the story of their adventure and progress and by emulating the courage and endurance which they exhibited and which contributed to the building up of the greatest trading company in the world

Gateway of Commerce

"The head of the lakes is a gateway of commerce between the great middle west stretches of the country and the great waters which plough their way towards the sea, and across the oceans to the people of far distant lands who desire the products of the west. This gateway of commerce is an open door, making possible exchange between the great productive fertility of the middle regions of Canada, which must find a way out through this gateway."

The head of the tablet bears the words, "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."

Hudson's Bay Officials

Representing the Hudson's Bay company were N. M. W. J. McKenzie, now retired, for over forty years in the employ of the company, and J. D. McKenzie, the district manager. N. H. Bacon, of Montreal, the fur trade commissioner, wired regretting he could not come, and asking N. M. W. J. McKenzie and J. D. McKenzie to represent the company. Land Commissioner Thompson, of Winnipeg, also wired regrets that his having to go to Edmonton precluded his presence yesterday afternoon.

The Hudson's Bay post which this tablet commemorates was removed in 1878, when the Canadian Pacific railway was under construction.

(Times-Journal, Oct. 28, 1916)

The monthly meeting of the Thunder Bay Historical society was held

last evening in the public library. After the minutes had been read and correspondence dealt with, an interim report which was sent to the government, dealing with last month's work was read. The report is very creditable to the society, and it will be read at the annual meeting next month. Mrs. John King, convener of the tablet card committee, on the occasion of the unveiling of the Hudson's Bay tablet, reported that from the sale of picture cards of the tablet she had turned in about \$25 to the treasurer, collected by her staff of little girls. A hearty vote of thanks was tendered to Mrs. John King for her good work.

Since the unveiling by Sir George Foster \$32 has been donated to the society and two new members joined at last night's meeting. \$50 will be paid to Mrs. Gladstone on account of the cost of the tablet.

President's Report

The following is the president's monthly report for October 1916:

"I feel that the Thunder Bay Historical society has made great progress this month. The completion of the beautiful fur traders' tablet in the midst of the worst war of all wars, is more than I expected. Again we have been remarkably fortunate in having the unveiling of the tablet performed by the Right Honorable Sir George E. Foster, minister of trade and commerce. He could appreciate the import of the work to future generations, as we might say that the fur trade was the beginning of trade and commerce in Canada, and the writing on the tablet is an historical synopsis, practically reaching from the beginning of Canadian traders up to the great trade expansion by rail and water of the present. As Mrs. J. B. Simpson, secretary of the historic landmarks has said, Sir George Foster is regarded as the historian of the cabinet. Therefore, as he is the minister of trade and commerce and the historian of the cabinet, no other person could bring more honor to the unveiling than Sir George E. Foster."





TIMES-JOURNAL PRESSES, FORT WILLIAM, ONT.

The Thunder Bay Historical Society

Eighth Annual Report



PAPERS OF 1917



The Thunder Bay Historical
Society

EIGHTH ANNUAL
REPORT

Papers of 1917

The Thunder Bay Historical Society

Officers 1916-17

Honorary Patron	-	Sir Geo. E. Foster
President	-	Mr. P. McKellar, F. G. S.
1st Vice-President	-	Mr. A. L. Russell
Secretary-Treasurer	-	Miss M. J. L. Black

Executive Committee

Miss Dobie	Dr. E. B. Oliver
Mrs. Jno. King	Mr. F. C. Perry

Auditors

Mrs. Geo. A. Graham	Mrs. F. C. Perry
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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
	<hr/>
	\$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

THUNDER BAY HISTORICAL SOCIETY

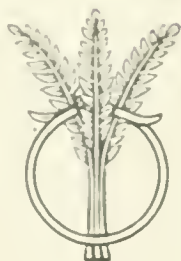
Feb. 8, 1917—Tablet (Mrs. Gladstone)	50.00
Feb. 20—Plates and printing (Times-Journal)	44.65
Tablet photographs (A. J. Fryer)	23.50
April 15—Tablet (Mrs. Gladstone)	200.00
April 28—Membership to Historic Landmark Association	5.00
Printing Annuals — (Times-Journal)	50.00
Sept. 21—Tablet (Mrs. Gladstone)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

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



One of Fort William's Eleven School Buildings

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

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

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. P. 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 \$20.00 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. E. Cullen taught in the East End School.

EAST FORT WILLIAM

In 1887 a fine two storey school house 21 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 1891 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. Coe, 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 denomination-alism 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, Stratheona, 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 Acon, 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 indispensable: The explorer who went through the wilderness braving steep precipices 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 1901 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 hostelrys 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, 251 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 points 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 Port 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 Crow.

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

this 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. McDennell, 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 Convey, 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., Connée & 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.

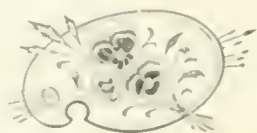
The newspapers were: The Thunder Bay Sentinel, established 1874 by Thomas Egan; Evening Herald, 1882, Harvey & Knight, publishers and proprietors.

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

NINTH ANNUAL
REPORT

Papers of 1918

The Thunder Bay Historical Society

Officers

Honorary Patron	-	-	Mayor H. Murphy
President	-	-	Mr. Peter McKellar, F.G.S.
1st Vice-President	-	-	Mr. A. L. Russell. D.L.S.
Secretary-Treasurer	-	-	M. J. L. Black

Executive Committee

Miss Dobie	Dr. E. B. Oliver
Mrs. Jno. King	Mr. F. C. Perry

Auditors

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

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 pneu-

monia 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 inoculation 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. Dav- ies, 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
	<hr/>
	\$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
	<hr/>
	\$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 but-

ton 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 Older 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.

3. The Inscription on the Reverse Side of the Tablet.

Illustration—A fine cut of the Memorial Tablet.

ILLUSTRATIONS

FIRST ANNUAL

1. Page 4—Fort William in 1856.

2. Page 16—Elevator A, First Coal Dock and Stone Fort.

3. Page 17—Kaministiquia River. Early Days.

4. Page 18—Platform from dock to road leading into the Fort about 1870

5. Page 20—The Ice-jam of 1893 on the Kaministiquia River, near mouth.

6. Page 21—The Ice-jam of 1893 on the Kaministiquia River, near its junction with the McKellar River.

7. Page 22.—Two sections of the Kaministiquia Harbor Channels.

8. Page 24—Fort William, 1909.

SECOND ANNUAL

1. Page 4.—Peter McKellar, photograph.

2. Page 8.—Mrs. G. H. Slipper, photograph.

3. Page 10.—Miss C. C. Grant, photograph.

4. Page 12.—Mr. Donald McKellar, photograph.

5. Page 16.—Miss Belle Dobie, photograph.

6. Page 20.—Mr. Harry Sellers, photograph.
7. Page 26. — Grain Elevators, photograph.

THIRD ANNUAL

1. Page 2.—Peter McKellar, Esq., photograph.
2. Page 4.—Miss C. C. Grant, photograph.
3. Page 8.—A. A. Vickers, Esq., photograph.
4. Page 16.—Dr. T. S. T. Smellie, photograph.
5. Page 22.—Mrs. F. C. Perry, photograph.
6. Page 28.—Miss Sarah Stafford, photograph.

FOURTH ANNUAL

1. Page 2.—Peter McKellar, Esq., photograph.
2. Page 4.—Miss C. C. Grant, photograph.
3. Page 6.—Miss M. J. L. Black, photograph.
4. Page 8.—Mrs. M. Slipper, photograph.
5. Page 14.—J. J. Wells, Esq., photograph.
6. Page 26.—Miss J. Robin, photograph.
7. Page 31.—D. McKellar, Esq., photograph.

FIFTH ANNUAL

1. Page 4.—Photograph, Peter McKellar, Esq.
2. Page 6.—Photograph, Miss M. J. L. Black.
3. Page 8.—Photograph, Miss Belle Dobie.
4. Page 28.—Photograph, Dr. E. B. Oliver.
5. Page 24.—Photograph, W. C. Dobie, Esq.

SIXTH ANNUAL

1. Page 3.—Peter McKellar, photograph.
2. Page 10.—A. L. Russell, D.L.S., photograph.
3. Page 14.—Fort William, from painting, June 15th, 1805.

SEVENTH ANNUAL

1. Page 4.—Peter McKellar, photograph.
2. Page 26.—Cut showing the obverse and reverse sides of the monu-

ment erected to the memory of the Fur Traders.

EIGHTH ANNUAL

1. Page 4.—Peter McKellar, photograph.
2. Page 6.—Miss M. J. L. Black, photograph.
3. Page 12.—Mrs. P. McKellar and Mrs. E. B. Oliver, photograph.
4. Page 13.—Ogden School, Fort William.
5. Page 14.—Collegiate Institute, Port Arthur.
6. Page 24.—Mrs. J. M. Sherk, photograph.

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 call-

ed 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 quartz, 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 & Refining Com-
pany—Works, corner Clark and 40th
streets. General offices No. 114 Dear-
born street. Abner B. Thomas, Presi-
dent; Barton Sewell, Secretary-Treas-
urer

Certificate of Assay

Chicago, Aug. 11th, 1885.

This is to certify that I have carefully
assayed for gold, silver, lead, cop-
per the sample of ore deposited by
GEO. R. WALLACE, and marked En-
terprise (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.); sil-
ver, \$2.06; lead, 34 per cent.; copper,
8.5 per cent.

GEO. T. DOUGHERTY,

Assayer.

From Chicago Smelting and Refin-
ing Company.

Certificate of Assay

This is to certify that I have care-

fully 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. 5787 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 assay-
ed for GEO. R. WALLACE, a speci-
men of ore marked Lady Mary, for
gold, silver and copper, with the fol-
lowing 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. WAL-
LACE, North Shore Lake Superior,
Ontario—Location C. Results of fire
assay: Lead, 60.1 per cent; Silver,
\$2.25 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 Shepard, 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.'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 dominant.

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

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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 time. 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 prevent-

ed 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 tranquillity 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, travelers 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. Sev-

eral 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



PAPERS OF 1919

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

Executive Committee

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

Auditors

Mrs. G. A. Graham	Mrs. F. C. Perry
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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
	<hr/>
	\$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
	<hr/>
	\$293.22

Meetings were held on the following dates :

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

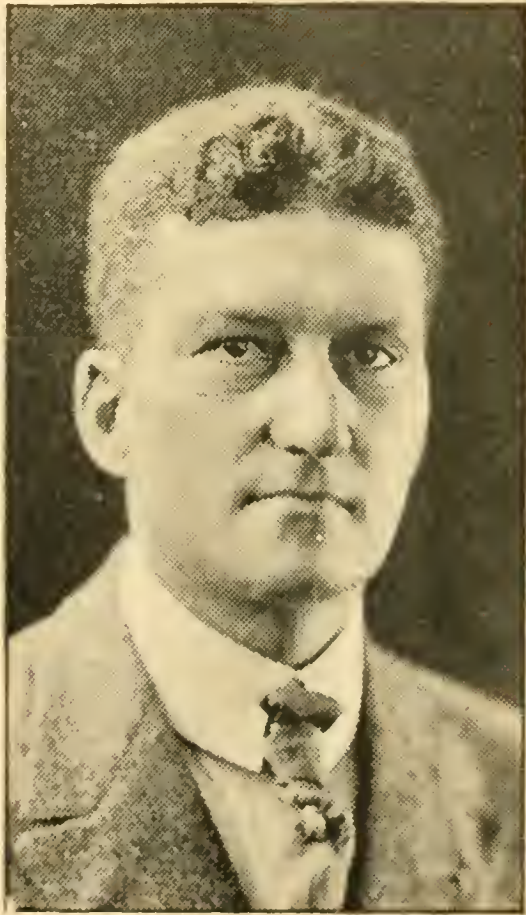
Feb. 7—A report of finding some old letters.

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 Port 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. 14	Nov. 64	Dec 18	Jan. 8	Feb. 2	Mar 15	April 4	Total 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 evan-

gelize 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 the Western 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 of 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 voyageurs' 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 necessities and what he required to stay. 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 spirltually 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 Montagnais 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 conditions, 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 bands 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 proprietary 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 patriarchal 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, Charlevoix, 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 Manitons, 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 luridly 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 consummated.

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 camp-fire 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 Potawatomie 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, Venango, 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 pay-

ment 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 perceptible 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 hannock, 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 subsistence. 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 garments 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



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
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Peter McKello

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 outstanding event, was the final payment on the monument account. To our indefatigable 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 Kaministiquia."

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
	<hr/>
	\$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
	<hr/>
	\$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 build-

ings 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, 1861; 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. McGilvray (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 (Flaherty, 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, depository; 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 Hudson'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 Miies 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 Michipicton, 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 moccasins, 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 attached 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 Michipicoton 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 permitting 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 arti-

cle. 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 Sault, 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 MacKenzie, being the gentleman in charge of the district at the present time. Some of the old posts of 1857 are still doing business, notably Missinabie, 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 Kahnnooshe, manager.

Nipigon House—Patrick McGuire, manager.

Mobert—Henry Busch, manager.

Long Lake—Philip H. Godsell, manager.

Kowkash—Halver Halverson, manager.

Missinabie—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 your self 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 Metavish 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.

"All rights reserved." McK.

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 govern-

ment 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 superstitious 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 pause, 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 E. 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 Dewdney was then the Lieut.-Governor of the north-west territories had arranged with Joseph Wrigley, chief commissioner of the Hudson's Bay company, 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 persistent 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 uprising.

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 tattooed holding nightly councils and ready to go, while the old men's councils in a separate lodge were making use of all their restraining influ-

ence 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 taught 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 salesshops 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.

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(Donated by Mr. Chas. Bell)

Spaniards account current. 1831.

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

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

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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 Bont, 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 Bont, 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.

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Letter to Fort William, from Donald MacIntosh, 1836.

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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.

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Invoice of articles in use at Fort William, 1836.

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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.

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