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EARLY DAYS AT YORK FACTORY.

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NOTE.—In the year 1682 the Honourable Company of Merchants-Adventurers trading into Hudson's Bay decided to establish a second factory, to be situated on the western side of the Bay, in the vicinity of Fort Nelson. For this purpose John Bridgar was appointed resident Governor and despatched in the *Prince Rupert*, his arrival in those regions taking place some days subsequent to that of two French-Canadian fur-traders, formerly in the service of the Company, named Radisson and Groseilliers. This pair had set their hearts on defeating the purpose of the English in effecting a settlement in the locality; and probably, if they had had to deal with the Company's forces alone, might not have been compelled to resort to quite so much labour and strategy as is related in the narrative. But, in addition to the Company's ship and crew, there arrived on the scene an unauthorized interloper named the *Susan*, hailing from Boston, in New England. To complicate matters, the *Susan* was commanded by Benjamin Gillam, the son of the captain of the Company's ship, the *Prince Rupert*. Neither Bridgar, the Governor, nor Captain Gillam knew of the presence of the interloper, who, by the laws of the period and the charter of the Company, could be treated as a pirate, and her commander and crew either shot or carried in chains to England. Radisson does not recognize the monopoly of the English Company, which is less surprising when one considers that it was he and his brother-in-law who pioneered all their early undertakings. He lays claim to all the country and trade for his master, King Louis XIV. Not being a match for the two parties of English together he resolves to capture and disarm them separately. One interesting point deserves to be noted: the energy and intrepidity displayed by the Frenchmen, who seem thoroughly at home in the wilderness, and the timidity and helplessness of the English servants. Indeed, had it not been for the subsequent treachery of the two brothers-in-law, in returning to the Company's service and yielding up their establishment to the English, the Company would probably have found it impossible to maintain themselves in this quarter of the Bay. Fort Bourbon, which was the high-sounding title Groseilliers and Radisson gave to their structure of logs, became, later, York Factory. The following narrative forms a chapter in the History of the Hudson's Bay Company which will shortly be published in two volumes.

MORE than fifteen years had elapsed since Medard Chouart des Groseilliers had first fired Prince Rupert with his project of founding a great fur-traffic in the unknown and unexplored regions of the New World. The prince had lived to see that project succeed even beyond his most sanguine expectations. Now, at his death, the Company owned four ships; and after all the cost of its plant, its ships and its expenses had been paid, it was returning a profit of three hundred per cent. on its capital. The extent to which this profit might have been increased had a

more energetic policy been adopted may be deduced from the circumstance that at the time of Rupert's death the Company did not possess more than a single fort or trading post. It was well known that his Highness favoured greater activity, and one of his last acts had been to sign the commission of John Bridgar as Governor of the new settlement at Fort Nelson. It appeared as if the Adventurers had only waited for the advent of the new regime to pursue a more vigorous and enterprising plan of commerce.

Under date of April 27th, 1683, I