

Call of the Wild

In spite of official attempts to confine New France to the banks of the St. Lawrence, where it could easily be

Trading Ceremonies

The actual trading was accompanied by elaborate ceremony. The "Upland Indians" would come to the post with their furs in June and July. Pausing a short distance upriver to organize their approach, they arrived amid a thunderous gun salute. Speeches were made, gifts exchanged, and then the Natives withdrew to their lodges to feast and fraternize for two or three days. When trading began, furs were passed through the trade-shop window in exchange for goods that were thoroughly inspected by the trading chief. Each pelt was given a value measured in terms of a prime adult or "made" beaver. A bearskin might be worth two made beaver, while it took eight muskrat to equal one. Trade goods were also priced in beaver: for example, a gun equalled six beaver. Trading concluded with more speeches and gift-giving, before the Natives returned to their inland territories for the winter. The Amerindians took most of their trade in such useful items as firearms, knives, kettles, axes, and cloth. They also exchanged a smaller

proportion of their furs for luxuries — beads, alcohol, and tobacco. Alcohol was always a controversial item. Officials in New France tried piously to ban its use, but in fact the French were notoriously liberal with their stocks of brandy, which was preferred by up-country customers to the English version, a nasty mixture of cheap gin and molasses. Since they could carry only so much away with them, the attraction of liquor for Natives was that it could be consumed on the spot. Trading sessions might be accompanied by lengthy drinking bouts; however, the effect of liquor on Native society should not be exaggerated. Drinking appears to have been a festive activity confined to trading time, perhaps with some religious overtones. Rarely did it become part of the Amerindians' daily life in their own environment.



defended and administered, the riches of the hinterland exerted an irresistible pull. As the trade expanded geographically, problems of transportation and supply increased. Canoes grew in size from the early, three-person craft to large, twelve-metre canoes paddled by crews of four or five and able to carry 1,300 kilograms of freight. The business was no longer open to every colonist who wanted a taste of adventure. It was too expensive to get started and the government controlled it by a combination of licences and regional monopolies leased to merchants or military officers. The period after 1680 saw a general decline in the number of merchants involved in the trade.

As the seventeenth century drew to a close, the trade was more than ever a factor in the contest for power in North America. Because of the military alliances with Amerindian groups throughout the vast territory claimed by France, it was now a crucial diplomatic weapon in the rivalry with the English colonies to the south.

Shop at the Bay

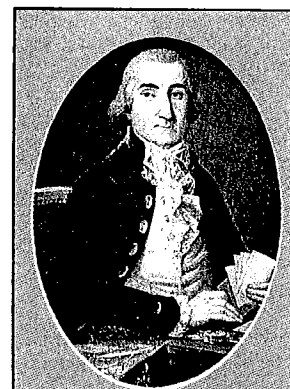
But the greatest competition for control of the fur supply was in the north. In 1660 two *coureurs*, Pierre Radisson and his kinsman Médard Chouart, Sieur des Groseilliers, returned from a trading mission among the Cree north of Lake Superior with a plan to exploit that distant fur reserve by entering it directly by ship through Hudson Bay. French officials were not enthusiastic about further inland adventures, so the pair took their plan to England. There, a group of merchants outfitted two small vessels, *Eaglet* and *Nonsuch*, for a trial visit to Hudson Bay in 1668.

The *Eaglet* had to turn back, but *Nonsuch* wintered at the bottom of James Bay, by the mouth of the Rupert River, and returned to London the next summer



Musée du Québec

"The Chasse-Gallerie". This painting by the Quebec illustrator Henri Julien depicts one of the most popular tales of the fur trade. The story goes that the Devil promised to transport a canoe-load of voyageurs home to the St. Lawrence colony for New Years Eve, but if they spoke the name of God or touched a cross or a church steeple during the trip, he would claim their souls.



Musée du Québec

A French fur trader. Eustache-Ignace Trottier Desrivieres was one of a long line of fur traders dating back to the 1640s when the first member of the family immigrated to New France. Beginning as humble coureurs des bois, the family expanded its business interests until it controlled the trade at several posts. This portrait was done by François de Malepart de Beaucourt (1700-1794), who may have been the first Canadian-born artist to study painting in Europe.

with a rich cargo of furs. Encouraged by this promising result, a coterie of financiers and courtiers calling themselves "The Governor and Company of Adventurers of England trading into Hudson's Bay" acquired a charter from King Charles that gave them the monopoly on trade in all lands drained by rivers flowing into the Bay. This huge empire, measuring 7,770,000 square kilometres, or about one third of the present land area of Canada, was called Rupert's Land in homage to Prince Rupert, the King's cousin and the company's first governor.

The Hudson's Bay Company's strategy was to take advantage of its direct sea access to Europe and rely on Amerindians to collect and transport the furs from the interior. At the mouths of major rivers, company traders erected small forts, draughty log houses roofed with grass or bark, caulked with moss, and surrounded by pointed log stockades. Supplied by ship each summer with trade goods and provisions, the forts were the focus of activity. When the Natives had come in for the brief trading season after spring break-up, furs were shipped to England for auction. Critics of this strategy derided it as "the sleep by the frozen sea", but it was effective enough for many years.

The post was not entirely a man's world. Traders did not bring their wives with them, but they often took Native "wives" for their time in the fur country. These liaisons, tolerated by the French, were at first forbidden by the Hudson's Bay Company, which disliked contact between employees and Natives for fear of private trading. Loyal as they might be, however, the company's servants were not about to accept celibacy as the price of living in Rupert's Land, and postmasters regularly kept a "country wife". Other employees could always rendezvous with Native women when they left the post to hunt, fish, and gather wood. These women were extremely valuable to traders as interpreters, guides, and manufacturers of snowshoes, mocassins, and clothing. As well, country wives were a cultural bridge between traders and Native groups.

Amerindians adapted to the presence of European traders in different ways. Some Cree families, the so-called "home-guard", settled close to the posts, where they provided food for the newcomers and, as well as hunting furs, served as guides, interpreters, and couriers. Others, mainly Cree, Ojibwa, and Assiniboine, acted as intermediaries, carrying trade goods inland to be exchanged for furs

Unveiling June 23

Longlac to Have Plaque Recalling Fur Traders

June 23, ⁽¹⁹¹¹⁾ at 7:30 p.m., an historical plaque will be unveiled in the Centennial Park at Longlac, commemorating the early fur trading posts of the area. The plaque is one of a series being erected throughout the province by the Department of Public Records and Archives, acting on advice of the Archaeological and Historic Sites Board of Ontario.

The ceremony is being arranged and sponsored by the Longlac Centennial Committee, whose chairman, Morris Wlasy, will act as program chairman. Others expected to take part are Reeve Herman Tremblay of Longlac township and Prof. K. C. A. Dawson of Lakehead University, who will represent the Historic Sites Board of Ontario. The plaque will be unveiled by Emile Finlayson, one of the earliest residents and great-grandson of a noted Hudson's Bay Company officer.

Toward the last quarter of the 1700's, as the Hudson's Bay Company began its second century of operation on James Bay, a policy of vigorous expansion was undertaken. The company had established Henley House, some 120 miles upriver from Fort Albany, in 1741, but the activities of Canadian traders, notably those of the newly-founded North West Company after 1779, now called for sterner measures.

RETURNS DIMINISHING

The Canadian practice of intercepting Indians on the headwaters of the great rivers flowing down to James Bay was making itself felt in diminished

McPherson was taken to Fort William, where the charge was dropped, and he was still there when Lord Selkirk seized the place that August.

His chief, William Thomas, was of the opinion that inexperience and poor relations with his employees had been largely responsible for the poor showing of Long Lake House under its erstwhile master, and he was succeeded in the fall of 1816 by James Tait. Tait, able and meticulous, drew a map and kept records of courses and distances travelled, which have proved extremely useful to historians of the area. Arriving at Long Lake Sept. 23, 1816. Tait found the house largely dismantled, he supposed by the opposition. Despite this inauspicious beginning, he got along quite well with the rival trader, Solomon Mittelberger, whose residence stood a mere 200 yards to the north, although no opportunity was lost by either to take advantage of the other.

COMPANIES MERGED

Tait, ill since March of the previous year, left for Henley House in June, 1819. He was succeeded by John Train, who on June 5, 1821, heard with disbelief from his Canadian rival that their two companies had merged. It was true, however, and thereafter the staff of the combined establishment was reduced, and the North West Company post apparently abandoned. The Nor'Westers' Pic River route was, however,

soon adopted in place of the tedious Kenogami-Albany route to the Bay. By 1832 the post had become a relay station on the "winter express" route linking Nipigon and the Pic and, more broadly, Red River and Montreal.

The march of civilization brought an end at last to the colorful but arduous methods of early days. Freighting of supplies by York boat up the Pic River ceased in 1905, and these subsequently came in from Jackfish, a CPR station on the north shore of Lake Superior — the link being a winter road to the south end of Long Lake. When freighting of supplies for construction of the Canadian Northern Railway began, a steamboat and scow were put into service on Long Lake in 1912. The first passenger train passed through Longlac in June, 1914, and seven years later the Hudson's Bay Company moved its post to its present location near the railroad. Since that time it has served the growing village primarily as a retail store, the local economic emphasis having changed long since from furs to minerals, lumber and, more recently, to pulp and paper and plywood.

Of the complex of buildings which constituted Long Lake House, scarcely a trace remains in the grassy clearing two miles across the lake. The site of the Nor'Westers' post has been considerably eroded by the high water level of recent years, and much fragmentary evidence of its occupancy may be seen in the shallows at the foot of the banks. Similar material was recovered in the course of an

RETURNS DIMINISHING

The Canadian practice of intercepting Indians on the headwaters of the great rivers flowing down to James Bay was making itself felt in diminished fur returns at the bayside posts. Thus the master at Henley House began to receive annual urgings from his superior at Fort Albany, to expedite exploring the country inland from his post. In March, 1801, John Hodgson at Albany wrote Magnus Birsa at Henley: "I have another object in view by sending to you in winter for as hitherto we have endeavored in vain to find out the road which leads to Wipiscuacow, where I am informed a considerable quantity of Trade can be procured, and where Canadians have been settled time out of mind. I have come to a determination to endeavor to establish a post in that Quarter . . ."

'Wipiscuacow' is today's McKay Lake. How long the Canadians had actually been there is not known, but Long Lake is shown on a map dated as early as 1763.

The urgings from Fort Albany became increasingly sharper in tone from 1801 to 1812, but low water, lack of guides or canoes and other problems frustrated all attempts to comply. In 1812, however, a small outpost was established at Manitounamaig Lake, some 12 miles north of Long Lake. This outpost was again in operation in 1813-14, with one Donald McPherson in charge, and at the end of July, 1814, he was dispatched with a staff of eight to winter at McKay and Long Lakes.

NOR'WESTERS THERE

They found the Nor'Westers already established on Long Lake, and McPherson's relationship with them was anything but amicable. In June, 1816, McKay, the Canadian master, arrested him on a charge of having unlawful possession of North West Company property.

duced, and the North West Company post apparently abandoned. The Nor'Westers' Pic River route was, however,

Business Briefs

By THE CANADIAN PRESS

MOTOR OUTPUT UP

The Dominion Bureau of Statistics reported in Ottawa Tuesday motor vehicle production totalled 98,345 units in May, 11.6 per cent higher than the same month of 1966, when production was 88,126. Passenger vehicles increased 4.1 per cent to 73,486 units.

INDEXES HIGHER

Consumer prices moved higher in all major cities except Saint John between April and May, the Dominion Bureau of Statistics reported in Ottawa Tuesday. Toronto was up to 149.8 from 149.6, and Ottawa 146.2 from 145.7.

MORE COLOR TV

About 140,000 color television sets will be sold this year in Canada, the Electronic Industries Association of Canada said in Toronto Tuesday. It also said sales of color TV sets will rise every year to an estimated 425,000 in 1971. Canadians now own about 142,000 color sets and 4,750,000 homes have one or more black and white sets.

TO OFFER COURSES

The Canadian Bankers' Association announced in Toronto Tuesday the formation of an educational and professional institute to be known as the Institute of Canadian Bankers. Its objectives will be to "develop the education of the individual banker and the standing of banking as a profession." It will offer courses to employees of chartered banks with evening lectures in co-operation with Canadian universities.

Nor'Westers' post has been considerably eroded by the high water level of recent years, and much fragmentary evidence of its occupancy may be seen in the shallows at the foot of the banks. Similar material was recovered in the course of an archaeological investigation under auspices of the Ontario Department of Public Records and Archives conducted by Prof. Dawson in 1963-4.

Add Spice to

Old Spice

AFTER SHAVE

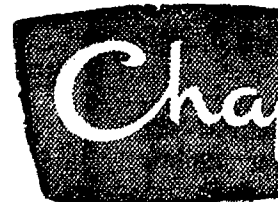


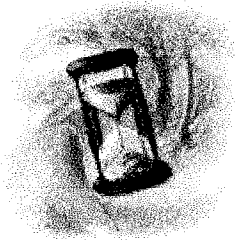
Overwhelming favorite with men gives them the best ending to the day...brisk, soothing to the skin...brisk, of With the man-favored aroma

2 1/2 oz. size 73c

9 1/2 oz. size

Cosmetics — Cha





History

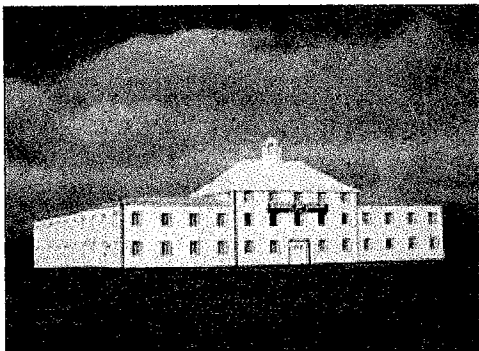


York Factory National Historic Site

The Commemorative Intent of York Factory

- York Factory is commemorated for its critical role in the French-English struggle on Hudson Bay for control of the fur trade, as an important Hudson's Bay Company trading post and entrepôt (See definition below) for over two and one half centuries, and for its role in the expansion of the fur trade into the interior of western Canada. The following are essential to an understanding of the national significance of York Factory: the importance of the fur trade in Canadian history, the international dimensions of the trade, and the interaction of aboriginal peoples and their trading partners at York Factory, was integral to the role of the site.
- (Entrepôt is defined as an intermediary centre of trade and transshipment.)
- The site is comprised of 102 hectares of land on which the most prominent feature is the Hudson's Bay Company's Depot building. The main location of cultural resources (i.e. around the Depot) is cleared of willow and other encroaching vegetation. The remainder of the site is marsh and boreal/taiga forest cover.
- York Factory served for almost two centuries as a major administrative, transshipment and manufacturing centre within the fur-trade network. Successive generations of structures existed near or on this site, as control of the area shifted between the French and English. The current site, known as York Factory III, was developed after 1788. After 1850, the post diminished in importance and was abandoned by the Hudson's Bay Company in 1957. Ownership was transferred to the Government of Canada in 1968.

Location



Parks Canada/York Factory Collection

York Factory is located near the mouth of the Hayes River approximately 250 kilometres southeast of Churchill. Its location on the Hayes River near Hudson Bay, and with access to the Nelson River, was a deliberate choice on the part of the Hudson's Bay Company. This location was accessible by ocean-going vessels, which would anchor at Five Fathom Hole, and provided safe harbour. From here goods were transferred to York Factory and smaller boats for inland trade via navigable rivers.