

REPORT
OF
E. B. Borron, Esq., Stipendiary Magistrate,
ON THAT PART OF THE
BASIN OF HUDSON'S BAY
BELONGING TO
THE PROVINCE OF ONTARIO.

This season my explorations have been for the most part confined to the country on the west side of the Missinabie river, opposite, or nearly so, to the tract examined the previous year.

It includes Brunswick Lake and the Hon. Hudson's Bay Company's post, called New Brunswick House, frequently mentioned in former Reports. The fertility of the soil at this post has been long known to the Hudson Bay Company's officers, and the climate is believed to be equal if not superior to that which prevails at Port Arthur or Thunder Bay. All the principal roots and grains are said to grow well at New Brunswick, and come to full maturity. Clover, timothy and other grasses grow splendidly, as do, also, currants, strawberries, raspberries, and other small fruits.

Mr. Gladman, an ex-Chief-Factor in the Hudson Bay Company's service, who was stationed for some years at this post, has given satisfactory evidence on these points, the truth of which has been confirmed by my own observations and enquiries.

No reliable information, however, was in our possession as to the extent of this fertile tract, nor as to the best way of opening it up.

Indians had told me at different times that the country on the west side of the Missinabie river—between the Lower Swampy-Ground, so called, on the south, and the Albany Branch on the north—was of a drier and less swampy nature than in most other parts of the territory they were acquainted with—that the soil was principally clay, and that the timber consisted chiefly of Aspen and Spruce.

To obtain for the Government fuller and more reliable information on these important points has been the chief object of my explorations this year.

In order to do this, I left Collingwood on the 29th of May for Toronto, and having forwarded necessary supplies, I proceeded from thence to Missinabie Station, on Dog Lake, by the Canadian Pacific Railway. Here, as previously arranged, I was met by John Driver, who had come from Sault Ste. Marie by steamer to Peninsula Harbour on Lake Superior, and from thence by the Canadian Pacific Railway, bringing with him a canoe and such part of my camping equipage and supplies as had been forwarded by steamer from Collingwood.