

Company. To this proposal I did not agree, but I authorized him to make a contract with the boat-builder, which he did, and as I was well aware that I knew nothing about the matter, and had entrusted it entirely to Mr. Greenfield, I scarcely ever visited the peninsula where the men were working, and had scarcely any idea of what she would be like, until nearly finished. Mr. Greenfield, when asked what shape he proposed building it, stated that it would be on the model of those used at Detroit; and I must do Mr. G. the justice to say, that I have seen vessels at Detroit of a similar build, although they are now usually built longer and shallower in proportion. I was not aware of the tendency of the scow to upset. Her fault, on the only occasion when I was on board of her, and had an opportunity of judging, and during which it was blowing a gale, was making too much leeway. I cannot believe that the Books do not show the cost of the Scow; and, I am satisfied, that had Mr. Allan desired Mr. Pilgrim to give him the account, he would have done so; but if he expected to find a separate account in the Ledger, and applied to the index, under the letters W. M., it is probable he would be disappointed in his search.

Mr. Allan's last statement, that having failed in building a vessel, I "ordered a whale-boat, coppered and copper-fastened, with all her appurtenances, from Boston," is an unmitigated falsehood. The whale-boat in question, and which I have been told did cost some enormous sum, was taken to Lake Superior by an explorer, [Mr. Whiting I think], and acquired by the Montreal Mining Company, along with a location which he had taken up, and all his stores, boats, material, &c., in 1846, the year before I had any connection with the Company, my first engagement having been in spring, 1847. It is to be observed, that Mr. Allan does not say that Mr. Cockburn stated