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616. There you came down into Lake Superior?—Yes. From that I came to St. Mary's; we were obliged to leave our dogs behind.

617. *Sir John Pakington.*] How did you get on?—We walked on foot, and carried our baggage and provisions on the backs of men. It is one of the roughest countries I ever passed through.

618. *Mr. Edward Ellice.*] With respect to the mines on Lake Superior, are you aware of the number of them, or the available state of the work at those mines?—I am not.

619. But a great many companies have attempted to work them?—Several.

620. Both on the American and on the Canadian side?—On both sides.

621. The general result has been not very profitable?—Not on the north side, because they have given them all up, or most of them. There are only a few of the American mines paying where they get large masses of copper.

622. I believe that the great difficulty with the copper there is from its extreme purity, and the great masses that it is in, so that they cannot easily break it?—On the south side; but they have found nothing of that kind on the north side that I am aware of.

623. But all the copper is actually in large solid masses, requiring great force to break it?—I have seen pieces of one or two tons, and pieces are found much heavier than that.

624. *Sir John Pakington.*] What was the length of time occupied in your journey from the Red River to Toronto?—To St. Mary's, two months; about 60 days.

625. It is a journey rarely made I suppose?—Not by the same person; there are generally relays of men at each post; each eight or ten days.

626. The journey is made from post to post?—Yes; by different relays of men.

627. In that way is the journey often made during the winter months?—Only once or twice when the express comes down; the winter express used to come that way communicating with all the posts bringing information down to Canada.

628. What is the distance between the posts?—Generally 100 to 200 miles; by the route followed it is more.

629. *Mr. Grogan.*] You said that the express went by Lake Nipigon and by Long Lake; did the express travel that route because there were posts there?—Partly, and partly because they cannot travel along the lake on account of the ice breaking away sometimes with a gale of wind, which renders it very dangerous; the shore is so precipitous that the ice is apt to break away and prevent travelling.

630. Are there no posts between Lake Nipigon and the north shore?—No.

631. It is the only route that is practicable?—It is the only route that the Company's people go generally; they make a rush sometimes across the Bay, but they do not do so generally, it being so unsafe.

632. *Mr. Bell.*] Are there any whales in Hudson's Bay?—I saw a few up to the north.

633. You do not know whether the Hudson's Bay abounds with them?—No, not the southern part; I saw a few in the northern part, towards Repulse Bay.

634. Are there any seals?—There were plenty of white porpoises and many seals, and some walruses the last time I was there.

635. Do they afford a large quantity of oil?—Yes; the Esquimaux kill them.

636. There are no British fisheries?—No; none are established there.

637. They are not allowed, I suppose?—No one ever attempted it that I am aware of.

638. Do you know whether that is part of the Hudson's Bay monopoly?—It is part of the Hudson's Bay territory.

639. So that no ships can come into the Hudson's Straits to fish for whales?—I suppose so; there are not many whales.

640. Do you suppose there would be a sufficient quantity of fish of that kind to support a settlement?—I think not; when I went in 1846-7 I saw a good many whales; when I went in 1853 and 1854 I saw only one or two small ones.

641. At what part of Hudson's Bay?—Inside Southampton Island.

642. *Mr. Edward Ellice.*] How long is the water so free from ice that vessels could hunt the whales?—About two months; it is very dangerous; it is full of currents;