

son Bay Company's business, he was made inspecting chief factor and supervisor of the country from Fort Garry to the Arctic regions, comprising Swan river, the Saskatchewan, English river, Athabaska, and the McKenzie river districts. On returning from his tour of inspection, Mr. Christie resigned and settled at Brockville, in 1873, after thirty-one years' active service. During the Riel insurrection, Mr. Christie was in charge of the Saskatchewan district, and his tact, management and great popularity with the half-breeds and natives undoubtedly saved the Hudson Bay Company from immense loss. It would have been easy for the disaffected to have cut off the northern posts, which at the outbreak of the disturbances were almost entirely without supplies, but Mr. Christie managed to avoid a blockade, and early got out a supply of provisions to Norway House depot for the summer's transport business. In the spring of 1874, the Dominion government being about to make a treaty with the Plain District Crees, Mr. Christie was appointed one of the commissioners for that purpose, and when a council was appointed to aid the lieutenant-governor of Manitoba and the North-West, he was requested to form one of that body. Throughout the administrations of Governors Simpson, Dallas and McTavish, he was a commissioned officer and member of council, and in various ways rendered conspicuous services. His name is mentioned in very flattering terms in Captain Palliser's report of the expedition of 1858-9, and the same may be said of all parliamentary papers referring to the North-West. A brief account of some of Mr. Christie's journeyings may prove interesting to those only accustomed to Palace cars. In 1861, having with difficulty obtained leave of absence for six months, for the purpose of visiting Scotland, Mr. Christie set out from York Factory, on the 19th September, in the Hudson Bay Company's sailing vessel *Prince of Wales*, 550 tons, captain D. J. Herd. The bay was crossed in three days, and the straits cleared in a week. It took only ten days to run from Resolution to the Lizard, and but for a thick fog in the English Channel, which detained the vessel several days, the passage from York Factory to the East India docks, London, would have been made in twenty days. This achievement will be interesting to the advocates of the scheme for shipping the grain of the west to Europe *via* Hudson's Bay. The route is undoubtedly short, but the early close of navigation is a formidable

obstacle. However, to resume, on the 4th January, 1862, Mr. Christie embarked on a Cunard steamer for New York, thence took train for Lacrosse, thence by four-horse coach to St. Paul, from whence the journey to Georgetown, Red river, occupied eight days. Here dog-trains were ready to make the run to Pembina, five days, where a horse cariole was brought into requisition for the seventy miles to Fort Garry. He was thus enabled to report on the 20th February, the very day on which his leave expired. After a week's rest, he started for Fort Edmonton, 1,000 miles distant, and accomplished the trip in twenty-eight days, with dog sleds. Staying here a month, he left for Carleton, 600 miles down the Saskatchewan river by boat, and returned to Fort Garry, 500 miles, on horseback. Remaining a few days, he started with Messrs. Dallas, McTavish and Graham, for Norway house, north of Lake Winnipeg, to hold the North-West Fur Council, after which having been appointed to take charge of an expedition of two north canoes to convey Governor Dallas on a tour of inspection, he set out, 28th June, *via* Cumberland house, Isle Lacrosse, to Portage Laloche, 1,600 miles, and accomplished the journey in sixteen days. Portage Laloche is nine miles long. One of the canoes was carried across, and the other sent back to Montreal. Continuing their journey, Messrs. Dallas and Christie went down Clear Water and Athabaska rivers to Fort Chipewyan, thence up Peace river to Dunvegan, seventeen days' paddling against the stream. Returning to Heart river, a clerk, men and twenty pack-horses assisted them across the portage to Lesser Slave Lake, three days' journey, where the party exchanged the canoe for a boat manned by eight men and were rowed *via* Lesser Slave Lake river and Athabasca river to Post Assiniboine, where thirty pack-horses were ready to transport the expedition across the eighty miles to Fort Edmonton. After a week at the fort, they set out with a light boat and eight men for Carleton House, six days' journey. Here Governor Dallas started for Fort Garry across the Plains, and Mr. Christie returned to Edmonton to winter, having been travelling in all sorts of ways from September, 1861, to October, 1862, during which period he must have covered over fourteen thousand miles. Another time, he made a tour of inspection from Fort Garry to Fort Simpson, about 2,000 miles, which was accomplished with the aid of horses, boats and canoes, in forty-