

Surveyors of The Past

—BY CHARLES FAIRHALL—

V. B. WADSWORTH

The narrative of a teen-aged surveying student on a survey party in Muskoka in 1860 and 1861 — V. B. Wadsworth, for whom Lake Vernon is named.

Lake Vernon, near Huntsville, was named in 1860 for a teenager, Vernon Bayley Wadsworth, who as a surveying student, came to Muskoka with John Stoughton Dennis, P.L.S., to assist in government surveys of importance to the later settlement of this part of Ontario.

The family of Vernon Wadsworth still are remembered in Muskoka as summer residents on Lake Rosseau. He lived to be 96 years of age, and died in 1940. He had a distinguished career in surveying and business.

As a pupil, Vernon Wadsworth was evidently highly regarded by J. S. Dennis, for when the latter retired from private practice and became Surveyor General for the Dominion of Canada (later Deputy Minister of the Interior), he handed over his business to Vernon Wadsworth "without compensation." Mr. Wadsworth formed a partnership with B. W. Gossage, and later with Charles Unwin, who had done the original survey of the Muskoka Colonization Road up to Muskoka Falls. This partnership conducted many of the surveys of importance in Toronto and Ontario for the government, railways and industries including Muskoka sawmills. In 1867, however, Mr. Wadsworth became inspector for the London and Canadian Loan and Agency Company and later was general manager, retiring in 1921. In 1910 Mr. Wadsworth had purchased a summer home on the shore of Lake Rosseau, in the village of Rosseau.

In 1926 Mr. Wadsworth wrote a History of the Exploratory Surveys of John Stoughton Dennis, Provincial Land surveyor, in the Muskoka, Parry Sound and Nipissing Districts, 1860 to 1865, as well as telling of his own career. It is from this history, which was mimeographed for private circulation, that we quote in this chapter. We acknowledge the kindness of Bryan Vaughan, of Toronto and Lake Rosseau, in having a few years ago made a copy of this interesting monograph available to us.

Vernon Wadsworth became an articulated pupil of J. S. Dennis, of Toronto, in May, 1860. He was 16 and had that April passed his preliminary Examinations at the old Parliament Building,

Front and Wellington Streets, Toronto. Colonization roads were to be developed into Muskoka, Parry Sound and Nipissing he said. The only settlements there in 1860 were the very small ones at Severn Bridge and Parry Sound. He said:

"The Muskoka Road at that time was extended 12 miles from the crossing of the Severn River to where Gravenhurst is now situated. At Parry Sound three or four small houses and a small sawmill were located, but no road thereto, nor were there any farms or settlers in that vicinity. Nor indeed was there any settlement from the Georgian Bay and the Severn River northward to Lake Nipissing, and northward beyond, excepting the Hudson Bay Company's posts and these are few and far between.

"To develop this large forested country, the Commissioner of Crown Lands of that time instructed J. S. Dennis to make exploration surveys throughout the districts, and if the exploration surveys reached a country suitable for farming settlement, then roads were to be opened to be based on those survey lines with outlets on suitable Georgian Bay harbors.

"The instructions to J. S. Dennis comprised the location and extension of the Muskoka Road northeastward to the north branch of the Muskoka River with suitable bridge crossing over the Muskoka River, starting from the end of the located road at the Falls on the south branch of the Muskoka River, and thence easterly and northerly north of the Muskoka River to the surveyed line of the Bobcaygeon Road.

"On completing this exploration for road survey, an exploration line was to be surveyed westerly through the Indian Gardens, now Port Carling, from a point about five miles north of the crossing of the north branch of the Muskoka River, and to terminate at the mouth of the Muskosh River, the outlet of Lake Muskoka on the Georgian Bay.

"Failing to find the country traversed suitable for settlement on this last-mentioned line, then the survey party proceeded to Parry Sound and ran an exploration line easterly 50 miles or so to the intersection of the Bobcaygeon Road line, and thereafter to survey a line from a point about five miles or so north of the crossing of the Muskoka River northward to the north end of Lake Rosseau, and westward to Parry

Sound, which, if he found to be the best navigable harbour for the Georgian Bay trade, was to be adopted as the terminal point for that road, and the lake-port for the district.

"Thereafter a line was to be run from the north end of Lake Rosseau to the mouth of the South River, falling into Lake Nipissing. This line was estimated at 80 miles in length and was to be a theodolite line with explorations on each mile extending for a distance of three or four miles east and west of the main survey line, and to locate by diversions the site of the future colonization road where the main line was unsuitable.

"These surveying operations were very extensive, and required a more intimate knowledge of the district and the lakes therein than the Government maps of that time disclosed.

"Mr. Dennis organized his surveying party about July 1st, 1860, hiring the axe-men, cook and packers at Penetanguishene, Indians and half-breeds—the best of men for such work. The staff associated with J. S. Dennis were John L. Oliver; Milner Hart, student; V. B. Wadsworth, student, and MacDonald to be store camp keeper, and he was succeeded by Mr. Gentle who overlooked and guarded the provisions etc. The men were to meet us at Orillia supplied with their axes, blankets, clothes and other necessities.

"Mr. Dennis and staff left Toronto, travelling by the old Northern Railway, which then ran to Collingwood, passing through Allandale, and with a switch from Lefroy to Belle Ewart on Lake Simcoe where we took passage on the steamer "Morning" in charge of the late Captain May, and proceeded to Orillia, touching at Jackson's Point, Beaverton and Atherley and arrived at Orillia about 2.00 p.m.

"There was a great storm on Lake Simcoe that day and it was very rough and very difficult for the steamer to touch at the respective points, and seasickness was common amongst the passengers.

"On our arrival at Orillia we took rooms at Stafford's Hotel and our men from Penetanguishene were there awaiting us. The next morning we hired two or three row boats and started up Lake Couchiching and duly reached the north end, a 12-mile row, to the outlet of the lake, being the Severn River which falls into the Georgian Bay on the north shore opposite Port McNichol. There are three

outlets of the Severn River from Lake Couchiching.

"We camped near the saw-mill, owned and operated by the late Quetton St. George, and waited there for one Harvey who with his team was to transport our provisions and camp equipment, etc., to Lake Muskoka, distant about 12 miles northward.

"The then travelled road, known as the Muskoka Road, terminated there, and the road was so unfinished that a loaded team could only haul about 800 pounds of provisions, etc. and consequently to supply our party, Harvey had to do a lot of teaming to forward our supplies to Lake Muskoka.

"We spent the day at St. George's mills amidst the rattlesnakes which at that time abounded there, some exhibited in cages. The next day we walked along the Muskoka Road, crossing the main Severn River and then entered the Laurentian Rocky Country of Muskoka. High rocks barred the way and presented a poor prospect for the settler accustomed to the fertile lands of Southern Ontario.

"At this crossing of the Severn River there were two or three houses, and a store kept by one Jackson, and I there met my friend, W. A. Browne, whose father was surveying the Township of Morrison.

"From this point northward the road passed through a very rocky, sandy country, timbered principally with pine, hemlock, birch, etc. We followed Harvey's team on foot through an unsettled country, and in the afternoon reached the termination of the travelled road (now Gravenhurst). No one was there. Even the men who had been constructing the road had left for their homes at Orillia and other outside points. There was no roadway fit for a team or even a pathway to the south bay of Lake Muskoka where we intended to camp and obtain canoes for travelling across Lake Muskoka to where our surveys commenced, on the south branch of the Muskoka River. However, our men quickly cut out a roadway to the bay shore, about a mile distant, and suitable for a wagon to pass over and we then camped there.

"Harvey, day after day, brought in our required supplies from Orillia, till we were fully supplied for the season's operations. Our food was principally flour, and Chicago mess pork in barrels, and tea and at first some beans.

"Mr. Dennis's desire was now to obtain a birch bark canoe to make a canoe traverse of the lakes connected with the Muskoka Rivers, as there was no surveyed record of the lakes and rivers in the district we were to survey."

(In this remark it is again seen how the accurate maps prepared in 1847 by David Thompson were then overlooked or buried deep in government files).

"We had no canoes with us, and expected to obtain them from the Indian Village, which was about 25 miles northward (now Port Carling). Fortunately our men found an old birch bark canoe concealed by the Indians in one of the bays, and having duly repaired same and made paddles, Mr. Dennis and two men proceeded to the Indian Village of Obojawanung (now Port Carling) and returned in a couple of days with sufficient canoes to transport the party and supplies across Lake Muskoka to the mouth of the Muskoka River and thence up the river to the first falls thereon, where Bracebridge is situated today.

"The lake was calm and beautiful, many rocky islands on our course, clothed with pine and hemlock, making altogether a charming prospect. As we passed from the south bay into the main Muskoka Lake at the narrows, we saw the first encampment of Indians, namely Menominee, his wife and two grown-up daughters. Menominee was clad in Indian style with shirt breech-cloth leggings and moccasins, no hat and long black hair reaching to his waist—a wild-looking Indian. His permanent camp and home was on Mary's Lake and there is now a post-office named after him near that lake.

"We reached the mouth of the Muskoka River after a paddle across the lake of some ten miles, and passed up the river to the first falls, where Bracebridge now stands. Near the mouth of the river we saw a log house with a small potato garden around it, and found that it was the trading post of Alexander Bailey who was then at his permanent home in Penetanguishene, passing en route the mouth of the south branch of the Muskoka River flowing from Lake of Bays. We soon reached the basin at the foot of the falls, a beautiful circular basin of several acres in extent and the fall itself is upwards of 50 feet in height—an impressive sight. Mr. Dennis arranged for a permanent store camp at the foot of the falls on the south side of the basin and at the base of a high perpendicular rocky hill there situate, with MacDonald as store-keeper.

"There were no white settlers in all the route we had travelled excepting at the Severn Bridge. It was a virgin wilderness. The rivers and lakes teemed with fish, bass, salmon trout, speckled trout, pickerel, etc., and the woods with red deer, partridge and many beaver and o'her fur animals. Moose were not seen there in those days. They were confined to the Ottawa River region.

"Mr. Dennis with three men and a birch bark canoe now commenced his canoe traverse of the lakes and rivers in that district, and passing up the Muskoka River he reached Mary's Lake, Fairy Lake and Peninsula Lake and discovered Vernon Lake and Vernon River, (named after the writer) and the tributary, East Sand River. He did not go to the Lake of Bays, or Trading Lake as the Indians called it from the fact that an Indian, one Bigwin from Snake Island in Lake Simcoe, traded somewhat with those Indians in that Lake.

"On returning to our base store camp at the Falls, Mr. Dennis then made a canoe traverse of the shores of the connecting lakes, Muskoka, Rosseau and Joseph, which latter lake he discovered and named after his father, at that time residing at Buttonwood near Weston. He also traversed the Muskoka River from its outlet in Lake Muskoka to the Georgian Bay where a sawmill was there in operation. Having thus obtained the location of the lakes and rivers in the district to which our surveys were confined, and with Bayfield's Chart of the Georgian Bay Coast, we were fully equipped for the surveying operations required.

"We now proceeded southward about four miles to the falls about 100 feet high on the south branch of the Muskoka River where the existing Muskoka Road terminated, and after selecting the bridge site crossing on the north branch of the Muskoka River, where Bracebridge is now situated, we there found the Muskoka Road cut out to this south falls and the necessary timbers collected to construct the bridge, but otherwise not a sign of civilization.

"These falls were very beautiful, the river passing through a rocky gorge with high precipitous banks—a wild and beautiful scene clothed with pine and evergreens.

"Our surveying operations now commenced and we located by compass lines the road line between the two falls on the north and south branches of the Muskoka River and thence ran northerly for several miles along the old District Line, the west boundary of the then surveyed Township of Macaulay, to Falgenburg village of this day, and thence northeasterly, locating the road en route and keeping north of the Muskoka River until we reached Vernon River, the outlet of Vernon Lake, where the Town of Huntsville is now situated, and thence proceeded eastward north of Fairy and Peninsula Lakes until we reached the surveyed line of the Bobcaygeon Road. The country passed through was well timbered with pine, hemlock and hardwoods with not much rocky land and well suited for settlement.

"On completion of this work the party then returned to a point on our located Muskoka Road Line at about five miles north of the bridge site on the north branch of the Muskoka River and commenced the survey of an exploration line passing westerly between Lakes Muskoka and Rosseau to near the Indian Village now Port Carling, and crossing the Indian River thence westerly and southerly north of Lake Muskoka to a crossing on the Moon River, a branch of the Muskosh below the site of now Bala village and eventually reaching the Georgian Bay at the mouth of the Muskosh River where the sawmill was situated.

"We found the country for upwards of 20 miles northward of the Georgian Bay very rocky and swampy and totally unfit for settlement and, therefore, the mouth of the Muskosh River was abandoned as a shipping port for the Muskoka District.

"Our next operation was to commence an exploration line at Parry Sound, and to carry this out Mr. Dennis instructed the party to disband and we hired a sail-boat at the Muskosh mills and sailed across the Georgian Bay to Penetanguishene—a lovely moonlight night and pleasant sail of about 20 miles. The men were discharged and the surveying staff returned to Toronto via stage to Barrie and thence by rail to Toronto.

"A new party was organized by Mr. Dennis about the 1st of November, 1860, for the survey of an exploration line from Parry Sound extending 50 miles eastward to the Bobcaygeon Road survey line. The staff selected for this survey were J. L. Oliver, H. J. Cambie, Milner Hart and V. B. Wadsworth. We proceeded as usual by rail and stage to Penetanguishene and found our men, who had been hired by Alfred Thompson, ready to accompany us. They were picked men and experts in all kinds of bush life. Mr. Dennis did not accompany us on this survey.

"There were no steamers in those days so we hired a sailing bateau, large enough to carry our whole party, provisions, etc. and started off on our 50-mile lake trip, making Moose Point the first night and there camped. The next evening we reached Parry Sound, passing by the inner channel, and found the place consisted of three houses and a sawmill and a few people there. The sawmill was closed down for the season. The mill and whole establishment was owned by the Gibsons of Willowdale, York Township, one of whom was the father of the late Peter Gibson, a well-known Provincial Land Surveyor.

"We settled on the starting point of this exploration line on the east side of

the Parry Sound Bay and by Christmas Day had completed some 30 miles of survey. The whole party then returned to Parry Sound for a fresh supply of provisions and to obtain our snowshoes as the snow was getting quite deep, and the men made toboggans to help in the transportation of our supplies for the remainder of the survey. This line when completed passed at about what is now the village of Scotia Junction on the Canadian National Railway, and we reached the surveyed line of the Bobcaygeon Road in due course.

"The country passed through was well suited for settlement, rocky in parts but well timbered. There were not many lakes and as the consequence of this report the Government decided to adopt Parry Sound Harbour as the lake port on the Georgian Bay for an outlet for the settlers in that district, and the Government decided then to extend the road from the Muskoka Road near Bracebridge to Parry Sound passing northward from Lakes Rosseau and Joseph. After completing in February this 50 miles of exploration line, the party returned to Parry Sound and then started on the ice of Georgian Bay for Penetanguishene.

"Although the cold and exposure experienced was intense, with no heating of tents by sheet-iron stoves as is customary now, all kept well and the party reached Penetanguishene in perfect health after their arduous journey. The staff then proceeded by stage and rail to Toronto and the men were discharged at Penetanguishene.

"Immediately on arriving at Toronto I was called upon by Mr. Dennis to assist in surveying into farm lots the northern part of Rama Township, which fronts on Lake Couchiching and the east branch of the Severn River.

"In July, 1861, Mr. Dennis organized a survey party to carry on surveys of the colonization roads in the Muskoka and Parry Sound districts and accordingly the survey party, the staff consisting of J. S. Dennis, Arthur Bristow, William Oliver and V. B. Wadsworth, met at Gravenhurst—the axe-man and packers having been hired in Penetanguishene—and proceeded thence by canoe and sail boat (the first sail boat on those lakes, brought from Kingston, Ont.) to the head of Lake Rosseau, now known as Rosseau Village, passing through the Indian Village now Port Carling and thence to the head of Lake Rosseau where a store camp was established on the site where Pratt's Hotel was afterwards located, and we cleared about one acre of land there. We then proceeded to survey an exploration line westward to Parry Sound passing north of Lake Rosseau and Lake Joseph. The length of this line was about 25

miles. We reached Parry Sound in due course, much to the delight of the few people who lived there, as the construction of the road would enable them to get out to civilization in winter by land instead of by travelling on the ice of the Georgian Bay to Penetanguishene.

"We passed through a rough rocky country on this line and came to many lakes, which we crossed on rafts. The timber was principally pine, hemlock and hardwood, in places of good quality.

"Returning on our surveyed line to our store camp at the north end of Lake Rosseau, we commenced from that point the survey of an exploration line which would intersect our Muskoka Road line herebefore run north of Muskoka Falls, now Bracebridge, being at the point where we ran the line to the Indian Gardens. On this line we discovered Three Mile Lake and several other lakes and passed through a rough country. The surveyor in charge was Arthur Bristow for a short time, and thereafter Frederick Baldwin, Provincial Land Surveyor, took charge of the party.

"After completing this surveyed line we proceeded to the North Falls, now Bracebridge, and obtained provisions there. We found the bridge (now in the centre of Bracebridge) across the river partly constructed and three families settled there and the Muskoka Road constructed four or five miles. That was in December, 1861.

"We then proceeded to survey a line from the Muskoka Road Line east at a point where Huntsville is now situated on Vernon River out to the Bobcaygeon Surveyed Line and north of Mary, Fairy and Peninsula Lakes.

"On completing this work we returned to the Skeleton Lake region and started a survey line from the Parry Sound Road Line to connect with the surveyed Muskoka Road line at Vernon River, now Huntsville. This was in January, 1862. Before completing this connecting survey line, Mr. Dennis appeared one morning in January, 1862, at our camp near Skeleton Lake with two Penetanguishene packmen and informed Mr. Baldwin that the surveys in the Muskoka District by our party would be abandoned for the present as he was then surveying ten townships for the Canadian Land and Emigration Company in the Minden-Haliburton District and our party was to survey into farm lots the Township of Guilford. This was situated east of the Bobcaygeon Road and fronted on the Peterson Road and about 20 miles distant from Minden Post Office. We accordingly packed up and broke camp and passed over Three Mile Lake and down Lake Rosseau on the ice through the

Indian Village on through Muskoka Lake to the site of Bracebridge and thence to the falls on the south branch of Muskoka River and thence by the Peterson Road eastward to the Bobcaygeon Road and thence still eastward along the Peterson Road to Guilford Township, having travelled on foot about 80 miles to reach our destination. The Peterson Road for most of the distance was cut out but not travelled by teams excepting by timber teams in the winter and there were not more than a dozen settlers on our whole route of travel.

"I was then engaged in other surveys for a time and having served my term of apprenticeship, I passed my final examination and became a licensed surveyor in April, 1864."

"In November, 1864, I was instructed by Mr. Dennis to survey the Rosseau and Nipissing Road Line commencing at Cameron's Bay at the north end of Lake Rosseau and terminating at the mouth of South River on Lake Nipissing. I proceeded to Penetanguishene and hired the necessary axe-men, cook and packers for this survey and crossing in canoes over the Georgian Bay, we proceeded up the Muskosh River to Lake Muskoka and joined Mr. Dennis and staff at South Bay. The staff associated with Mr. Dennis were V. B. Wadsworth, O.L.S., in charge of survey, Milner Hart, O.L.S., Archibald McNabb, O.L.S., and Charles Mackenzie, explorer, and 12 men. We proceeded up Lakes Muskoka and Rosseau to Cameron's Bay and there built a store camp and commenced the work. We reached the crossing of the Magnetawan River on Christmas Day and then returned to our store camp for supplies for the next link in our survey from the Magnetawan River to South Bay, Lake Nipissing, a distance of about 35 miles. Thereafter the line was carried through to South Bay, Lake Nipissing, and we completed same and returned to the store camp on Lake Rosseau where our canoes were located, after walking back on our surveyed line about 80 miles, and then proceeded down Lakes Rosseau and Muskoka to where Bala is now situated, and thence down the Muskosh River to the Georgian Bay and thence across the Bay to Penetanguishene where the men were discharged and the rest of the party returned to Toronto via stage to Barrie and the railway to Toronto.

Later years

"I had the opportunity afterwards of passing through the above named districts on the completed road lines which I had been engaged in surveying, namely the Parry Sound road to Parry Sound, the Rosseau and Nipissing Road to Magnetawan Villae and touching on the Muskoka Road at Bracebridge and Huntsville, and witnessed the enormous development

of that section of the country since the time when I passed through it as a virgin forest. The Ontario Government had surveyed the country into Townships up to Lake Nipissing and these townships were fairly well settled and by a thrifty lot of people. Steamboat routes had been established by A. P. Cockburn on Lakes Muskoka and Joseph and Rosseau and on the Magnetawan River and canals constructed at Port Carling and at Magnetawan Village, and at Huntsville on the Vernon River, and a steamer passage cut at Port Sandfield, and very good passenger steamers were plying on those lakes and intervening rivers. Parry Sound had grown to be a town of 5,000 people and Bracebridge and Gravenhurst and Huntsville considerable centres of population and several lines of railway were in operation.

"The lumbermen who established sawmills on the Georgian Bay and interior lakes were also responsible in a great measure for the development of these districts in building roads and improving water courses and employing a large number of men."

Muskoka's first boat

It is worthwhile to add a few further notes written by Mr. Wadsworth separate from the above narrative. Of historic importance is his statement as to the first commercially built boat on the Muskoka Lakes in 1861, a boat brought to the District for use in the early surveys. The author was given this account in 1953 by the late Horace Prowse, of Beaumaris, and we believe it had been given in a letter by Mr. Wadsworth to Mr. Prowse, as follows:

"Mr. Dennis carried on the surveys in the District during the year 1861 and it became apparent that a boat was absolutely necessary to carry on the work and to freight supplies of food for the survey party. Mr. Dennis purchased a good substantial sailing boat from the Gormans, who were boat-builders in the city of Kingston. The boat was about twenty feet in length with iron centre board; was well equipped with mainsail and foresail and suitable for the purpose.

"Harvey, a freighter of Orillia, delivered the boat on the shore of South Bay, Lake Muskoka, as there was no wharf there at that time. The boat was sailed up the waters of Lake Muskoka and on to Lake Rosseau and moved across the portage at Port Carling on rollers and used that summer on Lake Rosseau for transport work. It was usually moored at the mouth of Shadow river where we had a store camp and the road line was being surveyed to Parry Sound. We had a storekeeper named William Oliver who was not accustomed to bush life so when some miles enroute

to Parry Sound I returned to see how Oliver was getting on and found he had moved out of a bell tent, which he had previously used as living quarters, into a log cabin. He explained that a few nights before he had been disturbed by some animal entering his tent. His dog attacked the animal which proved to be a bear in search of food. The dog and the bear fought and Oliver made for the boat which was anchored nearby and stayed on board all night and moved his quarters next day to his new habitation. The dog had followed the bear and returned in a couple of days quite lame from his conflict.

"As winter approached, the housing of the boat became a problem as there was no dock on Lake Rosseau nor suitable building at the time, so at the first snowfall I was instructed to take the boat on shore at some point near the head of Lake Rosseau.

"With one man, and an Indian who was camped there, on a site opposite where the Monteith Inn now stands, we proceeded along the east shore of Lake Rosseau to what is now called Lawrason's Bay, now Sunnyside, and found a suitable place at the end of the bay near the mouth of a small creek. We hauled the boat out of the water and covered it with balsam brush and placed sail and equipment on a platform made from trees.

"The surveying operations were transferred in 1862 to Haliburton District and although I returned in 1864 to the head of Lake Rosseau to survey the Nipissing Road line I did not hear of the boat then, but she was the first wooden boat of any description to navigate the Muskoka Lakes, excepting, of course, birch bark canoes. Now there are thousands of boats on these waters."

Indians at Port Carling

We also include other notes extracted from reminiscences of Vernon Wadsworth of his years as a surveyor:

"I met the Indian Medicine Man of the Ojibway Tribe, named Musquedo, at Obogawanung Village, now Port Carling. He was then 80 years of age but strong and vigorous. He had a flag pole in front of his hut with an emblem on top to denote his vocation. He invited me to a White Dog Feast and other pagan ceremonies when Mr. Hart and I were camped at the end of the Indian River on Lake Muskoka. He had a large silver medal conferred upon him for bravery at the battle of Queenstown Heights in 1812, in which he participated on the British side with other Indians of the Georgian Bay district. His son, William King, was elected Chief of the band and I stayed one night with King and his sister in their hut en route to join our survey party at

Portage Bay, Lake Rosseau. I feel sure Lake Muskoka was named after old Musquedo, although other residents of that section say that it was named after an Indian from Lake Simcoe. Lake Rosseau, in my opinion, was named after an Indian interpreter named Rosseau who was employed by Governor Simcoe in his treaties and interviews with Indian tribes on Lake Ontario and with the Indians of Georgian Bay and Lake Simcoe districts. Rosseau's home was at the mouth of the Humber River on Lake Ontario, near Toronto, and on the Indian portage leading from Humber Bay to Lake Simcoe. William King, the son of Musquedo and Indian Chief of the Port Carling band, was always dressed in black broadcloth clothes when at Penetanguishene or other outside village centres and also wore a high black hat."

"I met another Indian and his wife and family, named Abram Asey. He was encamped on the Rosseau Village Bay in a wigwam near the present Rosseau steamboat wharf, and Asey was then the only individual camped or settled on Lake Rosseau, excepting Indians. His birch bark wigwam was warm and comfortable and the floor covered with beaver and other valuable furs, and I envied him for possessing such a comfortable lodging at this winter camp. Asey's permanent home was on Beausoleil Island in the Georgian Bay. When our survey party was at the Bridge site on the Muskoka River (now Bracebridge) the only settler there, named Cooper, entertained our survey party men and staff and had a dance at his log house. Cooper was unmarried and was a fiddler, so he cleaned out the one room of his house to permit of a dance and Asey, the Indian, was one of the party and was requested to give an exhibition of an Indian war dance. To this he agreed and, as he was concluding it, he gave loud war-whoop, pulled out his scalping knife and quick as lightning seized me by the waist and threw me to the floor on my back, and with knee on my breast and his knife brandished, pretended to cut my throat, much to the amusement of the assembled party all but myself. Asey let me get up with no bodily hurt, but I felt much humiliated and naturally so, being only a boy of 16 years of age.

"The Indian Village of Obogawanung, now Port Carling, consisted of some 20 log huts, beautifully situated on the Indian River and Silver Lake with a good deal of cleared land about it used as garden plots, and the Indians grew potatoes, Indian corn, and other vegetable products. They had no domestic animals but dogs and no boats but numerous birch bark canoes. The fall on the river there, being the outlet of Lake Rosseau, was about eight feet, and fish and game

were very plentiful. When Mr. Hart and I were encamped there, Musquedo brought us potatoes and corn. We gave him pork and tobacco in return." In company with J. J. Francis, Provincial Land Surveyor, we discovered the corner post indicating the starting point of the Carthew survey. It was a cedar post about ten inches square on top and a foot above the average snow line and well and clearly cut with a penknife were the following words and figures: "Exploration Line to Lake Nipissing conducted by Lieutenant Carthew, Royal Engineers, A.D. 1835." At various points in the Muskoka and Nipissing region, I afterwards traced this exploration line, namely near Bracebridge, and it crossed Skeleton Lake and finally reached the Magnetawan River at the mouth of a small river named Distress River on which I have paddled my canoe, and it was rightly named for the Carthew party reached there with no provisions, expecting to receive them from the Georgian Bay, 60 miles distant, by canoes passing up the Magnetawan River. The provisions never arrived and the sureying party abandoned their belongings and camp equipment and surveying instruments and travelled through the forest to try to reach the Georgian Bay, as they supposed they would meet with Indians there who would rescue them from starvation. I later met an Indian at Nascoutaing named Hucakadezick and he informed me that the Carthew party, nearly dead from starvation and fatigue, had reached the Georgian Bay near their Village and by a great chance they were discovered and brought to the Village where they fed them carefully with soup from deer meat at first and then with stronger food until they were well enough to be taken by canoe to Penetanguishene where at that time there was a small British garrison. The Carthew party rested there and recovered sufficiently to go to their respective homes. The Indians were well rewarded and then returned home to their village. I have often wondered if Mr. Hawkins left a record of this misadventure.

Old survey line

Another interesting occurrence took place when I was surveying the Township of Rama. It was found necessary to cut out and reblaze the trees on the eastern boundary of the Township, being a line surveyed in 1835 under the direction of Lieutenant Carthew of the Royal Engineers then stationed in Canada, and Mr. Hawkins, a Provincial Land Surveyor of Canada, his assistant. This survey line started at the south-east angle of Rama and was intended on a course of about north sixteen degrees west magnetic to reach French River or Lake Nipissing. I looked very carefully at the point where I supposed they had abandoned their sur-

vey at Distress River but could not find any trace of their belongings, or even the cuttings marking where they had abandoned the survey line. A bay on the west side of Lake Simcoe, near Hawkestone, is named Carthew Bay after Lieutenant Carthew, and I understand the dwelling on Yonge Street near Mount Pleasant Cemetery, owned by the Fiskin estate, was erected by the Carthew family."

Skeleton Lake

"William King and his Band at Port Carling were removed by orders of the Indian Department from their Village there to the reserve at Parry Island. I inquired of him why Skeleton Lake was so named. He stated that they called it Spirit Lake (Paukuk Lake in Indian) for the reason that ghosts and spirits were there. They did not encamp there on this account, fearing to do so. Three Mile Lake was called by the Indians Dirty Water Lake in their Ojibway language. I named the creek at the head of Lake Rosseau "White Oak Creek" from the prevalence of white oak trees that lined its banks. Tourists have since named the creek Shadow River and indeed the shadows displayed are wonderful. At its mouth good bass fishing and even speckled trout could be obtained and also at its head lakes to this day.

"When the survey party camped at the portage near the present village of Windermere leading from Portage Bay, Lake Rosseau, to Three Mile Lake, one evening after our dinner when the men were singing their French songs, our dogs commenced to growl and their hair bristled up and we all said there were wolves or bears near. Presently, however, the dogs gave tongue and we heard a rustling of snowshoes on the portage path and instead of animals a small Indian boy appeared in the fire-light. Our men could speak Indian and questioned him as to where he came from and at such a late hour in the woods and in the depth of winter. He stated that he had been visiting Menominee and family at Mary's Lake and was going to his home at Obogawanung (Port Carling). He had travelled all alone about 12 miles to our camp through the wild woods and then would cross Lake Rosseau to his home. The boy had a fine little Indian pup, carrying it in his bosom—a present from his Mary Lake friends. We soon gave him some food and tea and he spent the night at our camp and then started for home the next morning, well fed and in good spirits.

"In visiting that Indian Village of Obogawanung, I was informed that many of the Indian men had two wives, which was the custom of those pagan Indians, but not of those Indians professing Christianity. The men who were employed in

our surveying operations were great axemen, packmen and canoe-men and prided themselves on their walking powers. I have known them to walk or run between daylight and dark on their journeys on the ice of the Georgian Bay, 60 to 80 miles, and then dance all night, and if occasion required they could do without food for long periods and travel with heavy loads. I have seen two men I often had on those surveys, William Parling and Cozac Cote, each carry 200 pounds of flour or bacon a measured mile on snowshoes breaking their tracks and without resting, and on journeys our men made ten measured miles a day packing one hundred pounds and their blankets and dunnage, axes, etc. As canoe-men they were most expert. William Parling carried, in my view, four hundred pounds across the Portage at Port Carling about one hundred yards, and partly up-hill. He was a half-breed with an English father and was the best axe-man, packman, and canoe-man I ever met. He could run rapids with great safety and was the acknowledged leader of the men on all occasions."

Declined phone investment

"After completing the various bush surveys in Muskoka and Haliburton, and as Mr. Dennis had retired from his surveying practice and entered the Government Service as Surveyor General of

Canada, I arranged a partnership with Mr. Dennis' partner, B. W. Gossage, with an office in Toronto on Adelaide street opposite the Court House of that day. Surveying then was at a very low ebb and little work could be obtained, but at that time I made a survey and completed drainage work for the Honourable George Brown, the owner of Bow Park Farm, containing 1,200 acres fronting on the Grand River adjoining the City of Brantford. While on that survey I boarded in the same house in Brantford as the Honourable George Brown and we spent our evenings together when he was there, much to my advantage and information regarding political and other events in Mr. Brown's life. A more important thing happened while I was there which was the experiments for the discovery of the Bell Telephone. Graham Bell, young man of twenty-one years of age or so, was living with his father who had a farm adjoining Brantford, and in conducting his experiments for inventing the telephone he arranged with some young ladies that I knew there, living on an adjoining farm, to assist him in his experiments and he strung a wire from their house to his own and they assisted him by receiving messages, or attempts at messages, and this led eventually to the great discovery of the Bell Telephone. But the most remarkable thing was that the Honourable George Brown informed

me that Graham Bell had offered him a half interest in his telephone for \$4,000 which he required then to take out patents to assist in developing the invention. Mr. Brown considered the proposition but decided to decline the investment."

Summer home, Rosseau

"I purchased a summer home in Rosseau Village on the shores of Lake Rosseau about the year 1910. It was a delightful spot with a good house with acetylene gas light and good spring water service, and boats. When there I am constantly reminded of my surveying experiences in that locality. Immediately opposite our house is the Government lighthouse at the entrance of Rosseau Bay and when our surveying party arrived there in 1861, the site of the lighthouse was a small rocky islet on which in a cleft of the rock was buried an Indian with all his implements of hunting and chase, including his gun for his sustenance during his sojourn in the Happy Hunting Grounds. The erection of the dam at Port Carling for canal purposes caused a considerable rise in the waters of Lake Rosseau and the islet was thereby nearly entirely submerged and the Indian Grave and articles therein was washed away. The lighthouse is erected on cribs very solidly and cannot be much affected by storms. It should be called now The Indian Lighthouse."