R. Anderson Privy Council Clerk.

—*With compliments and best wishes.*

A Brief Sketch of the Life and Services of Retired Chief Factor R. MACFARLANE

1852—1913

RETIRED CHIEF FACTOR R. MACFARLANE

Extracted from the Third Volume of "The Story of Manitoba," Etc.

To write a detailed history of this old officer and his life work would be to give a fairly comprehensive account of the operations of the Hudson's Bay Company in Northern and Arctic Canada through the latter half of the Nineteenth Century, for during forty-three years he was in the employ of that great company, connected with almost every phase of the fur trade business, that necessitated expeditions into known, as well as uninhabited sections and the wilderness of their former vast chartered and licensed territories. He lived close to nature's heart and became well acquainted with the habits and life of the woodland animals and songsters, as is evidenced by his bird and mammal portions of the combined Mair-MacFarlane volume, entitled "Through the MacKenzie Basin," published in 1908, and which had a sale of about 2,500 copies. Out of numerous more or less appreciative notices thereof, only one, that of Director John M. Clarke, of the Science division of the New York State Education Department, addressed to Mr. MacFarlane, shall be quoted herein, viz.: "Since acknowledging the receipt of your book, I have had the opportunity to read it in detail, and must take this occasion to express to you the enthusiastic interest with which I prosecuted its perusal. My scientific interest in the exact knowledge of our mammalian and bird fauna is not so acute as in some other lines of work; but I have not failed to follow your accounts drawn from an extraordinary experience with the Hudson's Bay Company, with lively appreciation and great profit." It may be further stated that the collection in question was said to have been the second largest individual contribution made to the Smithsonian Institution during the nineteenth century!

His book lore may not be as comprehensive as that of college-bred men; but his practical knowledge is, like those of similar Hudson's Bay men's experiences, probably greater, and comes from actual study of the phases of life that forest and plain and lake and river present. He was born in Stornoway, Island of Lews, Scotland, the first of November, 1833, and was educated in the Parochial School and at the Free Church Academy of his native town. He also spent nearly three years in the law office of the Procurator Fiscal for the Lews District, and gained knowledge that afterwards proved of much value to him in his business transactions. On the 25th of June, 1852, he entered the employ of the Hudson's Bay Company, in the service of which at the time were also an uncle (Chief Factor Donald Ross), and a cousin named Macdonald. Retired Chief Trader John M. Macleod, Chief Factor Robert Campbell's predecessor in Northwestern exploration, was a family connection. Mr. MacFarlane's mother was a "Highland" relative of the celebrated Arctic explorer Sir Alexander Mackenzie, while one of the "Indomitable" Clan MacFarlane had been an officer in the famous North West Company of Montreal. It was, therefore, only natural that he should desire to follow in their footsteps. He was engaged to serve five years as an apprentice clerk, and on the 3rd of July, 1852, he sailed from Stromness, Orkney, for York Factory, Hudson's Bay, in the company's ship, "Prince of Wales," Captain David Herd. The vessel was somewhat delayed by ice in the Hudson's Straits and Bay; but cast anchor in the "Outer Flats," 18 miles from the Factory, on the 15th of August. A pilot boat came out and the ship reached "Five Fathom Hole" (eleven miles closer), next day. There the passengers were taken off, and landed at York on the 18th, where Mr. MacFarlane remained for about a week. Chief Factor William Mactavish held the charge. He then started for Fort Garry, Red River, in one of the Portage la Loche Brigades of York or inland boats, arriving on the 14th of September, 1852, at which time traces of the great flood of that year were still visible. A week later he left Fort Garry for Fort Pembina, now West Lynne, where he acted as clerk for Mr. George Setter, a veteran "runner" of the days of keen competition which existed between the two companies (Hudson's Bay and North West), for the Indian fur trade. Mr. Setter retired in 1853, and was succeeded by Mr. (afterwards Chief Trader) A. H. Murray, the founder of old Fort Yukon. He established Long Creek flying post in the autumn, and Mr. MacFarlane had charge thereof for three months thereafter. In May, 1853, he made a trade trip to the Long Creek Plains,

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and this covered his first season. He next proceeded by York boat to Norway House; the entrepot of the northern department, and the place where the annual Fur Trade Council met. On this occasion Governor-in-Chief Sir George Simpson presided, and its members comprised Chief Factors John Rowand, John Ballenden, Nicol Finlayson, George Barnston, William Sinclair, E. M. Hopkins and Chief Traders John Bell and George Deschambeault. The notable Arctic explorer, Chief Factor John Rae, M.D., passed through on his last northern voyage, which resulted in the discovery by him of many relics of the fateful expedition of Admiral Sir John Franklin.

It may be here stated that Mr. MacFarlane thinks that the ice encountered in Hudson's Bay and Straits might have been avoided by a properly constructed steamer—he has always believed in the practicability of the navigation of the Hudson's Bay route. In a note in "Through the Mackenzie Basin" volume, above mentioned, he thus wrote: "Comparatively few Canadians of today are aware that 'upon a rocky spit forming one side, and commanding a splendid harbor, stands the still well preserved remains of a massive fortification, the most northerly one of British America, scarcely inferior as such even to old Louisburg and early Quebec—its site admirably chosen, its design and armament once perfect, and interesting still as a relic of a bygone strife, and now only useful as a beacon for the harbor, it failed to protect." Some day, however, in the not distant future, when the Hudson's Bay route, now so much decried by many Eastern, and by a few Western "Unbelievers," shall have become an accomplished and successful navigable ocean waterway between Canada and Europe, the Imperial or Dominion Government may consider it advisable to rebuild upon the ruins of the old, a new and impregnable "Fort Prince of Wales."

The Fur Trade Council of 1853 appointed Mr. MacFarlane to the charge of Fort Rae, Great Slave Lake, Mackenzie River district. After a few days he set out for Portage la Loche in one of its brigade of boats, and in due coure reached his destination where he wintered. In 1854 he passed the summer in charge of Fort Resolution, and in the fall succeeded Mr. Adam McBeth as manager of Fort Good Hope. In the autumn of the following year he had charge of Fort Liard, and afterward for three months was assistant clerk at Fort Simpson, prior to going on his first long winter journey of 500 miles on snowshoes (nearly all of which he footed), and the resumption of the Good Hope charge. In 1856 he was still in charge of that post and made a boat trip to Fort Simpson ("headquarters"), with the year's returns and for the following season's trade supplies. In 1857 he went by canoe on an exploring trip to the Beghula, which he named Anderson River, in honor of the district superintendent, Chief Factor James Anderson (a) one of the ablest fur trade managers of that day. He spent the next winter with him at Fort Simpson, as storesman and district accountant. Many years later Dr. George M. Dawson, geological director at Ottawa, came across a copy of the report of that trip and stated "that it would have been creditable as a result of an expedition undertaken for scientific purposes instead of primarily in the interests of the fur trade." In this connection it may be further stated that in 1902 the British Admiralty, through the good offices of Lord Strathcona, presented Mr. MacFarlane with Queen Victoria's Arctic Medal, in recognition of this service, and for the recovery in June 1862, of the dispatches given by Captain McClure of H.M. Franklin Search Ship "Investigator," while off Cape Bathurst, in August, 1850, to the Eskimos for transmission to the Company's officer at Fort Good Hope. In 1858 he accompanied the district brigade to Portage la Loche, and again, at his own request, was given charge of Fort Good Hope. During the winter he made two fur trading trips, covering fully 1,800 miles, on snowshoes to the Eskimos of the Anderson River and Liverpool Bay, and in March, 1859, he reported the results thereof to Chief Trader Bernard R. Ross, the district manager at Fort Simpson. He went with another brigade in charge to Portage la Loche, in the summer of 1859, and held the same post charge and made similar trips in the winter to the coast and Fort Simpson, covering some 2,800 miles. In the summer of 1860 he made an exploratory trip to the Anderson River, for the purpose of securing a place where the lumber required for a trade post could be prepared the following winter. In the fall of the same year he reported at "Headquarters" and was again given charge of Good Hope. Mr. J. S. Onion (afterwards Chief Factor Camsell), his successor, passed several months at the "Wood Shanty" and then at Good Hope, his new charge. The average trade of Good Hope during Mr. MacFarlane's management was greater than for any other six years in its history.

Following the breaking up of the ice in June, 1861, Mr. MacFarlane descended the Anderson River, from the lumber camp at "Shantyville," where he had turned up from Good Hope early in April, in order to select a site for the new post. After which he

returned thereto, and then with six Company's engaged servants, and two Loucheux Indian assistants, lost no time in rafting the prepared timber therefor, eighty miles down stream, where the work of building was so steadily and vigorously proceeded with that by the time winter had set in for good Fort Anderson, situated two degrees north of the Arctic Circle, was stockaded with four bastions and a gateway dwelling, houses and stores were finished and all comfortably occupied. He never knew men do quite so well, even when better fed, while those in question lived entirely on the country resources—venison, fish, birds and rabbits—and minus flour and but little imported tea. The leaves and flowers of the Labrador representative, Ledum Palustre, however, made an excellent substitute. One of the noted six was a Norwegian, one was a French-Canadian from Quebec, two were Iroquois from Caughnawaga, near Lachine, and two were Saulteau Indians from the Indian settlement at Dynevor, Manitoba. The two Indians only worked at times. In December, Mr. MacFarlane visited Fort Good Hope on business, and in January of 1862, accompanied by the manager of that post, he made a trading trip to the Eskimos of Liverpool Bay, while in the succeeding March they reported at Fort Simpson, and afterwards returned on the last snow to their respective posts of Good Hope and Anderson. The late R. Kennicott, an enthusiastic American naturalist, was a fellow traveller from Good Hope to Simpson and back. In 1862, his second year in charge of Fort Anderson, he made a winter trip to Good Hope, and after the spring trade was over, he set out on his first tour for the collecting of birds and eggs, etc., across the "Barren Grounds" to the shores of Franklin Bay, in the Polar Sea. That task was successfully accomplished, and on his return he proceeded overland, chiefly on foot, to Good Hope, and thence by the Peel's River inland boats to Fort Simpson for the post trading outfit, returning to the Anderson in the fall. Similar Franklin Bay and Fort Simpson trips were made in the summer seasons of 1863, 1864 and 1865, with even greater results, while the duties pertaining to trade and routine work of the post were by no means neglected. In 1866, Mr. W. L. Hardisty (afterwards Chief Factor), ordered the closing up of Fort Anderson, mainly on account of the large number of Eskimos and Indian frequenters (100), who had during the winter succumbed to a very fatal epidemic of scarlatina, which had carried off nearly one-fifth of the entire district's population. A total of over 1,100 must have perished. But for this epidemic, judging from results, the future would have more than justified the establishment of Fort Anderson. Mr. MacFarlane then went to Fort Simpson as assistant to Mr. Hardisty, and in 1867 was in charge of one of the summer portage brigades. While engaged there in the transport of the outgoing returns of 1866, and the incoming outfit of 1867, a severe bilious attack of fever prostrated nearly all the Indian boatmen, eight of whom—four in one day—died at the Portage. Four deaths also occurred on the return voyage to Fort Simpson, and eight more after their arrival at Forts Norman and Good Hope—one-third, in fact, of a total of 60 Indian tripmen! It was very trying work indeed to secure Indians for the summer of 1868; many engaged for the trip deserted for fear of a third epidemic. As a result of the aforesaid first and second occurrences, the authorities decided on having a medical officer stationed at Fort Simpson for the natives, the transport and general service of the district. Dr. Wm. M. MacKay, Factor, now retired at Edmonton, Alta., was therefore sent up north in 1868. Returning from the Portage, Mr. MacFarlane held the charge of the MacKenzie River district for four months, after Mr. Hardisty's departure on the first of February, 1868, for Carlton, Edmonton and Fort Garry. The same year he was promoted to the rank and emoluments of a Chief Trader in the Company. In 1869 the Norway House Fur Trade Council, having confirmed him in the district appointment during Chief Factor Hardisty's absence in England and elsewhere, he held same until that gentleman's return to Fort Simpson in the fall of 1869. Mr. MacFarlane states that in 1850, the officers of the Mackenzie River district established and maintained at their own expense (the company, however, carried the books free from England), a fine library of some two or three thousand volumes, which enabled them to somewhat enliven the tedium and monotony pertaining to the life itself and the long northern nights of the winters in that remote region of the Great North West. Mr. Bernard R. Ross, the superintendent, was a man of fine literary and scientific tastes, who had from the MacKenzie River and other parts of the country made large and valuable contributions of objects of natural history for the Smithsonian Institution at Washington, D.C., U.S.A. He also owned a splendid collection of English standard works, which he sold to his successor, Mr. W. L. Hardisty, when he retired from the district in 1862. In the old North West Company days, the "Athabasca Department," comprising the present Hudson's Bay trade districts of Peace River, Athabasca and the Mac-

Kenzie, had an excellent library at their former "headquarters," Fort Chipewyan, on the lake, and from which point, in 1789, Mr. (afterwards) Sir Alexander MacKenzie set out and discovered and explored to its mouth in the Arctic Ocean, the great northern River "MacKenzie." On the 30th of November, 1869, Mr. MacFarlane started with his own train of dogs for Fort Garry, a distance of about two thousand miles by the route he followed, and while resting on Sundays and spending more or less time at some of the Company's posts on the way, yet record travel days were made on the actual march. He reached Fort Garry on the 25th of February, 1870. He spent two weeks in the Red River settlement. Louis Riel was president of the insurrectionary government, and Thomas Scott was shot on the 4th of March. Mr. MacFarlane found Governor Mactavish in very poor health, which never improved, and he died in Liverpool the day he landed there, the 15th of July, 1870. His loss to the service was great and abiding. It was on this occasion that Mr. MacFarlane made the personal acquaintance of Chief Factor Donald Alexander Smith, now the Right Honorable Lord Strathcona and Mount Royal G.C.M.G., the London governor of the Hudson's Bay Company since 1889. Obtaining leave of absence from the governor, he set out for the "Old Country" on the 14th of March, reaching Liverpool on the 19th of April. He spent three weeks in London, and the remaining three weeks of his stay in his old home and in travelling, and got back to Fort Garry before the end of July, 1870.

During his absence the chartered and licensed territories of the Company had been transferred to the Dominion of Canada. In due time Mr. MacFarlane arrived at his new council-made appointment, Fort Chipewyan, Athabasca. Chief Factor (afterwards Inspector) William McMurray held the district charge, which before leaving for Norway House, on the 13th of May, 1870, he made over to him and he became manager and only relinquished same to his successor, Factor Roderick Ross, on the 16th of November, 1885. During his fourteen years' charge (the best fourteen years in the trade history of the district), Mr. MacFarlane made many official visits to the district posts, exclusive of boat voyages with returns and trade supplies, and yearly trips to the Carlton and Prince Albert meetings of council. In 1872 he was promoted to Factor, and in 1875 he became a Chief Factor of the service. In 1874 he was appointed a Justice of the Peace for the North West Territories, a position subsequently confirmed for life by the Territorial Governor of Regina. In 1876 he was appointed an Issuer of Marriage Licenses for the same section of country. In 1886 he was granted a year's furlough, which he had well earned, and the change and the Old Country visits rested and benefited his health, and he got back from England in March, 1887. After several years' strong advocacy therefor, Mr. MacFarlane had the satisfaction of persuading the Company to introduce steam into the far North. In the winter of 1882 and 1883 Captain John M. Smith, now of Birds Hill, Manitoba, built and later commanded the "Grahame," the first stern-wheel steamer at Fort Chipewyan, Athabasca. The Company's old engineer, Mr. Edmund R. Abell, of the Stone Fort, Red River, arrived in March, 1883, and he, with the captain and the boat's engineer (John A. Littlebury) fixed the machinery and the steamer was ready for the transport service of 1884. The London executive then sanctioned the building of a boat for the MacKenzie River, and the same Captain Smith constructed the "Wrigley," the first propeller at Fort Smith, Slave River, during the winter of 1885-6. He states that both steamers were built and working successfully as freighters, in the very "nick of time." Captain Dawson, of the Circumpolar expedition, which had wintered at Fort Rae, Great Slave Lake, was on board the "Grahame" on her first trial trip at Chipewyan in September, 1883. Mr. MacFarlane was appointed to the charge of New Caledonia district, northern British Columbia, in 1887, continuing there until August, 1889, when he was transferred to Cumberland district, lower Saskatchewan, where he duly arrived, and continued in charge there until the close of the outfit, 1893, this being his last district charge. Between the years 1853 and 1893 he made other inland journeys in addition to those herein referred to.

As there was danger of the severe Saskatchewan smallpox epidemic of 1870 spreading northward, Chief Factors McMurray and W. L. Hardisty deemed it advisable that Dr. Mackay should accompany the Winter Packet from Mackenzie River to Carlton, where, fortunately, the danger was over. The new transport Athabasca necessitated my presence at that point also. The following winter I accompanied Inspecting Chief Factor Christie from Chipewyan to the same point for a similar reason. We there (again) met Captain (afterwards the Rt. Hon. Gen. Sir William F. Butler, K.C.B.), who was on his way overland from the Saskatchewan to the Pacific Coast, and we travelled together, each with his dog team, as far as Fort Chipewyan. Chief Factor

McMurray was also with us from Carlton to Ile a la Crosse, and hardly any phase of the Hudson's Bay life in the far North and West is unfamiliar to him. He has travelled many thousands of miles by stream, lake and across country, often on foot, again on horseback, and at other times with dogs and on snowshoes. He spent over forty years altogether in the Hudson's Bay Company, and in 1894 he removed to Winnipeg, where he has since lived, retired.

On the 26th of January, 1870, Mr. MacFarlane was married at Ile a la Crosse, English River district, by the Rev. (now Archdeacon) John A. Mackay, D.D., of Prince Albert, Saskatchewan, to a daughter of Chief Trader Alexander Christie, Jr., and a granddaughter of Chief Factor Alexander Christie, Senior, who twice held the position of Governor of Assiniboia and the Red River district. It was he who built Fort Garry and prepared plans for the existing Lower "Stone" Fort. The former was begun in 1835 and finished in 1836. The log addition to its walls was made in 1850-1. The latter was begun in 1831 and not completed till 1839. The family of Mrs. MacFarlane's father of whose sisters one became the wife of Chief Trader John Black, for some time manager of Fort Garry and afterwards for years acted as the Company's Recorder, a position first established under the notable Adam Thom, consisted of five sons and two daughters; but she and a brother (Rev. James Christie, M.A., of the Church of England, and now residing at Cannes, France,) are the sole survivors. Her sister Emma was united in marriage to Chief Trader W. Scott Simpson, in 1884, and she died in Winnipeg in the autumn of 1893. Mr. A. K. Isbister, M.A., who bequeathed his own library and a considerable sum of money—over eighty thousand dollars—to the University of Manitoba, was for many years head master of the Stationers' School in Bolt Court, Fleet Street, London, and who resided in Dr. Samuel Johnson's former dwelling-house there, was a maternal uncle of Mrs. MacFarlane. Dr. Isbister was a barrister by profession, but did not practise. He also held for some years the honourable position of Dean of the English College of Preceptors. The late Hon. Inspecting Chief Factor William J. Christie, member of the first North West Council, was a younger brother of her father, whilst Chief Trader Alexander Christie, who died in 1884, was an elder brother of Mrs. MacFarlane. She herself was born at Peace River, now Alberta Province, and by her marriage has become the mother of eight children. Katie, wife of C. G. Heaven, who is manager of the Bank of Hamilton, North Vancouver; Alexander, of Winnipeg, who was formerly engaged in the practise of law at Dawson, Yukon Territory; Elsie, wife of J. D. Bell, of Vancouver, a son of Chief Factor Peter Warren Bell, who perished in the steamer "Islander" in 1901; William, who is manager of the Dominion Bank at Vancouver, British Columbia; Emma, wife of E. C. Senkler, formerly Gold Commissioner at Dawson, Yukon Territory, and latterly stipendiary magistrate at The Pas, Manitoba, and now of Victoria, British Columbia; Lilian, at home; Jessie, at Vancouver, British Columbia,; and James Grahame, who died of diphtheria on the 1st of April, 1887, aged two years and four months. Mr. MacFarlane is a Presbyterian, but his wife and family have been reared as Anglicans.

In 1886 he was elected a Fellow of the Royal Geographical Society, and also of the Royal Colonial Institute, both of London, England. On its institution later, he became a Fellow of the Imperial Institute; but after holding the foregoing for years he stupidly allowed them to lapse. In 1890 he was elected a corresponding member of the American Ornithological Society, and in 1910 he became a Fellow of the National Geographical Society of Washington—both of the United States.

Mr. MacFarlane is well posted in political and imperial questions, and has, since he first had the opportunity of doing so in 1892, given his support to the Conservative party—in fact, he is deeply interested in all momentous topics of the day. He has led, like many of his Service colleagues, an eventful life, sometimes fraught with dangers, anxieties, and more or less hardships, yet he has the satisfaction of knowing that, as an officer and "wintering partner" of the Hudsons's Bay Company, he has played a part in the development of the great North West Territories of the Dominion of Canada. He relates many interesting incidents of the early days; but though at times remote from so-called civilization, he has always endeavored to keep abreast through somewhat general reading with the world's work, and at the same time has learned some important lessons taught only in Nature's school.

It may not be out of place to here record the names of the district managers, as well as of the resident governors and commissioners, under whom he served, from 1852 to 1894, when he retired, namely:

District Managers

1852-1853—Chief Trader A. W. Buchanan, Red River.

1853-1858—Chief Factor James Anderson, Mackenzie's River.

1858-1862—Chief Trader Bernard R. Ross, Mackenzie's River.
1862-1869—Chief Factor William L. Hardisty, Mackenzie's River.

In 1868-9, Mr. MacFarlane held the district charge of MacKenzie River for some nineteen months; also that of the districts of Athabasca, New Caledonia and Cumberland, as already mentioned.

RESIDENT GOVERNORS AND COMMISSIONERS

1852-1860—Sir George Simpson, Governor-in-Chief.
1860-1862—Chief Factor W. Mactavish, Acting Governor.
1862-1864—Alexander Grant Dallas, Governor-in-Chief.
1864-1870—William Mactavish, Governor of Rupert's Land.
1870-1874—Chief Factor the Hon. Donald A. Smtih, Governor and Chief Commissioner.
1874-1884—Chief Factor James A. Grahame, Chief Commissioner.
1884-1891—Joseph Wrigley, Trade Commissioner.
1891-1910—C. C. Chipman, Commissioner.
1910-1913—Chief Factor R. H. Hall, Fur Trade Commissioner.
1910—H. E. Burbidge, Stores Commissioner.
1911—James Thompson, Land Commissioner.
1913—Mr. Bacon has succeeded Mr. Hall as Fur Trade Commissioner.

In 1910-1911 Mr. Chipman still acted as Land Commissioner, as he had continuously done since 1892. He also held office as local "ruler" for a longer period than any other, and next to Governor Simpson.

Since the death of Dr. Lynch, M.D., in 1894, Dr. R. M. Simpson, M.D., Winnipeg, has been the Company's Physician.

In 1872 Mr. Smith became chief commissioner, and in 1874 he resigned, retaining the Company's lands until 1879, when Mr. C. J. Brydges became land commissioner and so continued until his death in February, 1889, when he was succeeded by Factor James H. Lawson, who retired in 1892. In 1842 Governor Simpson, after his return from a journey round the world, was duly knighted—he had also been the chief country ruler of the Company, from the Union of the "North West" concern with the "Hudson's Bay," in 1821, until his death on 7th September, 1860. Simpson was probably one of the very ablest, and most influential and successful fur trade magnate of his time. The services and eminent public career of Donald Alexander Smith have, however, been of more general, varied and notable a nature than those of his great predecessor. In 1838, he joined as an apprentice clerk at £20 sterling for the first year, in the Company of which he became since 1889, its London Governor! In 1886 he was made a Knight, and in 1896 a Grand Cross of the Order of St. Michael and St George, and a Privy Councillor. In 1897 he was created Baron Strathcona and Mount Royal. Since 1896 he has been high Commissioner in London for the Dominion of Canada. He was 93 years of age on 6th August, 1913, and it is safe to say that one and all wish him, the "grand old man" of the Hudson's Bay Company, many happy returns of this anniversary.

In 1912 the London Executive wisely appointed a "Canadian Advisory Board" consisting of three able and experienced business men, viz.: Mr. A. M. Nanton (chairman), Sir William Whyte and Mr. George Galt, all of whom are old residents of Winnipeg, Manitoba.

Note.—During the yearly outfits (from 31st May to 1st June), 1849, 1850 and 1851, Mr. Eden Colvile, afterwards successively a Director, Deputy Governor and Governor in London, was Assistant to Sir George Simpson, the country resident Governor-in-Chief, with "headquarters" at the "Stone," or Lower Fort Garry, Red River, whence he retired to England, summer 1852. Whilst acting Governor he paid official visits to Norway House, York Factory, Michipicoton, on Lake Superior, Edmonton, Chipewyan, Peace River and the Columbia. Sir George Simpson, prior to 1821, wintered at Chipewyan, and is believed to have seen Great Slave Lake. He crossed the Rocky Mountains on several occasions. Mr. Wrigley is the only Governor who went as far north as Fort MacPherson, latitude 67° 30′ north. Mr. Grahame visited Chipewyan and the Peace River, also Eastern Canada and the Columbia. Mr. Chipman on occasion paid a visit to Moose and West to Edmonton and Victoria, B.C., and the Athabasca Landing in 1898. Mr. Hall has been to Fort Simpson, Mackenzie River, also to the East, besides making a trip from Montreal to York via Hudson's Straits and Bay last year.

The following Commissioned Officers of the Company have, at one time or another served in, and whilst Mr. MacFarlane held the charge of, the Northern Department Districts of Mackenzie River, Athabasca, most of Peace River until 1878, and Cumberland. He was the only "Wintering Partner," stationed in New Caledonia District, British Columbia, during the Outfits 1887 and 1888

—say, from the year 1867, to the close of Outfit 1893, namely:

JUNIOR CHIEF TRADERS

Alexander Mackenzie (b.).
John MacAulay.
William F. Gairdner.
Isaac Cowie.
John Reid.
W. Scott Simpson.

CHIEF TRADERS

Donald Ross.
Henry J. Moberly.
William J. McLean.
Charles P. Gaudet.
Pierre Deschambeault.
John Wilson.
William Cornwallis King.

FACTOR

Dr. William M. MacKay.

CHIEF FACTORS

Julian S. Camsell.
James McDougall.

NOTES.—Nearly all of the foregoing Officers received promotion by a majority vote by the Inspecting Chief Factors, Chief Factors and Factors (for the two lowest grades) for the time being. A very large number of the earlier parchments under "Reorganization," were, no doubt, given by the London Board, at the instance of their then Chief Commissioner, the Hon. Donald Alex. Smith, while his successor, Mr. James Allan Grahame, from 1874 to 1879, when the old Fur Trade Council was re-established for a time, —acted on the advice and recommendation of the District Superintendent. After 1887, Commissioners Wrigley and Chipman continued this course until 1905, when the aforesaid Board *unwisely* ceased to follow the ancient system, which had been in successful operation, by the North West Company, from its formation in 1784; and by the United Companies, for seventy years subsequent to 1821! Since 1911, however, they have *wisely* sanctioned a modified system of *Bonus giving* in connection with the Fur Trade, which will, no doubt, in a large measure, counteract the adverse consequences which have resulted from their unwitting mistake. Salesmen in their general stores and other offices also receive a percentage on their business sales.

Since the "coalition" in 1821, the following gentlemen have been Deputy Governors and Governors of the Company in London, England:

DEPUTY GOVERNORS

1821-1822—Sir John Henry Pelly, Baronet.
1822-1835—Nicholas Garry.
1835-1839—Benjamin Harrison.
1839-1852—Andrew Colvile.
1852-1856—John Shepherd.
1856-1858—Henry Hulse Berens.
1858-1863—Edward Ellice.
1863-1871—Sir Curtis M. Lampson, Bart.
1871-1880—Eden Colvile.
1880-1888—Sir John Rose, Bart.
1888-1889—Sir Donald A. Smith, K.C.M.G.
1889-1910—Earl of Lichfield.
1910—Sir Thomas Skinner, Bart.

GOVERNORS

1821-1822—Joseph Berens.
1822-1852—Sir John Henry Pelly, Baronet.
1852-1856—Andrew Colvile.
1856-1858—John Shepherd.
1858-1863—Henry Hulse Berens.
1863-1868—Sir Edmund Head, Bart.
1868-1869—Earl of Kimberly.
1869-1874—Earl of Iddesleigh.
1874-1880—Viscount Goschen.
1880-1889—Eden Colvile.
1889- —Lord Strathcona and Mount Royal, G.C.M.G., G.C.V.O., F.R.S.

It may be here stated that from the "Coalition" in 1821, to 1905, when the last Fur Trade Commission was issued, about 262 individual "Britons" received service promotion thus, whilst their Imperial relationship is believed to have been as follows, namely:

55 of them were of English birth or extraction.
16 of them were of Irish birth or extraction.
11 of them were of French-Canadian birth or extraction.
110 of them were of Scottish and Canada Highland birth or extraction.
70 of them were of Orcadian and Lowland Scotch.
262 Total.

The estimated number of Commissions issued was:

5 Inspecting Chief Factorships.
103 Chief Factorships.
38 Factors.
208 Chief Traders, and
62 Junior Traders.
416 Total.

ADDITIONAL NOTE—I have, in recent years, been repeatedly asked to furnish *material* for an article respecting my life and services with the Company, but till lately I have evaded doing so, mainly for the reason that such a sketch would necessarily be more or less of an obtrusive personal nature. At length, however, I succumbed; and the result is much as I had anticipated, yet for certain service and general reasons I prepared some copies thereof for distribution chiefly among country and home friends. In order, however, to remove, or rather, qualify, the foregoing self-feeling, I have deemed it advisable to add some brief personal references and historical extracts which will enable those concerned and others to realize the highly valuable services rendered to Canada and the Empire by the "wintering partners," the officers and the servants of the old North West Company of Montreal, and the Hudson's Bay Company of England.

In 1857 Chief Justice Draper of Canada expressed the hope that he would live to see the day when a railway would span the great North West from the Atlantic to the Pacific. Thirty years later the vision had become a reality! Canada had previously the advantage by the discovery and consequent possession of the great North West Territories in question — legally transferred to her in 1870. Thanks for the above are humanly and mainly due to the foresight of, and to the enterprising spirit evinced by, that courageous and indefatigable group of men whose past services to their country have been so easily and ungratefully forgotten by the government—the bourgeois of the North West Company of Montreal.

Bancroft, the American historian, states "that the officers and servants of the amalgamated Hudson's Bay Company were as much gentlemen by instinct in their treatment of Indians as in their treatment of civilized men and women. Wherever they had the country entirely to themselves there was little trouble with the natives. Their management of them was perfect. They treated them first of all as human creatures, not as wild beasts; they were to them as children, not the enemy of civilization. In their intercourse they were humane, in their dealings honest. Offences were followed by justice, not revenge. It was the Chief Factors and the Chief Traders of the Company, especially in the West, who really determined many relative matters, and that there could be no doubt that, but for the discoveries of Sir Alexander Mackenzie and other North West and Hudson's Bay men, together with the energetic trade occupation by the United concern, the whole of the Pacific slope would have been lost to Canada and the British Empire. History will no doubt accord to the Hudson's Bay Company and its officers in Canada their due meed of appreciation for the excellent results of their just and beneficent policy of dealing with the Indians, which prepared them for the exigencies incidental to the settling up of the country by white men, which is now and since the transfer to Canada been done peacefully and with comparatively little trouble. In this connection, however, the Dominion must never forget the great and valuable services rendered by the missionaries of the Roman Catholic and Protestant faith, and of the beneficial influence which for the past ninety years has been exercised by those zealous men over the natives of the former chartered and licensed territories of the Hudson's Bay Company.

The chief surveyor of the Hind-Dawson exploratory expedition of 1857-8 reported to the Canadian Government of that time "that it was impossible not to admire the order and system which were everywhere observed in the management of the Company's posts and trade. It was a vast system of economy, carried out with the utmost sagacity and foresight in all its details, and a system, too, which seemed to work equally well under circumstances widely different—in the back settlements of Canada as on the stormy shores of Labrador and Hudson's Bay; among the warring tribes of the plains; along the pine-clad lands of the Pacific, or in the frozen regions of the far north it seemed alike to be successful. An organization so perfect can only be traced to the agency of superior management, and it was his opinion that the success of the united companies was as much due to the high talent of the officers who had the direction of their affairs, as to other circumstances to which it is more frequently attributed, and that there could be no doubt that the same judgment, care and economy brought to bear on any pursuit, would meet with a very marked measure of success."

An eminent writer has stated that "there can be no doubt that throughout the British Empire and the world at large Providence raises men of mark to carry on great, noble and commanding works. The North West and Hudson's Bay Company's services, like that of the East India Company (on a larger scale) have for some two centuries produced many such characters and for similar reasons—the habit of isolated command and responsibility, constant familiarity with more or less danger, and the occasional, and sometimes frequent, necessity, perhaps under even desperate circumstances, of rapid exer-

cise of tact and sound judgment and in coming to a safe conclusion, when life and property were often staked on an immediate decision."

In 1867, the "Westminster Review" expressed itself as follows:—"The Hudson's Bay Company have, we are willing to believe, ruled well and justly, as far as they could do so, compatibly with the interest of their trade. They have explored the country, and prepared the way for settlement. The great travellers who were officers of the old North West Company (Mackenzie, Fraser Stuart), with Dease, Simpson and Dr. Rae, of the Hudson's Bay Company, have contributed more to our knowledge of Northern America, than any others, and left undying names behind them. They have rendered good service too, by maintaining amicable relations with the Indians, and for many years past prohibiting the use and sale of spiritous liquor in their traffic."

Governor Lord Strathcona, at the annual Hudson's Bay meeting of 3rd July, 1900, stated: "The Company has passed through 200 years of its existence as a governing body, and this is its 230th year of existence as a corporate body, and its business was carried on some few years earlier. I think it must be a source of great gratification to the honorable proprietors to know that during that long time those responsible have so managed and administered the affairs of the Company in dealing with the native tribes, as to gain their confidence to an extent which I believe has never been experienced in any other instance either in the colonies of the Empire or in the United States. Moreover, the administration of the Dominion of Canada was greatly facilitated when Rupert's Land was incorporated with it, and that was fully acknowledged by its ministers. The Hudson's Bay Company have practically conserved to Canada and the Mother Country a vast extent of the most valuable territory for settlement, which otherwise must have been alienated from them."

("Thou shalt rise up before the hoary head, and honor the face of the old man, and fear thy God. I am Jehovah.''—Leviticus, chap. 19, verse 32.)

NOTE—It is surely high time that some definitely favorable and satisfactory action should be voluntarily taken by the "*Powers that be*" in the interest of those whose predecessors did so much for Canada and the Empire! They are merely asking them, so far as landscrip is concerned, the same basis of treatment accorded by the Government to those "White Pioneers," who came to the country, between the years 1812 and 1836.

In this connection the Government of today might well remember the statement made in Parliament by the late Sir Adolph Caron in reference to the North West Riel Rebellion of 1885.

"If it had not been for the help given by the Hudson's Bay Company, and Mr. Wrigley, the gentleman in charge of their business in Winnipeg, the Department could never have achieved what they did achieve." In fact, it was generally known at the time, that without the aid of the Company, (and their officers and servants in the country) which turned all its available resources into that channel, it must have taken the Government months longer to crush the Rebellion.

Respectfully submitted by R. MacFarlane, Retired Chief Factor of the Hudson's Bay Company.

Winnipeg, Manitoba, 10th September, 1913.