

quiries by both governments to collect more accurate information from people familiar with the country, and by the sending out of expeditions to more fully explore the country and report upon it. There was an enquiry instituted by the legislature of Canada, and in England there was the Select Committee on the Hudson Bay Co. In the period from 1857 to 1861 three important expeditions were sent out: Captain Palliser, by Her Majesty's government; and S. J. Dawson, C.E., and H. Y. Hind, M.A., F.R.G.S., by the Canadian government.

The expedition under Captain Palliser was sent out in 1857 to explore the country between Lake Superior and the Rocky Mountains, and also to ascertain whether any practicable passes available for horses existed across the mountains south of that known as the Boat Encampment Pass, the one first used by Thompson. Owing to the limitation in this last clause, Palliser did not, of course, investigate the best passes which lay to the north of the limit imposed on him. As a result, after four years of work, he reported very unfavorably upon the project of a line of communication across the continent entirely within British territory on account of the difficulties to be encountered, both between Superior and Red River and through the Rocky Mountains.

#### Dawson and Hind Expeditions

About the same time the Canadian government sent out S. J. Dawson particularly to examine the country between Lake Superior and the Red River, with the view of opening up a line of summer communication on British territory between Canada and the western settlements. Mr. Dawson reported in 1859 on a combined road and boat route, following much the same course as that used by the old North-West Co. The principal difference was that wagons were to be used from Lake of the Woods direct to Winnipeg, instead of going around to the north by the Winnipeg River. The Canadian government placed the sum of \$20,000 per annum for five years at the disposal of the North-West Transit Co. for the purpose of developing this communication. It became known as the Dawson Route.

The Canadian Red River Exploring Expedition was sent out from Canada in 1857 under H. Y. Hind. The following year Mr. Hind extended his investigations westward as far as the south branch of the Saskatchewan. He covered all the country from the Red River westward to the south branch and northward to the main Saskatchewan. He was to report on the geology of the country, its possibilities for agriculture, and the possible development of means of communication.

Finally, when Canada bought out the Hudson Bay Co. rights in the West, there were the numerous explorations and surveys made under Sanford Fleming, engineer-in-chief, to determine a route for the Canadian Pacific Railway. But these expeditions belong to the succeeding period of Canadian control in the Northwest.

#### Works of Reference

The following historical works have been consulted in the preparation of this sketch:—

1. Report from the Select Committee of the British House of Commons on the Hudson Bay Co., together with the proceedings of the committee, minutes of evidence and appendix. Ordered to be printed August 17th, 1857.
2. "The Canadian Northwest: Its Early Development and Legislative Records." Publication No. 9, in two volumes, of the Canadian Archives. Edited by Prof. E. H. Oliver.
3. "History of Canada," for the High Schools of Ontario, by Prof. W. L. Grant.
4. "The Canadian West: Its Discovery by the Sieur de la Verendrye; Its Development by the Fur Trading Companies Down to the Year 1822." Translated from the French of Abbé G. Dugas.
5. "Thompson's Narrative of His Explorations in Western America, 1784-1812." A publication of the Champlain Society. Edited by J. B. Tyrrell.
6. "MacKenzie's Journal." Edited by Sir Alexander MacKenzie, himself.

7. Narrative of the Canadian Red River Exploration Expedition of 1857, and of the Assiniboine and Saskatchewan Exploring Expedition of 1858. In two volumes, by Henry Youle Hind.

8. "Ocean to Ocean." Sanford Fleming's expedition through Canada in 1872. By the Rev. George M. Grant.

Wm. Pearce, D.L.S., kindly permitted me to read also the draft of a treatise he was preparing on "Titles to Land in the Three Prairie Provinces."

I regret that I did not have the opportunity nor the time to consult any of the following valuable books of reference on this subject:—

1. "Saskatchewan and the Rocky Mountains," by the Earl of Southesk.
2. "History of the Northwest," by Begg.
3. "The Remarkable History of the Hudson Bay Co.," by Byrce.
4. "The Hudson Bay Co. Land Tenures," by Prof. Archer Martin.
5. "The Journals of Captain Palliser's Explorations," published by Her Majesty's government.
6. "A History of the Red River Settlement," by Prof. Archer Martin.
7. "The Search for the Western Sea," by Lawrence J. Burpee.

#### B. C. ARCHITECTS' BILL GIVEN BETTER RECEPTION THAN WAS ENGINEERS' BILL

SECOND reading was given without opposition to the bill to incorporate the architects of British Columbia, recently introduced in the legislature of that province. The bill met with considerably better reception than did the similar measure introduced a few weeks ago on behalf of the engineers of British Columbia. David Whiteside, who introduced the architects' bill, said that he was a little diffident about doing so after the "rough and ready" reception of the engineers' bill, but he thought that some people in the legislature assumed a professional knowledge that they did not possess. This bill by no means aimed at a closed shop, he declared. One had only to look around at the public buildings in Victoria to recognize the importance of architecture in securing harmony and beauty. While the bill was brought in at the request of 70 architects in the province, there was no desire to build a high board fence around the profession. The bill had been carefully considered by the private bills committee, the objectionable features had been eliminated, and the contractors had withdrawn their opposition.

Pig iron production in Nova Scotia totalled 334,000 tons during 1919; steel ingots, 374,500 tons; and coke, 518,713 tons.

One of the events of the past year in Nova Scotia was the discovery of salt at Malagash. Drilling revealed salt underlying an area of 5,000 sq. ft. and with a depth of approximately 350 ft.

More than 5,000,000 tons of coal were mined during 1919 in Nova Scotia, of which approximately half was consumed in that province. Shipments via the St. Lawrence River totalled 344,662 tons and to the United States 75,813 tons.

City Engineer Gray, of Hamilton, Ont., has recommended to the city council that they accept the offer of the Dominion Geodetic Survey to prepare a complete topographical map of the city of Hamilton. The cost of this map will probably be about \$40,000, of which the Dominion Government offers to pay 60%.

The city of Chatham, Ont., desires to undertake this year all of the work allotted to it in the suburban areas. The city council has passed a resolution asking the Ontario government to permit it to devote two mills of the city's tax-rate to this purpose, instead of one mill, which is the maximum which can be devoted under present legislation.