

other mishaps. The Police investigated all of them but the only definite lead seemed to be the location of Hornby's cabin—in a stand of timber, on a bend of the Thelon River near its junction with the Hanbury. In April 1928, Fort Reliance Detachment reported that personnel from there had completed a patrol to a camp used by Hornby in the winter of 1924-25, but found no traces of recent habitation. This camp was north of the Casba River at the north-east end of Artillery Lake and was apparently one he had shared with Captain Critchell-Bullock, another Arctic explorer, on their journey through the Barren Lands, via the Thelon River to Hudson Bay. However, the patrol had been forced to return to the detachment because the Indians had flatly refused to guide the party farther into the Barren Lands.

Inquiries continued throughout the North, with activity centering in the area policed by Fort Reliance Detachment. In July 1928 this post reported further news of Hornby, Adlard and Christian. Jene Olsen and A. N. Greathouse, seasoned veterans of the trap line told Police that they had seen the missing men. But, as in the case of all other contacts, it had been two years before—the summer Hornby and his companions had started on their journey. Olsen and Greathouse had found a note from Hornby at a portage on the Casba River, which read: "Travelling slowly. Flies bad. Shot a fat buck caribou. Hope to see you down the Hanbury this winter." If nothing else, the note established that the party had safely reached this point on their journey, with the Thelon River cabin their final destination.

One month later the fate of the three men became known. The Commissioner received a wire from S/Sgt. M. A. Joyce at Chesterfield Inlet: "H. S. Wilson here from Great Slave Lake reported finding body(sic) of the Hornby party of three men at cabin on north bank of Thelon River about 60 miles below junction of Hanbury and Thelon. Death apparently

due to starvation. Bodies left as found. . . ."

The Commissioner then decided that Joyce should make the patrol to the Hornby cabin, because in addition to being an experienced northern man, he was a coroner and could thus dispose of sundry legal requirements involved in such a tragedy. Joyce reported, however, that it was too late to make the patrol by boat—it was September by now—and he felt that while March and April were the best months for a patrol by sled, the snow would be too deep. As an alternative he suggested the use of a sea-plane which was then available at Baker Lake and belonged to the Northern Aerial Mineral Exploration Co. The plan had a lot of good points, one of the most important being the great saving of time. But before Staff Sergeant Joyce could start on his journey to the Hornby cabin, more urgent duties interrupted his plans. The schooner *Patrick and Michael*, belonging to the N.A.M.E. Co., was wrecked during extremely stormy weather in Baker Lake, after taking Joyce that far. Officials of the exploration company used the plane for visiting the stranded vessel.

Another delay was caused by the report that two prospectors employed by the N.A.M.E. Co., were missing. Joyce arranged to head a patrol to search for the body of one of the prospectors—with the sea-plane taking the party to the area—after the other man had reached Baker Lake in bad shape, and reported the death of his companion on the trail. Delays had brought the date to September 30 and the day Joyce's party was to leave on the search for the missing prospector, it was found that the aircraft had sustained damage in the rough weather. Blizzards, high winds, sleet storms all heralded an early approach of winter. The prospector who had returned to the settlement was suffering from exposure and it was finally decided to return him to civilization as soon as the plane was repaired. Joyce spent another week in