

THE STORY OF EARL GREY'S PILGRIMAGE TO HUDSON BAY

By the McGill University Professor Who Was With the Party. Copyrighted by the Publisher's Press.

It is characteristic of His Excellency the Governor General of Canada that his annual holiday on this occasion, as it did last year, should exemplify Horace's ideal of poetry by harmoniously combining pleasure with profit—pleasure to himself and all around him, and profit much greater than is discernible on the surface to the general public of the Dominion and to the whole Empire. Indeed it may truly be said that a sufficient guarantee for both these desiderata is secured under nearly all conditions by his own optimistic and vigorous personality (which sees the good side of everything and everybody and is therefore apt to stipulate if not actually to create it), the ripe and astute statesmanship and capacity underlying in him a rare, perennially youthful zest in life, and a general openness of all manner of impressions. This goes far to explain the good reason the fact that no living man has seen so much of Canada as he has; none has a juster, keener or broader sense of its resources, material and spiritual, or a more earnest desire and sharper eye for their development in the widest and wisest lines. "An Indian oracle" at the mouth of the Saskatchewan described the trip then just begun, as "His Excellency's arduous explorations. As a matter of fact no forecast of the journey, as it actually shaped itself, could have been less realistic. There was nothing arduous about it. It was one continuous picnic. Everything combined to make it so, the "royal" weather, the comparative absence of flies (one almost pitied the few poor mosquitoes that were met with—these usually enanched siphons were not stiff enough to pierce the average human skin!) the quite perfect arrangements made by Major Moodie of the North West Mounted Police, the admirable equipment of the Dominion's latest steamship Earl Grey, and the efficiency and courtesy of all her officers and crew. The only worst had come to the worst in that wild and almost unknown region, the infectious and unrelenting cheerfulness of the head of the expedition, like a broad banner unfurled in the sunshine and breeze, would have gone far to hearten and irradiate everyone who had the good fortune to take part in it.

The party, an extraordinarily congenial one, consisting of seven persons besides their Excellencies and Lady Evelyn Grey, was made up of everybody's sorrow, went no further than Norway House—assembly at Winnipeg on the third of August. Thence leaving at midnight for the cedar-beded banks of the Saskatchewan, the point at which the month's unbroken journey by water was to begin—a journey of more than 400 miles by lake and river to York Factory, and 1915 miles of sea from there to Bay of Islands where the S.S. Earl Grey is lying at this moment of writing. From here they visited St. Andrew's five miles up the river with a view to examining the remarkable dam there, the most unique of its kind on this continent. The dam, consisting of separate sheets of steel, which can be drawn up somewhat like window blinds is so constructed to give free passage to the spring floods, thereby avoiding any overflow on the arable and occupied lands above the dam. This arrangement, combined with the effect of the strong stone pillars of the massive structure in thoroughly breaking up the ice is beneficially felt as far as Winnipeg, which is now in consequence much less liable to periodical inundations than it used to be.

An opposite effect of a no less desirable kind is secured by the comparatively steady maintenance of level in the Assiniboine into which the dam throws back the waters of the Red River—naturally to the great improvement of sanitary conditions in Winnipeg. This last was an entirely unforeseen advantage. The locks at St. Andrew's are at all times opened without toll to anyone who wishes to pass through, even to a solitary Indian in his canoe. It is pleasant to think that our civilization turns to at least some friendly and beneficent aspects to the old lords of the land whom we have dispossessed.

On the way back from the dam the party visited Lower Fort Garry, important times, though not in the oldest when the Norway house held this place, the most important strategic point in the Hudson's Bay company's system, where the merchandise from the Northwest and the furs of the Bay were piled up for conveyance to the Hudson's Bay company's system, where the merchandise from the Northwest and the furs of the Bay were piled up for conveyance to the Hudson's Bay company's system.

The quicker a cold is gotten rid of the less the danger from pneumonia and other serious diseases. Mr. H. W. L. Hall, of Winnipeg, Va., has recently believed Chamberlain's Cough Remedy to be absolutely the best preparation on the market for colds. I have recommended it to my friends and they all laud it with me. For sale by dealers everywhere.

young ladies drove His Excellency behind a splendid pair of ponies to rejoin the train at Selkirk, the rest of the company following in motor cars.

After lunch in the dining car the Governor General reviewed a company of Cadets who formed a guard of honor to conduct him to the good ship Wolvener, belonging to the Northern Fish company, which lay at the Selkirk wharf surrounded by the whole population of the town and guarded by the local company of boys in their familiar picturesque and business-like uniform. No sooner had the party embarked than the youthful warriors set off at the double and occupied a point of land adjacent to the Wolverine from which if their designs had been hostile they might have poured a galling fire upon her decks. As it was they relieved our apprehensions by raising a hearty cheer instead. We were soon on the wide waters of Lake Winnipeg which we traversed in calm and smiling weather, during the afternoon of the 4th of August, and on the following day, as we made for the mouth of the Saskatchewan arriving there on the evening of the fifth. The intention was, if possible, to visit Grand Rapids on the Saskatchewan, where it is proposed to construct locks such as have worked so well at St. Andrew's, which in conjunction with the proposed canal connecting Lake of the Woods with the great lakes would make possible continuous navigation from Liverpool in to the heart of the Canadian Northwest.

Thus Edmonton, some 2,000 miles distant from the Atlantic seaboard, would become a seaport and there would be nothing to prevent a small ship from carrying the wheat and cattle of our rich prairie lands direct from there to Liverpool. This is one of the most fascinating though doubtless still somewhat remote prospects opened up by Canada's unparalleled resources in the way of water transport and water power in general, which give her a quite solitary position in the world, and are certain if used with the necessary amount of enterprise, intelligence and above all honesty, to raise her to a high position among the nations of the earth. It would, however, have taken four hours to visit Grand Rapids; time pressed and His Excellency was forced to content himself with landing near the mouth of the Saskatchewan and taking part in a pow-wow, as he did on several other occasions at the various places, with the Indians of the settlement stationed there. A very local and eloquent address was presented to him to which he replied in some wise and well chosen words translated by the interpreter, stimulating the Indians to exertion and warning them against the fatal mistake of merely leaning on the government. They had it in their power, he said, to become as rich as white men, but the Indian who depended on what the country did for him would die a poor man and would deserve to die poor.

Early the next morning, August 6th, we reached Warren's Landing, the place where we were to bid a reluctant and farewell to the Wolverine, the board of which we had been perfectly happy. This was one of our wet days. It rained from morning to night. But at eleven o'clock in the forenoon we set out in a motor boat which provided itself not altogether free from the inevitable caprices of this prairie sort of craft, the baggage being conveyed in a barge tugged by a steam launch, and after a somewhat rough crossing of Playgreen Lake, arrived at Norway House at three o'clock in the afternoon.

Norway House is a place of great historic interest. It once occupied in the organization of the Hudson's Bay Co. the central position which was afterwards transferred, as we have seen, to Fort Garry, being the point of conveyance for English goods and the furs of the north, the former in those days being shipped through the Hudson's Bay and up the Hayes and Nelson River by the very line of route which lay before ourselves in the reverse order. This Factory still retains all appearance of its old pre-eminence with its paddies and generally fortified aspect and its neatly kept quadrangle of white red-roofed houses. Round it are gathered the huts of a large number of Indians, as good as any of their race, and that is saying a very great deal indeed, in their typical accomplishments as hunters and cause-men. They are nearly all the employees of the company, many being engaged in manning the great long-barred York boats, which are rowed down stream and up the Hayes and Nelson rivers, and are piled up in the innumerable rapids of the Hayes and Nelson rivers. It does not think that I have ever seen more thoroughly efficient workmen. There was not a slacker in the crowd. It was a constant joy to see the easy strength and skill displayed by them as well as their unflinching good humor in every part of their varied work, paddling, sculling, pitching and striking camp, managing the sails, steering down rapids and what is called "packing" (able to carry heavy loads with the help of handlines over the numerous portages).

The representative of the Kings was received at Norway House with enthusiastic loyalty. Over the gateway into the courtyard was an inscription of welcome in the Cree language and character, and a deafening hurrah from the Indians assembled in full force greeted his approach and disem-

Hayes rivers, where after swimming one water you carry your canoe over a rock some fifty yards wide to re-embark and sail along under sail. It may be, in good deep water on the other side. "First the labouring oar," says Homer says, "and then the boon breeze to blow." In the evening we reached Robinson's Portage where we struck a magnificent camp within the four of thundering falls. It is by far the longest portage in the whole journey, the river rushing like a mill race for a mile and a half through a series of rapids and cascades quite impassable to canoes. Accordingly the Hudson's Bay Co. have set up here a wooden tramway with four iron-wheeled trucks by which our canoes and baggage were transported to the calmer waters below the falls. From this for five days of almost monotonous sunshine and general prosperity from the 11th to the 15th we went through a whole endless series of reedy island or lakes and lovely river and low shores covered with the characteristic and rather valueless timber of this region, mostly spruce, poplar and tamarack. The longest of these was Kama Lake, fifty miles long, and before it Oxford Lake, which is thirty-five.

Late in the evening of the 12th after an unusually splendid sunset on the water as we paddled along we reached Oxford House at the head of its lake, another station of the great company and the only settlement throughout the whole stretch of four hundred miles from Norway House to York Factory. Sir John Franklin mentions it as an already decaying station in 1819. The Indians made the most of their stay here—we did not leave till the afternoon of the 13th—brightening up the links of our acquaintance and indulging in a good deal of dancing and general jollification. During these days we had a great deal of delightful rest and exhilaration of sailing. Once on the fifteenth as we crossed an arm of Kne Lake the wind freshened and gave us a little thrill of excitement. The canoes shipped some water, one mast snapped to the great amusement of the Indians not involved and we realized for a moment that our journey was not altogether lacking in the spice of danger. During these nights we had many displays of the Northern Lights. But they were not specially brilliant. Strange to say they are not to be seen at their best so far north.

On the evening of the 15th, after a

(Continued on Page Seven.)

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