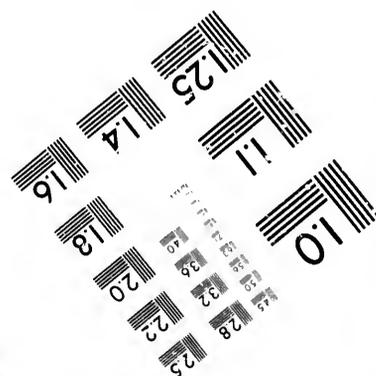
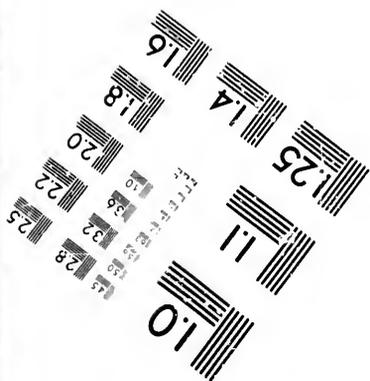
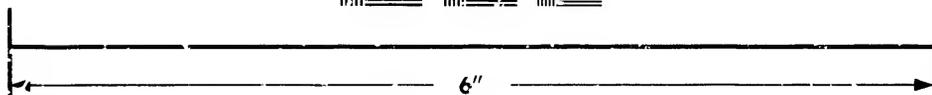
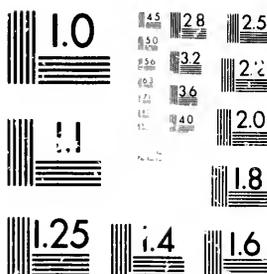
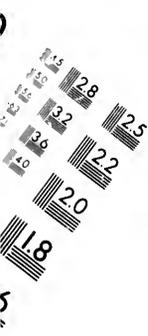


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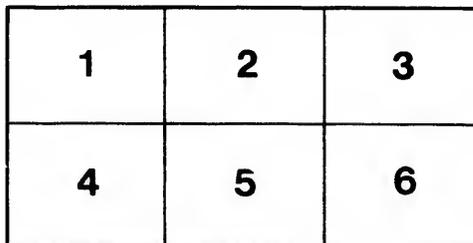
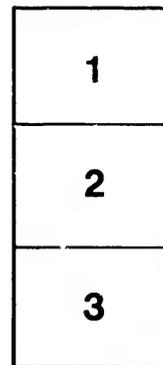
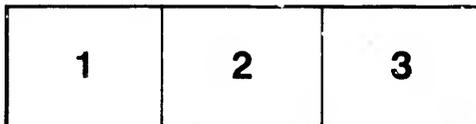
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A N S W E R

TO THE PAMPHLET ENTITLED

“The Question of the Terminus”

— OF THE —

BRANCH OF THE PACIFIC RAILWAY

— ON THE —

NORTH SHORE OF LAKE SUPERIOR,

PUBLISHED IN THE INTEREST OF FORT WILLIAM
AND THUNDER BAY.

OF SOME INTEREST TO THE PEOPLE OF CANADA.

BY

ROBERT CRAWFORD,

FACTOR HON. HUDSON BAY Co., RED ROCK, NIPEGON, LAKE SUPERIOR.

COLLINGWOOD:

PRINTED BY JOHN HOGG, “ENTERPRISE” OFFICE.

1874.

A N S W E R

TO THE LATTER PART OF

"The Question of the Germans"

— OF THE —

REMARKS ON THE PACIFIC RAILWAY

— OF THE —

WORKS OF ALAN STEPHENSON

IS PUBLISHED IN THE INTEREST OF THE PUBLIC

BY

OF SOON APPEARING TO THE PUBLIC OF GREAT

BY

HOBERT CHATFIELD

Printed and Published by H. B. ...

COLLINGSWOOD

PRINTED BY JAMES HOGG, WATERBURY, VERMONT

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ANSWER

TO THE PAMPHLET ENTITLED

THE QUESTION OF THE

Terminus of the Branch of the Pacific Railway

ON THE NORTH SHORE OF LAKE SUPERIOR.

BY ROBERT CRAWFORD.

To the Members of Parliament of the Dominion of Canada:

By arrival of steamer to-day, twentieth of July, 1874, I received a copy of a Pamphlet treating on a question which deeply concerns all true Canadians, especially the tax payers, viz: "The question of the Terminus of the Branch of the Canadian Pacific Railway" on the North Shore of Lake Superior, and claiming to show the advantage of Thunder Bay over Nipegon Bay for such terminus.

I beg here to state that I have not been asked to reply to said Pamphlet, but will try to do so for general information and for the sake of truth. I consider that it would be wrong on my part to let such a tissue of falsehoods as is contained in the Pamphlet go unanswered.

The merit of either Bay as a terminus I leave to the gentlemen appointed by the government; seeing it is their duty and profession to find out and judge on all such matters; and the standing of these gentlemen in their profession is sufficient guarantee that no private speculator could bias their professional opinion, upon which the government are supposed to act. I will therefore premise by saying that I am neither surveyor, steamboat captain, nor sailor, but simply a trader in the employ of the Hudson Bay Company, not altogether unknown in the settled and unsettled districts of Canada.

The second paragraph of the petition with which the Pamphlet opens reads as follows: "An attempt has been made to place evidence before your Honourable House, by a few parties who have taken up large tracts of land in and about Nipegon for speculative pur-

“poses, tending to prove that Nipegon Bay is the most favourable point on Lake Superior for the terminus of said Railway.”

What I suppose we must call mistatements, crop up at the very commencement of this veracious document. I will simply remark that at or before the session of Parliament in 1872, Sandford Fleming, Engineer in Chief of the Canadian Pacific Railway, recommended the Government not to sell an acre of land round the harbor of Nipegon Bay, until the Railway should be located. For that reason all the land round the harbor of Nipegon Bay is still the property of the Crown, and in the power of the Government to sell or not to sell.

The array of affidavits which follows is imposing. Yet I would ask why the affidavit of Clark is not produced, who, we are told, has been resident at Nipegon Bay for ten years, and why the statements or signatures of the Rev. Fathers Chone and Duranquet have been omitted. I answer, for the simple reason that the Rev. Fathers knew the nature of an oath, and would not be caught putting their names to statements of which they were not personally sure.

Until to-day, I was under the impression, that swearing to an affidavit was rather a serious matter; now I find that it is a very simple affair. I am not lawyer enough to know whether the person falsely swearing, in such a matter as this, could technically be said to commit perjury, but I should think he would morally.

Then what are we to think of those men who get others to make oath on a subject of which they, with but one exception (James McCallum *alias* James Goodman), from first to last can know nothing by personal experience, and the most prominent of whom can neither read nor write! Did Peter Deschamps, M. Lambert, or Michel Collins, sign their names? if they did, as we are led to understand, that accomplishment in common with the rest of their affidavit must have been learned for the occasion. Otherwise D. M. Blackwood, Commissioner, omitted the name of witness to their mark, and therefore when Mr. Robert Maitland, Clerk of the Municipality of Shuniah, certifies that these certificates and affidavits are true copies of the originals, he certifies to an impossibility.

In some of the affidavits great stress is laid on the season of 1872. I will use it as a sort of criterion, and as being a year of which I can speak from personal experience.

The first statement is made by Capt. Ben. Tripp, of the steamer Ontario, in which he says as follows: “Nipegon Bay is at least two

"weeks earlier in opening, and one month later in closing than "Thunder Bay is," which is saying too much, for he can know nothing on the matter but by report. Of one thing I am sure, Captain Tripp never in his life saw ice in Nipegon Bay in any quantity; and I very much question if that quantity was not in the water cooler or steward's meat safe.

In the next place he says: "It would be necessary to have a large tug employed to tow the sailing vessels up the Bay."

I agree with him there; and more than that will say that it would take more than one, even supposing they were of the capacity of the tug *Wales*, (see 4th Vol. of the *Canadian Illustrated News*, p. 116, 19th August, 1871). I would ask Captain Tripp how many ports of any importance in the Dominion of Canada or in the United States are without tugs. Toronto and Port Hope are both situated on a lake of some size; would Captain Tripp inform himself as to whether any tugs are employed at those ports.

He then says: "It is impossible to get into the outer entrance of "Nipegon Bay more than three times out of five, owing to the dense fog that prevails in the Bay and vicinity, and owing to the shallowness of the Bay." In answer to this mistatement, I say that during the season of 1873, Captain Orr, of the steamer *Chicora*, made in all seventeen trips to the North Shore of Lake Superior, and that he called at Red Rock sixteen times; and Captain Symes, of the steamer *Manitoba* has been to the wharf here every trip this season (up to 8th of August, 1874,) with the exception of the first, and he could have come that trip, also, had he tried in going up instead of when coming down. Captain Tripp had better, therefore, go and overhaul his arithmetic.

Nipegon Bay is no more subject to fog than any other Bay on the Lake.

As for the shallowness of the Bay, if Captain Tripp is right, Admiral Bayfield, and Messrs. Fleming and Dickinson, Civil Engineers, must have made a mistake in their figures. Still as Capt. Orr, Capt. Macgregor, Capt. Parsons, Capt. Symes, and Capt. Robertson have never found any difficulty, for want of water, in coming into Nipegon Bay by night or by day, surely Captain Tripp could not have come in the same way as they did; he ought to make enquiries.

Again he says: "Thunder Bay is deep enough to be used by the "largest vessels that will ever sail on the Lake."

Thereby insinuating that Nipegon Bay is not. About what period of the world's existence does Capt. Tripp expect vessels to be built drawing over thirty-six feet of water? His next statement is that "The mouth of the Kaministiquia is capable of holding the largest fleet that sails on the Lake, and, according to my experience of eighteen years sailing, it is the best harbor on Lake Superior."

For his own sake, as he claims to be a sailor, I would advise him to overhaul his geography, and think of what he says. He must be thinking of the Hudson Bay Company's cows, which swim over to be milked, and then swim back again every morning and evening, from whatever point of their pasture land they may happen to be, or if not he has been reading Gulliver's Travels, and is thinking of the Lilliputian fleet. His chart, if he carries one, can tell him that the Kaministiquia River from bank to bank does not exceed three hundred feet. Perhaps he means to lay the fleet stem and stern athwart the River.

The reader of the above extract might easily think that the eighteen years' sailing mentioned by Captain Tripp was passed by him on Lake Superior. If we put down said experience on Lake Superior at two years, we shall be nearer the mark. My own father, Captain Andrew Crawford, has sailed across the Atlantic for more than three and a half times eighteen years, and although he also has been on Lake Superior, I very much doubt his ability to say whether or not the Kaministiquia is the best harbour on the Lake. Captain Tripp says in conclusion: "In fact if I were compelled to call at Red Rock, or Nipegon as it is called, every trip, I should leave the Lake altogether."

Canadians, countrymen, and lovers, pause! Think, oh think of what fate awaits you! If with the mercenary intention of saving some millions of dollars you decide that the terminus of the Canadian Pacific Railway on Lake Superior should be located on Nipegon Bay, Captain Tripp will leave the Lake. Pause, e'er it be too late!

We next come to Capt. J. B. Symes' letter in which he says that "Thunder Bay is easier of access both at night and foggy weather than Nipegon Bay, having a wider entrance and deeper water, and one lighthouse and fog bell would make it perfectly safe at all times; whereas, Nipegon Bay would require several lighthouses to make it safe, as the channels are narrow and the water not so deep."

Now I would ask Captain Symes, did he ever since his first trip to

Nipegon Bay, as master of the steamer *Algoma*, find any difficulty, by night or by day, in coming into Nipegon Bay owing to the narrowness or shallowness of its channels? Or if he, as a sailor, will say that there is any portion of Simpson's¹ Channel less than one mile in width, or of a less depth of water than ten fathoms; or any portion of St. Ignace² Channel with a less width than a quarter of a mile, and with a less depth than two and a half fathoms? I can say that I have known Capt. Symes, than whom no better seaman, comes to this port, bring his steamer through all hours of the twenty-four, daylight and dark, without any lighthouse, and I never heard him express himself as troubled by want of room, or want of water at any point between this wharf and Battle³ Island.

But I here declare that on the 29th June, 1874, Captain Symes did in the presence of Captain Anderson, master of the the new steamer *Quebec*, voluntarily tell me that he had that day carefully sounded, and the lowest water he found on the Bar of the Nipegon River, was sixteen feet. I understood then that the soundings had been taken for the satisfaction of Captain Anderson, whose steamer is expected to draw more water than those on the Collingwood line.

As to fog, supposing Captain Symes left the Sault Ste Marie, as master of a steamer with the best of bearings and weather, en route for the North Shore of Lake Superior, and after a run of two hundred miles a fog bank came down upon him; what difference would there be between Thunder Bay and Nipegon Bay, as to his venturing in, and so risking the lives of the passengers and crew under his care? In the next place, he says, "As regards the Kaministiquia River and "Nipegon River, there is no comparison with regard to room, as the "one is navigable for nearly fourteen miles and Nipegon River is "only navigable for two miles. On the Kaministiquia River "the banks are high and docks can be constructed anywhere "along the River; Nipegon River is marshy and it would be trouble- "some to build docks.

Captain Symes does well to say nearly fourteen miles. To be correct he must lessen the distance by four miles at least, and were he to jump off the *Manitoba* at the mouth and go afoot, the distance would be reduced to six miles, and he would arrive at the head of navigation before her. The following is an extract from Harmon's

1 and 2.—The principal channels through which the steamers enter and leave Nipegon Bay.

3.—An Island outside of St. Ignace.

Journal: "New Fort, or as it is called by the natives Kaministiquia, "is built on the bank of Dog River, which is a considerable stream "that empties into Lake Superior, about four or five hundred rods "below the Fort. The vessel that runs on the Lake can come with "a part of her lading quite up to the quay before the Fort."

As to the high banks of the Kaministiquia they exist only in his imagination. I would ask him if he ever saw or heard tell of a cellar in the whole establishment of Fort William; and how long it is since he found out that Admiral Bayfield made such a mistake as to mark on his map as low and swampy all the country along the so-called navigable part of the Kaministiquia. Any person who reads his letter, and who has been to the two places, would naturally suppose that Captain Symes (like Captain Tripp) meant the reverse of what he has written. I would ask Captain Symes if he does not think it would be a wise precaution to recommend the erection of semaphores at both ends of those fourteen (?) miles to notify when a steamer would leave either end.

We next come to the extracts from the Hudson Bay Company's Journal, as certified to by John McIntyre, as follows:—

OPENING:				CLOSING.			
1837	-	-	May 4th.	1838	-	-	December 28th.
1841	-	-	May 19th.	1840	-	-	December 31st.
1842	-	-	April 26th.	1841	-	-	January 2nd.
1843	-	-	May 6th.	1842	-	-	December 30th.
1859	-	-	May 5th.	1859	-	-	December 27th.
1860	-	-	May 6th.	1860	-	-	December 25th.
1861	-	-	May 10th.	1861	-	-	December 30th.
1862	-	-	May 14th.	1862	-	-	December 30th.
1863	-	-	April 29th.	1863	-	-	January 3rd.
1864	-	-	May 12th.	1864	-	-	December 26th.
1865	-	-	May 17th.	1865	-	-	December 24th.
1866	-	-	May 10th.	1866	-	-	December 29th.
1867	-	-	May 3rd.	1867	-	-	December 31st.
1868	-	-	May 12th.	1868	-	-	December 26th.
1869	-	-	May 6th.	1869	-	-	January 4th.
1870	-	-	May 10th.	1870	-	-	December 26th.
1871	-	-	April 26th.	1871	-	-	December 30th.
1872	-	-	May 6th.	1872	-	-	December 29th.
1873	-	-	May 14th.	1873	-	-	January 10th.

The date of the opening of Thunder Bay in 1872 is stated above to have been 6th May; whereas I have a letter from John McIntyre.

dated Fort William, 18th May, 1872, in which he says: "The steamer *Manitoba* arrived here on the 15th inst., the first boat of the season, loaded with freight for Prince Arthur's Landing and Duluth; the former place she could not get into on account of there being ice to about one and a half miles from the shore; she laid at the mouth of the River for two days. Ice went out of the River 1st of May, and is not out of the Bay yet."

(Signed,) JOHN MACINTYRE.

As to the closing of Thunder Bay in this same year, 1872, I can prove that for all purposes of navigation it closed long before the 29th December, as stated above, for the regular mail couriers started from Red Rock 10th of December, arrived at Thunder Bay 12th of December, and found the whole Bay frozen over and people skating on it; they reached Prince Arthur's Landing 13th of December, left that place on their return, 17th of December, and walked on the ice the whole length of the Bay. Perhaps Mr. MacIntyre would kindly tell us in what month October or November, and in which of the years quoted by him, it happened that his freight had to be landed on the Welcome Islands, the steamer not being able to get nearer to the Kaministiquia on account of the ice.

Let any man, with some regard for truth, or even common sense, cast his eye over these precious extracts, and I will leave him to judge from this sample how much dependence can be placed on these solemnly sworn-to statements.

The reader will there see noted a series of most remarkable phenomena. Thunder Bay closed 31st December, 1840, and it again closed 2nd January, 1841, two days after; again, according to Mr. McIntyre's extracts, this wonderful bay closed 30th December, 1862, and again 3rd January, 1863, four days afterwards; again 26th Dec., 1868, and 4th January, 1869, nine days afterwards; further comment would be superfluous.

The next on the tapis is John McLaurin, whose affidavit runs thus: "I, John McLaurin, of the Village of Fort William, in the district of Thunder Bay, Sailor, and Fur Trader, make oath and say that Nipigon Bay does not open in the spring until fifteen or twenty days after Thunder Bay, and the channel at Nipigon is very dangerous; I have, when running the tug *Watchman* last year, thrown the lead and supposed I was in deep water, and found the

"depth of water fifteen feet where I supposed we could not find bottom."

Truly a narrow escape; it is to be hoped the tug *Watchman* did not suffer from the smell of the bottom of the supposed bottomless bay. It certainly is a pity that all sailors could not take a leaf out of Mr. McLaurin's book and throw the lead, even supposing the bottom to have dropped out; if they did we should have less accidents. Perhaps, Mr. McLaurin, sailor, will inform us how much water the tug *Watchman* was drawing. The next paragraph of the affidavit reads as follows: "The waters at Nipegon Bay are very shallow, and not as fit for the construction of a harbor as Thunder Bay; that I have no property at Prince Arthur's Landing, have some town property consisting of five acres on River Kaministiquia, and have an interest in five thousand acres of mineral property below and near Nipegon Bay, but in the public interest I have, at the request of my friends at Fort William and Prince Arthur's Landing, made this affidavit."

But in the public interest, Mr. McLaurin omitted to state, the said five thousand acres of mineral property below and near Nipegon Bay are at least forty miles from any proposed terminus on Nipegon Bay; and that his five acres of town property on the River Kaministiquia are located at the exact spot where he hopes the terminus will be, if he, and his equally disinterested (?) friends succeed in having the terminus at Thunder Bay. The next paragraph reads: "That last spring I left Prince Arthur's Landing on the 15th day of May, after the arrival of the third steamer from Collingwood and Sarnia (rather vague), and went to Nipegon Bay, and found it closed up as in winter, the ice being at least eighteen inches thick; and to reach the Pic I was obliged to run outside the Island of St. Ignace."

Mr. Campbell, of New York, left Prince Arthur's Landing by first trip of the steamer *Chicora*, 17th of May, 1873, which iron vessel took six hours to make the run of eighteen miles between Prince Arthur's Landing and Silver Islet on account of being obliged to cut her way through the ice. This fact will give the reader an idea of the openness of Thunder Bay at the time of when John McLaurin left it two days earlier. He, however, forgets to say anything about that, and does not appear to have seen any ice till he arrived at Nipegon Bay.

Mr. Campbell left steamer at Silver Islet, continuing his journey in

a bark canoe and came direct to and through Nipegon Bay, 20th of May, without difficulty, arriving at Red Rock wharf on the morning of the 22nd of May, 1873; truly a trying climate where we are closed up as in winter in the beginning of the week, and, during the rest of that week, have weather to melt eighteen inches of solid ice, so that a bark canoe can come to us without even a scratch.

But I cannot see what business he (Mr. McLaurin) had at Nipegon Bay, seeing it was quite out of his way in going to the Pic, and, in fact, the captain of a steamer on his way to the Pic from Prince Arthur's Landing would be very unlikely to know whether there was any ice in Nipegon Bay or not, unless in the public interest, especially at the request of his friends at Fort William and Prince Arthur's Landing, he made a special point of finding out. Again, why should he object to go outside the Island, seeing that it is the proper course taken by steamers? Put, perhaps, Captain McLaurin, sailor and fur trader, believes in the Hon. John Young's theory that the shortest way from Montreal to Liverpool is via Lake Champlain, or that the longest way round is the shortest way home. Why else would he want to come inside of St. Ignace Island in going to the Pic, thereby increasing his run by at least one-third.

Let us now see how much truth there is in the affidavit of Warrington Pritchard. "I, Warrington Pritchard, of the village of Fort William, District of Thunder Bay, sailor, make oath and say, "as follows: "That Thunder Bay generally opens about the tenth "or fifteenth day of May, sometimes earlier but never later than "the fifteenth; that Nipegon Bay does not open for twelve or fifteen "days after Thunder Bay opens every year. "That in the year 1872 "I was chartered to take a Mr. Scott, a Provincial Land Surveyor, "from Prince Arthur's Landing to Nipegon Bay, and the said Scott "landed at Prince Arthur's Landing on the 15th of May, 1872, that "after the arrival at Fort William of the third boat of that season "from Collingwood, we sailed from Fort William for Nipegon Bay, "and upon our arrival at Nipegon Bay, two days afterwards, we "found the Bay full of ice as in the depth of winter, the ice being "perfectly solid, and of the thickness of from a foot to eighteen inches, "after laying there two days we ran about sixty miles around "to the north east side of the Bay, and landed Mr. Scott at night "on the said North Eastern shore of said Nipegon Bay, (truly a kind "hearted action,) and for getting him in that night he paid me ten

“dollars extra, and I was informed that was the first day the ice had moved that season from the North East side of Nipigon Bay by one McKay, who was working at the place in the employ of the Hudson’s Bay Company, and this was on or about the first of June, or later.”

I, Robert Crawford, Factor in the service of the Hon. Hudson’s Bay Company, do affirm that I did engage the services of A. B. Scott, P. L. S., that said A. B. Scott, and assistant, did leave Toronto on the 10th of May, 1872, and arrived at Red Rock, Wednesday, 22nd May, (and not “on or about the 1st of June, or later,”) having been brought from Prince Arthur’s Landing by tug *M. J. Mills*, whereof W. Pritchard, was master. For the bringing of these two gentlemen W. Pritchard charged me seventy dollars in gold, although he was on his way to the Pic River at the time, for which place he left same evening. I also positively affirm that Abraham Essay, in charge of fishing boat *Polaris*, left this wharf for Pic River, Friday, 17th May, 1872, one day before the date of Mr. MacIntyre’s letter to me in which he states the “ice is not out of the (Thunder) bay yet; which fact can be substantiated by Wm. Murdock, C. E., W. W. Kirkpatrick, C. E., of Canadian Pacific Railway Survey. I also affirm that Wm. Murdock, C. E., left this place for Silver Islet in a bark canoe, with six men, on Wednesday, 29th May, 1872, he being tired of waiting for a steamer to come in. I also affirm that the steamer *Manitoba*, Capt. Symes, arrived here on 31st of May, 1872, and that A. B. Scott finished surveying for me Saturday, 1st June, 1872.

The next affidavit is that of James McKay. “I, James McKay, “of the Village of Prince Arthur’s Landing, in District of Thunder Bay, sailor, (?) make oath and say as follows: ‘That said Nipigon Bay is never open earlier than the 1st day of June, and very seldom then, it being generally the 7th or 8th of June before said Nipigon Bay is sufficiently open and free of ice to admit a steamer or sailing vessel. That I was working at Nipigon Bay on the 8th of June, 1872, when one Captain Pritchard came there with Mr. Scott, P. L. S., and at that time the ice was quite solid on said Bay, and the said 8th of June was the first day that season that the ice in said Nipigon Bay was moved at all, and that was owing to heavy wind from the north-east on that day. And I further make oath and say that I have heard that it was stated that Nipigon Bay was open every season as soon as the Sault Ste

"Marie Canal, and this I state positively to be untrue; the said Canal opens not later than the 10th day of May, and I state positively that said Nipegon Bay does not open until the 1st of June, and as before stated by me, seldom then, it being generally the 7th or 8th of June before the said Nipigon Bay is open."

(Signed,) JAMES MCKAY.

Poor McKay! Into what designing men's hands hast thou fallen? Poor fellow! I fear that the best excuse for you would be that you were drunk when you swore to such a tissue of lies as the above. The sin, in my opinion, is none the less heinous for those persons calling themselves gentlemen, who spoon-fed you with your affidavit. It is very evident that if they had said July instead of June it would have been the same; as it is they rather overdid the matter. I, Robert Crawford, Factor, in charge of Nipegon District, state that, on the 31st of May, 1872, James McKay left the Honorable Company's employ, and engaged himself to an explorer, who arrived from Fort William, in a bark canoe, on the 2nd of June, and left for Nipegon Lake on the 4th of June. Next in rotation we have the affidavits of W. P. Gibbons and James Hayes, on which comment is unnecessary, as they tend to show nothing more than their complete ignorance of the subject to which the above parties attach their names.

Then follows the affidavit of Michelle Collin. "I, Michelle Collin, of Fort William, canoe builder, make oath and say as follows: I have lived at Fort William seventy-five years. I have never known Nipegon Bay to be open sooner than fifteen days after Thunder Bay, and have often found Nipegon Bay closed with ice on the 1st day of June. Nipegon Bay freezes about one month earlier than Thunder Bay. I have started repeatedly from Thunder Bay, with the mail packet, when Thunder Bay had been open for some days, and proceeded to Nipegon Bay, and been compelled to return on account of the ice in Nipegon Bay, and have, on my arrival at Fort William, taken another supply of provisions, and proceeded to Nipegon Bay, and found even then the ice floating in the bay."

Poor old Michelle! your length of days and grey hairs ought to have awakened some pity; but no; not even you were spared the humiliation. What will not the greed of gain do? However, I will say nothing to you, but will reserve my remarks for what is certified

to by your superior, as follows:—"I, John McIntyre, of Fort William, and of the Honorable Hudson's Bay Company, certify that I know and am personally known to the above deponent, Michelle Collin, since the year 1841. I have read the above affidavit over to him. I know the said deponent to be a truthful and honest man, and his statements to be correct and reliable."

Ah! Mr. McIntyre, you ought to have stopped at "honest man." That was far enough. But now I would ask how *you* know his statements to be "correct and reliable?" You ought to have proved their correctness by giving the date when Michelle Collin carried a mail packet in such an erratic manner, and where was he going to? Was he in a canoe or walking that he turned back after having travelled, at the very lowest calculation, 60 miles? Who was in charge of Fort William, that he was allowed to do so repeatedly? In all my experience I never yet heard of such a strange proceeding, and do not see how it could possibly occur. I ask you, for the sake of truth, if you can give the date when Michelle Collin *ever* visited Nipegon Bay or River? as the oldest inhabitants here deny that he has ever been at Nipegon.

We have now arrived at the affidavit of the only person sworn whom I admit as being capable of judging otherwise than by report, of the opening of Nipegon Bay:—"I, James McCallum, *alias* James Goodman, of the Village of Prince Arthur's Landing, District of Thunder Bay, Province of Ontario, Provincial Land Surveyor, make oath and say as follows: 'That I was on an exploring survey, north of Lake Nipegon, during the latter part of the winter of 1872-3. That I returned to Nipegon Bay before the 25th of April, A. D., 1873. That my work being completed, and being anxious to reach Thunder Bay as soon as possible, I examined the ice in Nipegon Bay daily, and up to the 23rd of May, 1873. The Bay was completely blocked with solid ice, and I could not even leave with a canoe.'

'Tis a very strange thing that James McCallum, *alias* James Goodman, states he was so anxious to get to Thunder Bay, and yet took a month to decide whether the ice was strong enough to bear him walking; surely it did not take a month from being strong enough to carry a man, till it was possible for a canoe to get through; in short, I much doubt whether Mr. McCallum's daily examination of the ice was conscientiously performed, for he waited

till Mr. Campbell, of New York, arrived here, in a bark canoe from Silver Islet, and after hearing his report came to the conclusion that if the bay was not open, at least the ice was unsafe to walk on and left next day, 23rd. He then says, "The above information is taken from my diary, which I swear to be correct, I have seen the channel of the Nipegon River from the mouth up to the Hudson's Bay post, marked out by buoys." Mr. McCallum, *alias* James Goodman, forgot, evidently, either to put in or quote from his diary that he stood on the shore on the 16th day of May, 1873, when I, with five men, was putting down said buoys. After so doing we proceeded with our row boat out to and through a part of Nipegon Bay, of which fact Mr. McCallum, *alias* James Goodman, could not but be aware, and had he been at all anxious and asked me, when he saw me passing, as to the state of the ice, I could then have told him that there was no difficulty for a bark canoe to get through Nipegon Bay. I know that had I been at all anxious to get to Silver Islet or Thunder Bay, any time after the 12th May, 1873; I could have done so in a bark canoe.

Mr. Towers may be right regarding the opening of the canal at Sault Ste Marie.

We now come to one of the principal affidavit makers, at least he is one of those honorably mentioned by the petitioners as a man whose testimony is likely to have weight with your Honorable House. To wit: "I, Peter Deschamps, of Red Rock, on the Nipegon River, in the District of Algoma, Province of Ontario, trader, make oath and say, as follows: 1st. That I have lived for the last twenty years on the Nipegon River, and now reside there. 2nd. That I have every year during that period passed to and from Thunder Bay, and am thoroughly acquainted with the navigation of both Nipegon and Thunder Bay. 3rd. That I have with Toussaint Boucher and John Christie left Thunder Bay in a canoe in the autumn and on reaching Black Bay, were obliged to leave our canoes and proceed on foot by ice, it being then thick, and on our arrival at Nipegon Bay found it also frozen up and the ice thick, so much so that the Indians were fishing through holes in it. We returned to Thunder Bay some days after and found it still open. 4th. That I state positively that Thunder Bay is each year open from two to three weeks earlier than Nipegon Bay, and does not

" close for a month after Nipegon Bay. 5th. That the entrance to
 " Nipegon Bay is very intricate and surrounded by many rocks and
 " sunken reefs. The waters in the bay are very shallow in many
 " places, and there are many shoals therein, so that it is impossible
 " for any sailing vessel to enter in safety without being aground. 6th.
 " That I have seen steamers repeatedly aground in the Bay and in the
 " mouth of the River. 7th. That Nipegon River is also very shallow
 " and not navigable for any but very small boats. 8th. Thunder Bay
 " has a good wide entrance free from any obstructions, that the water
 " is deep and that it is a good natural harbor, the best on the north
 " shore of Lake Superior. 9th. That I have seen each of the steamers
 " *Chicora, Algoma, Cumberland, City of Montreal, and Manitoba,*
 " aground in Nipegon Bay. 10th. I have seen the Indians on many
 " occasions start on the ice in Nipegon Bay, drawing their canoes on
 " sleighs, and haul them in this way till they reached Thunder
 " Bay, where they would launch their canoes."

(Signed,)

PETER DESCHAMPS.

I would simply remark on the foregoing that if Peter Deschamps
 swore that he has lived the last twenty years on the Nipegon River,
 and that he has every year during that period passed to and from
 Thunder Bay, Mr. Borron, M. P., Mr. McKellar, Mr. Marks, and Mr.
 D. M. Blackwood, must have been aware that he was swearing to a
 falsehood. For Peter Deschamps, better known as Pierrish, was
 employed by Mr. Marks or his agent from 1869, till June, 1871, and
 during that time lived at the head of Lake Nipegon, and afterwards
 lived a year at Fort William. Now hear what Peter Deschamps says,
 after having had the foregoing affidavit read to him by me both in
 English and French: "For twenty years before 1872, I, Peter
 " Deschamps, lived sometimes at Michipicoten, sometimes at Batch-
 " ewana, sometimes at Pic River, sometimes at Fort William, some-
 " times at Nipegon House, (between 80 and 90 miles from Nipegon
 " Bay, and at least 50 from the River of that name,) never before
 " July, 1872, on the Nipegon River, so that at the time I was
 " questioned by Mr. McIntyre and Mr. Blackwood I had not lived
 " twenty months on that River, and as to my passing every year
 " during the twenty years aforesaid to and from Thunder Bay, it is
 " false."

As to the 3rd paragraph he says: "I never left Thunder Bay with

"John Christie or Toussaint Boucher in the autumn in a canoe, &c."

And so on with each of the remaining statements in this so-called affidavit; he denies them with the exception of one contained in the 6th and 9th paragraphs; and even that is perverted. He says: "It is true that I have seen the *Chicora* in 1872, when in charge of Captain Tripp, aground, not in the bay, but when a good way up the river, and that was owing to her leaving the well-defined channel and keeping the wrong side of the buoys. The *Algonia*, I have not only never seen aground, but have never seen at Nipegon at all. The *Cumberland* I never either saw or heard tell of as being aground. The *City of Montreal* I saw aground when in charge of Captain Tripp, not in Nipegon Bay, but in Nipegon River, and through the same error which caused the grounding of the *Chicora*. The *Manitoba* I saw aground on the Bar of the River, but not in the bay, she being out and to the eastward of the channel."

To use Peter Deschamps' own words, the above statements originated in the heads of the gentlemen who plied him with questions.

I have great respect for my friend, Mr. John McKellar, and up to this had much confidence in his judgment, and therefore feel all the more sorry that he could give no testimony from personal observation, but must depend altogether on hearsay. He swears "that the season of navigation in Nipegon Bay, is shorter than that of Thunder Bay by from four to six weeks." How can Mr. McKellar swear to such a statement when, as I said before, he can know nothing of the opening and closing of the season of navigation in Nipegon Bay but from report. This is plainly seen from his affidavit wherein he says that "when at Black Bay he was informed that Nipegon Bay was from two to three weeks later in opening in spring than Thunder Bay." Again, when he says he camped on Thunder Cape, he leaves us in the dark with regard to the time he saw the ice in Nipegon Bay from some mountain. The vagueness of his affidavit is to be regretted.

"I, Michel Lambert, of Fort William, District of Thunder Bay, Province of Ontario, sailing master, make oath and say, as follows: "I swear positively that Thunder Bay is clear from ice from fifteen to twenty days earlier than Nipegon Bay in the Spring of the year — never less than fifteen, and more often twenty or more days; and in the autumn both Nipegon and Black Bays are frozen

“up a month earlier than Thunder Bay. On an occasion, in the “spring of the year 1839, I left Nipegon Lake on or after the 20th, “day of June, and on arriving six days afterwards at Nipegon Bay “I found it (Nipegon Bay) full of ice, and was detained there three “days before the ice cleared sufficiently to allow us to proceed in “our canoes. On another occasion I left Fort William in the early “part of June with the schooner laden with goods for the Company’s “Post at Red Rock, proceeded to Nipegon Bay. Thunder Bay had “then been open about twenty days, and on my arrival at Nipegon “Bay I found it filled with ice, and after remaining two days, not “being able to gain an entrance, I was compelled to return to Fort “William.”

I am glad to see that Michel Lambert is a little consistent, and keeps up the credit of his character in not sticking at trifles; a few days or weeks, more or less, make very little odds to Michel; therefore, when he positively swears as above, I as positively assert that it is an absurd fabrication, and that I would not believe Michel Lambert on his oath. I leave it to the members of your Honorable House to judge as to the value of this man’s evidence. Being unable to read or write, he could have kept no memoranda of the year 1839; and during my experience in charge of this District, it has never occurred that men coming in canoes through Nipegon Lake and River have been detained by ice in Nipegon Bay, the lake being, as you are aware, at least forty miles north of and 260 feet higher than Nipegon Bay, nor have the Indians any tradition of such a strange occurrence,

“I, William Crow, of the mission village, on the Kaministiquia “River, in the District of Thunder Bay, Province of Ontario, chief “of the Chippewa tribe of Indians, make oath and say, as follows: “I am forty-five years of age, was born at Point Porphy situated “near to Elack Bay, and have passed nearly the whole of my life in “the District of Thunder Bay. That Thunder Bay, in the spring “of the year, is open from two to three weeks earlier than Nipegon “Bay. That Nipegon Bay closes in the autumn fully three weeks “earlier than Thunder Bay, thereby making the season of naviga- “tion from five to six weeks longer in Thunder Bay than in “Nipegon Bay. That I have been in Nipegon Bay often.”

It is a well known fact that William Crow has never been to Nipegon Bay at its opening or closing, and can, therefore, know

nothing regarding that matter. His affidavit only proves that he knows less than his feathered namesake, and merely swears as he is prompted by others.

Regarding Mr. McAllister's affidavit, it is simply a repetition of former statements asserted, but not proved. As to his very positive assertions of Thunder Bay being the finest harbor (where does the harbor begin or end) on Lake Superior, &c., &c., I will say nothing. Having never resided at Thunder Bay, except in summer, I cannot speak personally as to the opening or closing; but I do most emphatically contradict the statement of Mr. McAllister as to Nipegon Bay being frozen or unfit for navigation on or before the 10th day of November in any year. However, it is refreshing to find at the end of so much loose swearing and careless assertion, one who acknowledges that he cannot speak from personal experience.

My disagreeable task is now all but completed, disagreeable, because the contemplation of falsehood, deliberate or careless, is by no means pleasant to me. I trust my language is not too strong; certainly one must feel strongly remembering that the above statements of supposed facts (see affidavits of McKay, Deschamps, Lambert, &c.,) are printed and dedicated to your Honourable House with the professed purpose of supplying information, and so influencing the minds of our rulers on a matter concerning the very life of our country. I have neither the desire nor the ability to enter into an argument as to the advantages of Thunder Bay, or any other bay over that of Nipegon for the Railway Terminus.

All that I leave to the engineers; and, therefore, I will not notice Mr. McKellar's remarks further than by correcting what I know to be incorrect of my own personal knowledge, and so completing what I set myself to do.

Mr. McKellar says: "I believe that I am safe in stating that the Thunder Bay line back to the height of land is a much better line than any yet found from Nipegon Bay." Mr. Fleming in his Report on Explorations and Surveys of Canadian Pacific Railway up to 1844, says: That the engineering features of the two routes "from Thunder Bay and Nipegon to Manitoba are similar. The same watersheds are passed over by both routes and the same general elevation attained at the leading points."

The next extract from Mr. McKellar reads as follows: "I understand that the Nipegon terminus is to be on the north end of Lake

"Helen instead of on Nipegon Bay, as was formerly intended, in which case the channel of the river connecting this Lake with the Bay will have to be cut deeper for some distance, as there is a bad rapid on it. But surely this small narrow lake, which is dead water at the north end, will not be suitable for the terminus of the Pacific Railway on the Great Lakes, as its water will freeze in the fall even earlier than that of rivers, or in the latter part of October. A year ago last fall teams were crossing on the ice of the two rivers between Fort William and Prince Arthur's Landing before the last boat was in."

The above is rather vague, but Mr. McKellar seems to argue that because teams crossed the ice of two little marshy rivers before the last boat arrived at Thunder Bay in the latter part of November, therefore Lake Helen must have been frozen in October. However, I inform him that during my residence of three years at Red Rock I have never known Lake Helen to be frozen on first December; and that the year 1872, mentioned by him, I, in company with the late Captain Robson, C. P. R. S., was at Lake Helen in the middle of December, when and for some days afterwards it was still open. Read what Mr. Rowan says regarding this "small narrow Lake," (page 211, Mr. Fleming's Report, 1874): "From the Hudson's Bay Post to Lake Helen, the distance of three-quarters of a mile, the river is at present unnavigable, owing to the crooked channel and swift current, although there is a good depth of water. Lake Helen is nine miles long and from half a mile to a mile in width, and from twenty-five feet to a hundred feet deep. In order to render the river easy of navigation between the Hudson's Bay Post and Lake Helen, the channel would have to be straightened and deepened. This would have the effect of lessening the current and extending the navigation ten miles inland to the head of Lake Helen."

Then, in comparing the open navigation of Thunder and Nipegon Bays, Mr. McKellar says: "Take last spring, for example (that is 1873), we had the *Manitoba* in Thunder Bay on the 12th of May, and the *Chicora* and *City of Montreal* on the 14th. We have the written evidence of Mr. McCallum, P.L.S., taken from his diary, that the ice cleared out of Nipegon Bay on the 22nd of May; so that the steamers, were they bound for Nipegon, would have to wait eight or ten days, unable to discharge their freight or passengers, unless

"they would land them on the islands outside, some twenty miles off." I would ask Mr. McKellar if even on the "written evidence of Mr. McCallum, P.L.S., taken from his diary, that the ice cleared out of Nipegon Bay on the 22nd of May," he is able to make affidavit that steamers could not have come into Nipegon Bay on each of the above mentioned dates, or that the ice was out of Thunder Bay more than out of Nipegon Bay on any of the above dates of steamers' arrivals at Thunder Bay. Because I have proof to the contrary. Mr. McCallum's written evidence is not worth the paper on which it is written. And why? because he waits till after the arrival here of Mr. Campbell in a canoe on the 22nd May—before himself making the slightest attempt to pass through the Bay—and then says, "Ice cleared out of Nipegon Bay on 22nd."

Admit that the average date of opening of Sault Ste. Marie canal is 5th May; and that it closes 1st December; of what benefit would that be should Bear Lake, Lake George, or the Sault River be closed? which upon inquiry will be found to be very often the case.

Let me remind Mr. McKellar that on 26th November, 1872, the steamer *Cumberland* was frozen in and wintered on Bear Lake; also, that on the 6th December, 1872, a sail-boat arrived at Red Rock from Pays Plat, and left again on her return to same place 8th December, 1872. I therefore say that for all purposes of navigation Nipegon Bay is open in spring and fall as soon and as late as a steamer can get through from below the canal; and it will be found that no steamboat owner with any regard for his property would wish to have his steamers sailing on Lake Superior after the 15th of November.

Mr. McKellar concludes as follows: "Other points worthy of notice are that Fort William on Thunder Bay has always been the principal post of the Honorable Hudson's Bay Co., on Lake Superior. Even the Nipegon posts received their supplies from it until within the last two or three years."

I beg to inform Mr. McKellar that Fort William is not, and never was, the Honorable Hudson's Bay Co.'s principal post on Lake Superior; nor did the Nipegon posts ever receive their supplies from Fort William.

Finally, I would say that if Mr. McKellar has no better foundation for his impressions, understandings, calculations, and geological assertions, than he has for this statement, his evidence is not

worth much.

It may perhaps be expected that after so emphatically denying the statements of others, I should, after the manner of Mr. McIntyre (?) furnish a table showing what is the true date of the opening and closing of Nipegon Bay. I say at once that I am unable to do so, the establishment under my charge being situated two miles above the mouth of the river, entirely shut out from sight of the Bay by the high bluff called Red Rock. All I can do is to copy from our journal extracts bearing on this matter, and showing the dates of any occurrences in the spring or fall, which have happened in this quiet place.

It must be borne in mind that Fort William and Prince Arthur's Landing, in comparison with Red Rock, are places of some little size, and being also the terminus of the Dawson Route, are at present sure to have earlier and later arrivals and attempts at arrival in the spring and fall than we have.

Copy of memorandum sent to Sandford Fleming, Esq., regarding the opening and closing of Nipegon Bay, Lake Superior, for the years 1870-1874:

OPENING.

1870—Before the 11th of May, as per extract from a letter received by R. Crawford, at Nipegon House, from C. F. de LaRonde (then in charge at Red Rock), dated 12th May, 1870. "Mr. McIntyre's men arrived here last night en route to your post with the express."

These men came from Silver Islet in a bark canoe all the way and were not impeded by ice.

1871—Extract from letter received by R. Crawford, Nipegon House, from C. F. de LaRonde (then in charge at Red Rock, and dated 22nd May, 1871: "The steamer *Algona* arrived here yesterday, Sunday, 21st, with 47 brls. pork, &c."

If my memory is to be trusted I received a letter from Mr. Lindsay Russell, who was on board that trip. He could tell whether the steamer was impeded by ice.

(R. Crawford, Factor for Hudson's Bay Co., in charge of Nipegon District, transferred his headquarters from Nipegon House to Red Rock, L. S., 6th Oct., 1871.)

1872—Extracts from Journal of Hudson's Bay Co. at Red Rock: May 17th— "Abraham Essey started in sail-boat *Polaris* for the River, to bring up Mr. Armstrong's party (C. P. R. S.) to Red Rock."

1873—"Thursday, 22nd May—Day cloudy. Men went down the river for the balance of the wharf flooring. Mr. Campbell, of New York, Captain Weeks, and Mr. McArce, arrived this forenoon in a bark canoe from Silver Islet."

1874—"Sunday, 24th May, Queen's birthday—Raining hard all day; wind

south. Two Indians (in a bark canoe) from Paye Plat came in this morning. They report having seen the steamer *Manitoba* on the 17th, while they were camped, wind-bound, on Simpson's Island, en route for Red Rock."

CLOSING.

1871—Per manifest—Steamer *Chicora* arrived here 15th November; last trip of season. She left 16th November, 1871.

1872—"Friday, 6th December—Clark's son arrived this evening (in a boat from Paye's Plat). Reports no ice in Bay, but like summer." "Sunday, 8th Dec.—Wind north. Alexander Clark left for home (in his boat).

1873—"Tuesday, 18th November—John Riddle and C. de LaRonde came by boat from mine (Mr. Campbell's, in Nipegon Bay) for coals."

ROBERT CRAWFORD,
Factor Hudson's Bay Co.

Red Rock, Lake Superior,
Nipegon's Bay, 8th Oct., 1874.

Red Rock, Aug. 4, 1874.

I beg hereby to certify that on the seventeenth of May, A.D. 1873, I started from Silver Islet in a bark canoe for Nipegon Bay. On the 20th of May we passed through Nipegon Straits, and hal' way across Nipegon Bay, and encamped for the night on Frog Island. About a mile south of the above mentioned island we encountered some floating ice, which, indeed, opposed some difficulty to the passage of a frail bark canoe, but which was so completely honeycombed and disintegrated that, to the passage of a steamboat, or even a small tug, it would have presented no obstacle whatever. On the 21st of May we started again in our canoe, and worked our way through the loose ice, which was rapidly falling to pieces, until we arrived at a point in the Bay about four miles south of the H. B. Co.'s post at Red Rock, when we found clear water, which also extended up to the wharf at the above mentioned post. And I beg to add further that, in my opinion, a steamboat could have entered Nipegon Bay, and have proceeded to Red Rock on the 17th of May, without receiving any damage from the ice.

Yours truly,
JOHN McAREE, P. L. S.

To ROBT. CRAWFORD, Esq.,
Red Rock, Nipegon.

Extracts from Hudson Bay Company's Journal at Nipegon House in the year 1839.

Sunday, 5th May.—The lake is clear of ice as far as we can see towards the Gros Cap.

Tuesday, 7th May.—This morning sent off Jobinville, Dubois, Hoale, and an Indian, in an old canoe, with potatoes to Red Rock, where they are to meet men from the Pic, to whom they will deliver them. And Jobinville and companions will go on to Fort William for a canoe for taking on the return, and for bringing in the outfit next Fall for this place.

Friday, 17th May.—Eneweshung arrived. This Indian has come from Red Rock, and informs me that Jobinville took seven days to get there, and that the men from the Pic had been there and off again before Jobinville arrived. The

Indian says that if the Pic men had remained another day they would have seen Jobinville, as it would appear that Jobinville sent on an Indian to let the Pic men know that they were coming, but when the messenger got to Red Rock the Pic men had been off the day before.

Monday, 10th June.—About 10 a. m. sent off the returns for Michipicoten in two canoes. Having sent Dubois to conduct the packs to Red Rock, I remain here with only one man [Bonchard] for the present, until Dubois comes back.

Monday, 17th June.—Dubois arrived from Red Rock, to which place he conducted the returns of the post, and saw them off from there in the boat.

From the above it will be seen (1) that Jobinville's party having left Nipegon's House on the 7th May—taking seven days to do the journey—arrived at Red Rock on 14th May. (2) That men from the Pic—whom this party had expected to meet at Red Rock—had already come and gone through Nipegon Bay some days previous to this date, 14th May. Yet Micheal Lambert expects us to believe his statement that he left Nipegon Lake on 20th June, and arriving at Nipegon Bay six days after, found it full of ice, &c., in the face of the above evidence.



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