

cated your message to Mr. Gould. You don't allude to your expected visits to these parts, but I trust it has not been abandoned or adjourned. It would give me much pleasure to see you at Springhill, where, in a few days, we shall have our English boring machine in operation upon an important, but problematic, portion of the coal-field. Please write or telegraph me to the iron mines, Londonderry, a few days before you start. If there is, as I believe, an official plan of Springhill on a pretty large scale, I should be glad to receive a copy, if not against regulations. It would be extremely useful to us in our explorations. If a tracing has to be made of it, I will repay the cost.

"Yours faithfully,

"JOHN LIVESEY.

"A. R. C. SELWYN, Esq., Montreal."

After this again I met Mr. Livesey—I cannot remember the date—but he again asked me if I had received this money, to which I replied that I had never heard anything more about it. He then handed me a cheque for \$200, which, he said, he considered was his share of the amount awarded. That is the whole history of the case, from the beginning to the end. That report I afterwards published, with subsequent additions to it, in the report of the Survey, because I considered it valuable in the mining interests of the country.

*By Mr. Dawson :*

Q. All you received was \$200?—Either \$200 or \$250, I cannot recollect which. It occurred twelve years ago.

*By Mr. Holton :*

Q. I would like to ask you for further information with reference to Dr. Rae's remarks on Dr. Bell's map?—This is Dr. Rae's answer to my first letter:—

"4 ADDISON GARDENS, KENSINGTON, 27th June, 1883.

"DEAR SIR,—I beg to acknowledge your favor of the 13th instant, on the subject of a letter of mine on the 'Hudson's Bay route' published in the *Canada Gazette* of the 3rd May. It gives me pleasure to reply to your questions, and make such explanations as appear to me requisite. First, you say I mention 'statements made by Dr. Dawson.' I find that I nowhere mention a Dr. Dawson in my letter, and know well that my friend, Dr. G. M. Dawson, your assistant Director, is incapable of making any such statements as those which I have called in question. The Mr. Dawson I referred to is the M. P. of that name; in fact, the first paragraph in my letter might, I think, have made that point clear, as I specially alluded to the debate in the Dominion Parliament.

"I am glad you sent me copies of the proposed maps of Moose River, in which I put in very roughly, from *memory*, the corrections required.

"There are or were in my day two islands to the N.W. of 'Inner Ship Hole,' called the 'ship sands,' and these islands were separated by a deep and swift stream from the N.W. shore of the river, which occupied about twenty minutes to paddle across in a canoe. Spring tides, aided by a gale of wind, sometimes cover these islands with several feet of water; on one of these occasions a friend and myself nearly lost our lives. We were lying under our canoe, where I have marked X during a pitch dark night, when the tide came upon us; to cross the river to the N.W. shore was impossible, as our frail ship would soon have been swamped, so as the water rose I pushed our canoe over the island to the one nearest the 'Ship Hole,' where some willows, about ten feet high, grew; providentially, my steering was accurate, and no man ever heard a more grateful sound than the scraching of the willows (I could not see them) against the bow of our canoe.

"If the Moose River is as your map shows it to be, the X should have been well inland on the main shore of the left bank of the river.

"My first voyage in the Hudson's Company's ships was outward bound in 1833, and our long detention by ice in the Hudson's Strait occurred in July, *certainly*, and probably during the early part of August.