

rather too liberal to the surveyor under the old arrangement, for now the surveyors were to receive no salary from the public funds, although they were allowed to charge up to ten shillings a day for their services. No mention is made of what surveyor was appointed for the remainder of the settlement until 1860, when Herbert L. Sabine was given permission to engage in surveying upon the same terms as others employed in that work.

During the following 10 years Goulet played quite an important part in the affairs of the settlement. Whether he continued the practice of surveying along with his other duties and responsibilities, seems uncertain. In 1862 he was appointed collector of customs at Upper Fort Garry, with a salary of £25 a year. He became a member of the council in 1866, and two years later was made a justice of the peace. He appears to have been regarded as something of an engineer, too, for in 1869 he was a member of a committee to consider the possibility of constructing a floating bridge across the Assiniboine River at the forks. During the disturbed conditions in the autumn of that year he was entrusted by the council with the difficult mission of proceeding to the camp of the party who were determined to prevent the entrance of Governor MacDougall into the new province. Goulet was to endeavor to procure the peaceable dispersion of this party. In this, unfortunately, he was not successful. Afterwards, when Riel formed his provisional government, he endeavored to have Goulet accept office under him. Goulet, as a result of his refusal to do so, had the unique experience of being imprisoned for refusal to accept a government office.

Limits of Pre-emption Rights

One other point of surveying interest in connection with the Red river settlement is a resolution of the council, dated February 27th, 1860. This provided that in case of difficulties arising between persons who take land outside of the part of the colony already surveyed, the magistrates were authorized to act on the principle that 12 chains should be the limit of pre-emption rights arising from occupation. According to William Pearce, this was the width allowed to many of the lots laid out in the settlement. How long the earlier regulation of a lot 8 chains wide on a base line was in force, and whether it was superseded by the 12-chain lots without the intervention of any other systems, I have not been able to determine.

As soon as the Canadian government had consummated the transfer of the lands in the West from the Hudson Bay Co., Col. J. S. Dennis was sent out to commence surveying operations around the Red River. He was stopped in his work by the insurgents in 1869, and subsequently played no small part in the events which took place during the Red River Rebellion. It was he who worked out the first system of surveys in the West, a complete history of which may be found in the report of the Department of the Interior for 1891.

Explorations in Other Parts

While I have followed the surveys of the Red River settlement from its inception until it became a province of the Dominion, I have neglected to mention explorations which took place in other parts of the West during this period.

Even after Thompson, and the explorers who preceded him, completed their surveys of the Canadian West, there were still some regions which were very little, if at all, known. These were particularly the districts between Great Slave Lake and Hudson Bay and those parts which now comprise Northern British Columbia and the Yukon.

The region to the west and north of Hudson Bay was first penetrated by Hearne in 1771. No further explorations are recorded until 1819, when Sir John Franklin made his journey from York by way of the Saskatchewan, Churchill and Athabaska rivers to Great Slave Lake, and from there down the Coppermine River to the Arctic Sea. He was accompanied in this expedition by Sir George Back and Sir John Richardson. They appear to have been the first to explore the whole course of the Coppermine and parts of the coast around its mouth.

Sir John Franklin made another expedition in 1825-7, going from Canada to the Athabaska, Great Bear Lake and down the McKenzie River to the Arctic and thence along the coast eastward to the Coppermine, returning to the Athabaska by that river. Sir George Back commanded an expedition from 1833-5 to search for Sir John Ross, who was then supposed to be lost in Arctic lands. He proceeded from Canada to the Athabaska and Great Slave Lake. He built Fort Reliance at the east end of Great Slave Lake, and, using that as a depot, struck out to the northeast, discovering the Great Fish or Back River. He followed it to the sea and returned by the same route.

Northern British Columbia and Yukon

This northeastern region of the Canadian West was largely explored, as we have seen, by expeditions sent out from England. The district at present comprising Northern British Columbia and the Yukon was, on the other hand, opened up as a result of the desire to further extend the fur trade. When the North-West Co. became merged in the Hudson Bay Co. in 1821, it seems to have infused some of its enterprise and energy into the older and more conservative organization. At any rate, the following 20 years was a period of great activity on the part of the Hudson Bay Co. in seeking new fields for trade. They also appear to have been very ready and liberal in their assistance to the expeditions of Franklin, Back and Richardson. In addition to giving every assistance to these explorers, about 1837 they sent an expedition of their own, under Chief Factor P. W. Dease and Chief Trader Thomas Simpson, to the Arctic coast. These men successfully outlined unknown portions of the Arctic coasts to the east and west of McKenzie River, continuing their efforts for two or three years.

Before this time, John Bell, another Hudson Bay Co. employee, crossed the Rocky Mountains from Peel's River, near the mouth of the McKenzie. He discovered the Porcupine river, and descended it to its junction with the Yukon, where he established Fort Yukon.

About 1835, John McLeod ascended to the head waters of the Liard River, passing through the Rocky Mountains. From there he discovered the sources of what was then named Pelly's River, now known as the Yukon. McLeod's discovery was followed up by Postmaster Robt. Campbell, who showed great enterprise and determination in explorations in this region. Campbell finally succeeded in crossing through the mountains from the Liard to Pelly's River, which he descended to Fort Yukon at its junction with the Porcupine River. By these successful efforts Campbell won the name of "The Livingstone of the Northwest."

Enquiries Regarding Railway Possibilities

I have endeavored to outline the course of the discovery and exploration of all the great river systems of what was then the northwestern hinterland of Canada. Owing to the restrictions imposed by nature on the mode of travel, these early explorations and surveys were almost entirely confined to the water courses. As the conception began to dawn upon the people of Canada and Great Britain that this vast stretch of country might be of some value other than as a great fur reserve, other explorations were instituted to determine the possibilities of the country for wider colonization, and for the establishment of communications to and within the territory. Even in the fifties, the possibility of a railway across the country to the Pacific was considered by a few of the more far-seeing statesmen. Efforts were being made to build such a line in the United States. In both Canada and Great Britain another incentive to exploring and occupying the West more fully was the fear that, with the American settlements extending westward so rapidly, they might occupy the country. Furthermore, the people of the Red River were raising many complaints regarding their position under the Hudson Bay Co., and were particularly eager for better communications between their settlement and the outside world.

During the latter part of the fifties, all these influences combined to create a very lively interest on the part of the people of Canada and Great Britain in the possibilities of the western country. This interest was evidenced in en-