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In our last issue reference was made to the early prevalence of duelling in Canada. It seems that the code of honour was not unknown in the Northwest under the rule of the fur companies. In an appendix to Hargrave's "Red River" (1871), the author gives a fragment of a journal kept, according to custom, by Chief Factor Clarke, and picked up from a heap of rubbish at Norway House in the summer of 1868. In this document, under date Wednesday, October 6, 1819, we find the following record: "Mr. McLeod no sooner called upon Mr. Bethune than Fraser came in a rage and abused him, menacing his fists, saying he had taken advantage of him by taking the tent away. Mr. McLeod politely told him that he was not a blackguard to fight with fists, but that if he had any inclination to show his bravery, he was ready at a call and would walk forward before him into the bushes for that purpose. . . . After waiting on the ground for about twenty minutes, Mr. McKenzie, who was Mr. McLeod's second, came to the camp and told Fraser: 'We are waiting for you some time back,' and returned immediately to Mr. McLeod, and after waiting fifteen minutes more and finding Fraser did not go, they both came back to the Northwest camp. From these proceedings the Indians were assured of our superiority, at which they feel happy in being freed from the subjection of the Northwest Company, who completely enslaved them by terrors and threats."

Under date, May 19, 1820, we come on an account of another quarrel between representatives of the two companies: "I this morning received a most scurrilous note from Bethune of the Northwest, in which he calls me a murderer and compares me to the rattlesnake, for no other cause than that of finding one of his horses wounded, of which circumstance I am as innocent as a man that is at present across the Atlantic." On the following day Mr. Clarke makes this entry in his journal: "Finding Bethune not giving any answer, I this morning sent McLeod with a challenge to him to come forward and meet me as a gentleman, or that I would give him a public horsewhipping on the first occasion, if he would not make a public apology before the men of both forts. Mr. McLeod returned without any satisfactory answer." At this point the fragment comes to an end. The jealous rivalry between the companies terminated in the following year (1821) by their coalition.

The following words of the late Secretary Seward, which are quoted in an article contributed by Prof. H. Y. Hind, in 1863, to the *British-American Magazine*, of which he was at that time editor, are worthy of reproduction now that the prophecy

which they imply is beginning to be fulfilled: "I see in British North America, stretching as it does from the shores of Labrador and Newfoundland to the Pacific, and occupying a considerable belt of the Temperate Zone, traversed equally with the United States by the Lakes, and enjoying the magnificent shores of the St. Lawrence, with its thousands of islands in the river and gulf, a region grand enough for the seat of a great empire. In its wheat fields in the west, its broad ranges of the chase at the North, its inexhaustible lumber lands, the most extensive now remaining on the globe, its invaluable fisheries and its yet undisturbed mineral deposits, I see the elements of wealth. I find its inhabitants vigorous, hardy, energetic . . . and, therefore, when I look at their resources, I know they cannot be conquered." . . . Mr. Seward's praise of Canada was intended to convince his fellow-countrymen of the folly of rejecting the opportunity of conciliating so powerful a neighbour and wasting their energies in endeavouring to revive the decayed provinces of Spain. His warning was also directed against a policy which increased the influence of the slave-holding States, instead of looking northward for the means of invigorating the union. But whatever were his aims, his language has a significance which no patriotic Canadian can ignore.

The Northwest has its roll of honour, and as proud a roll as that of older Canada. It has its share in the glories of all the great explorers, by sea and land, Sebastian Cabot, Hudson, Baffin, Fox, Bourdon, De la Vérandrye, LaFrance, Hearne, Mackenzie, Franklin, Simpson, Richardson, Rae, Hind, Hector, Dawson, Fleming and others more or less noteworthy. The history of the great fur companies, when it comes to be written, will be the history of the Northwest. The records of the Geological Survey are largely records of exploration and discovery in the Northwest. One of the greatest railway undertakings of our day, conceived by Canadian foresight and carried out by Canadian enterprise, had its *raison d'être* in the Northwest. But Manitoba and the Territories have a roll of honour that is still more distinctly their own in the names of those who had the faith and courage to cast in their lot with the Northwest in its day of small things and contributed, by toil of hand or head or by generous and timely help, to its progress and aggrandizement. Of these are the Hon. Donald Gunn, Mr. C. J. Brydges, Bishops Anderson and McLean, the late A. K. Isbister, LL.B., who left his library to the University of Manitoba, soldiers like Cols. Kennedy and McKeand and Captain French, missionaries like Monseigneur Provencher, and Messrs. Evans and Steinhauer (inventors of the Indian syllabary), the Hon. John Norquay, and several others whom their native or adopted land will not allow to be forgotten. As for the living who have done good service in organizing the country and in advancing its interests in various ways, the list of them is too long to publish.

Just two hundred years elapsed between the creation of the Hudson's Bay Company (1670) and the admission of Manitoba into the Dominion (1870). The course of exploration and discovery in the Northwest during this long interval may be outlined by a few leading events. One of the objects aimed at in granting a charter to the Hudson's Bay Company was that it might aid in the discovery of a Northwest passage. It was not, however, till nearly two generations had passed away that the company undertook to discharge that task. In

1719 the frigate Albany, Capt. Berley, sailed from England, but never returned. Between that date and 1737 several other vessels were sent out on the same mission, but the results though, save in one instance, not so disastrous, were equally fruitless as to the end in view. More effective work was done by the Vérandrye family. In 1737 Pierre Gauthier de Varenne, Sieur de la Vérandrye, started on an expedition into the country beyond Lake Superior. In 1735 he built Fort Rouge on the site of the present city of Winnipeg. In 1738 Fort La Reine was erected on the site of the town of Portage La Prairie. In 1743 La Vérandrye's sons reached the foot of the Rocky Mountains; in 1748 one of them ascended the Saskatchewan, and in the following year La Vérandrye the elder died in this city.

In his evidence before the Select Committee of 1748-49, Arthur Dobbs gave some important information on the countries around Hudson's Bay, which he had mainly received from a "Canadese Indian" named La France, as contained in his book, published in 1744. After the Conquest the traders of Montreal entered on that competition with the Hudson's Bay Company for the wealth of the fur country, which, after originating two strong companies (united after a few years' rivalry), only ended by the amalgamation of the Northwest with the older corporation. During the period of conflicting interests much was done in penetrating the great region on both sides of the mountains, which Sir Alexander Mackenzie was the first to cross.

Lord Selkirk's name will ever be associated with the first attempts at colonization in the Northwest. Yet, though many explorers traversed each others' tracks in the half century that followed the organization of the Red River settlement, and reports reached the outer world from time to time of its wondrous fertility, the Northwest was still allowed to remain "a great, lone land." In 1857 another Select Committee was appointed to inquire into the Hudson's Bay Company's affairs. In 1863 that body was reorganized and the possibility of establishing communication between British Columbia and the Eastern Provinces became a subject of discussion. In the preceding year a party of emigrants had succeeded in making their way across the continent. That was a fact of great significance for it showed that not only enlightened statesmen and far-seeing men of business, but also the classes who were practically interested in the utilization of our waste areas had begun to recognize the need of an overland route through British America. That emigrant party must have been guided by a prophetic spirit. From that time forward the tendency was towards unification. Before ten years had passed the whole continent from the Atlantic to the Pacific had been placed under a single federal government. Before another ten years had gone the great connecting railway was well on towards completion. And as it advanced, towns grew up out of the wilderness, till the hum of industry and trade was heard from the Lakes to the Mountains and down to the Sea.

Of these towns one of the most flourishing was destined to grow ere long into the city of Brandon. It was laid out in June, 1881. A name had already been provided for it, the Brandon Hills in the vicinity forming the most picturesque feature in the level prairie country. Moreover, as usual in the creation of business centres in the Northwest, the foresight of the old company traders had indicated the most suitable site. There u-ed, indeed, to be a Brandon House under the Hudson's Bay Company