

SUPPLEMENTARY REPORT

OF THE

ROYAL NORTH-WEST MOUNTED POLICE FORCE

1905

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OTTAWA

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EXCELLENT MAJESTY

1906



*To His Excellency the Right Honourable Sir Albert Henry George, Earl Grey,  
G.C.M.G., &c., &c., Governor General of Canada.*

MAY IT PLEASE YOUR EXCELLENCY,—

The undersigned has the honour to present to Your Excellency reports of the Royal Northwest Mounted Police, Mackenzie River district, dated Fort Macpherson, February 15 and March 10, 1906.

Respectfully submitted,

WILFRID LAURIER,

*President of the Privy Council.*

OTTAWA, May, 2, 1906.



SUPPLEMENTARY REPORT OF THE ROYAL NORTHWEST MOUNTED  
POLICE, 1905.

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## ROYAL NORTHWEST MOUNTED POLICE HEADQUARTERS.

REGINA, April 23, 1906.

The Comptroller,  
R.N.W.M. Police,  
Ottawa, Ont.

SIR,—I have the honour to transmit herewith a report received from Inspector Howard, commanding Mackenzie River district, dated at Fort McPherson, February 15, I recommend that it be printed as a supplement of our annual report of 1905.

I have the honour to be, sir,  
Your obedient servant,

A. BOWEN PERRY,  
*Commissioner.*

FORT MACPHERSON,  
MACKENZIE RIVER DISTRICT, February 15, 1906.

SIR,—I have the honour to forward the following report on the Mackenzie River district for your information.

The season when this route is open for navigation is short, being about three months, the ice seldom leaving Great Slave lake before the end of June or beginning of July, and the water for nearly a month before the freeze-up is very low, especially in the rapids at the head of the Ramparts. Ice forms in the bays and along the shores of Great Slave lake about October 20, and the lake is generally closed by the middle of November. Winter travel is of course performed by dog train. In the neighbourhood of Great Slave lake, spring weather sets in about the end of April, getting later the farther north you go, until at Good Hope and Macpherson spring does not set in until the third week in May. By the middle of May the snow has nearly all disappeared and warm weather commences, and lasts until September 15, when the days begin to shorten and weather becomes cold. Winter proper may be said to last from October 15 until April 15. Last year the river at this point was frozen over on October 17. I may state that here we are as the crow flies one hundred miles inside the Arctic circle. It is much farther by the river. During the winter the cold is steady and the snowfall heavy.

## FORT RESOLUTION.

The first post in the district, Resolution, is situated on the western shore of Great Slave river, a short distance from the mouth of Slave river, and one hundred and ninety-four miles from Fort Smith. Great Slave lake is a very large one, and I understand has never been completely surveyed. Length is about three hundred miles, and at one place it is more than sixty miles wide. The settlement is made up of the buildings of the Hudson's Bay Co. Hyslop & Nagle and G. M. Sniggert, fur traders, all having posts here employing a large number of men. There is also a large convent, mission building, school and church belonging to the R. C. mission. These buildings, with a number of log-houses belonging to the employees of the different companies and

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half-breeds and Indians, complete the settlement. I think it is the largest I saw in the district. The H. B. Co. grow barley here with success, sowing it about May 1, and cutting it early in September. Wheat also has been attempted with varying success. Vegetables are successfully grown, turnips, onions, carrots, radishes, beets and potatoes. These vegetables are planted about May 15.

The fisheries also deserve mention. The fisheries of Great Slave lake are very valuable. Fish are taken at any time of the year in large numbers either by hook or net, by the half-breeds and Indians living on its shores and forms their principal article of food. The whitefish just before the advent of cold weather, leave the deeper parts of the lake and come to the shallower parts for warmth, and this is the favourite time for securing the winter supply for the family and the dog-teams. These whitefish vary in size from two to three pounds and over. Lake trout, pike, sucker, and a fish called the Inconnu, or unknown, a fish peculiar to this lake and the Mackenzie, are also taken in large numbers. I was unable in the short time I had at my disposal on the way in to secure accurate statistics of the amount annually taken, but it is very large, and although this has been going on for years the supply has not been perceptibly diminished.

This is also a very important post of the fur trade, one of the best, if not the best, in the district. It is from this point that a start is made for the Barren Grounds to hunt the muskox, and nearly all the robes find their way to this post for sale. Other fur is also very plentiful. Three fur companies having their quarters here, a large number of men employed by them are gathered here from time to time during the winter and Resolution enjoys the reputation of being the roughest place in the Mackenzie, and a good deal of disturbance goes on during the winter.

The line dividing the Athabasca district from the Mackenzie is to go through four miles below Smith's. This district has been added to the new province of Alberta, and from conversation I heard at Chipewyan and Fort Smith, I find that a number of the people are dissatisfied with the present law prohibiting liquor in the district, and intend when Athabasca is represented in the provincial legislature, to try to have this law repealed and prohibition done away with or the old permit system restored. In either case liquor would be sure to find its way in from the district to Fort Smith and Resolution at least, if not down the Mackenzie, and would not add to the orderliness of these places.

Owing to the importance of Resolution as a centre of the fur trade and the above, I think there should be a detachment of police here, a corporal and two men and an officer who could act as magistrate with the same powers as those conferred on officers in the Yukon. I have refrained from reporting upon the necessity of a detachment at Smith's Landing, as this point is not in the Mackenzie River district, and I fancy belongs to Supt. Constantine's division, who will report on it. If the permit system is restored a detachment will have to be stationed here to search all freight coming in, as it is the first post inside the prohibited district.

#### HAY RIVER.

The next post, Hay River, is situated at the mouth of Hay river, sixty-six miles from Resolution, on the western shore of Great Slave lake, about fifty miles from the Mackenzie river. There is a mission here belonging to the Church of England and a large boarding school for Indian children, under the missionary, Mr. Marsh. There are a few Indians settled about it, but at present it is not a post of much importance and would not require police to be stationed there. The mission has a good garden at this place.

#### PROVIDENCE.

Providence, about fifty miles down the Mackenzie and one hundred and sixty-eight miles from Resolution, is the next post on the river. It is well situated on good



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high ground on the west bank of the Mackenzie. The settlement is made up of Roman Catholic mission buildings, a large convent, church mission house and school, under the control of French priests of the O. M. I. order (they were flying a large French flag from a pole in front of the mission when we passed through). The buildings of the H. B. C. and Hyslop and Nagle, and a number of log houses, occupied by employees and half-breeds and Indians. The soil here is a stiff clay and suitable for growing barley and vegetables. Wheat also is grown but is not a sure crop, barley is. The wheat and barley are sown about May 20, and require about three months to ripen. Vegetables are planted at any time between the 16th and end of May, according to the season. Hay can be obtained from the neighbouring marshes of good quality. From what I could learn, I think, it would be desirable for police to be stationed here. A corporal and two men. It is necessary to have three men on these detachments in this country as it is not safe for one man to travel alone.

## SIMPSON.

The next post is Simpson. This post is beautifully situated on a level plateau, at the top of a steep bank, on an island at the junction of the Liard and Mackenzie rivers. The buildings here are arranged after the manner of the old posts of the company, inside a fenced square with buildings on the three sides, being open on the east side facing the river, and is large and well built. This is the headquarters for the Mackenzie district, and all the work is supervised from here by the officer in charge of the district who makes his residence at this point. The supplies for the Liard are all transhipped here and loaded on scows to be tracked up the river to the Hudson's Bay Company's posts in that district. Hyslop and Nagle, fur traders, have a post here, and there is a small mission of the Roman Catholic church, and a larger one of the Church of England, with large church and school house and dwelling for the missionary in charge. Soil here is a stiff clay. Barley and vegetable are grown here without any trouble. Barley being sown about May 21, and ripening about September 21. Potatoes are planted between the 20th and end of May. There are large numbers of Indians and halfbreeds going and coming about this post and from what I could gather from Mr. Lucas, the Church of England missionary, and others, police are required here. Child abandoning (one case last winter), wife beating, (two cases last winter) and assault (a number of cases last winter) occur every winter. During the winter, an intoxicant is made here by half-breeds and given to Indians and half-breeds. It is manufactured from hops, yeast, dried fruit and sugar and must be a wonderful mixture, but from what I was told it certainly has the desired effect, as it renders them very drunk, when as a natural sequence fighting and disorderly conduct follow. This intoxicant, I understand, is also made at Resolution, and this fact been reported to the police at Chipewyan. Quarters could be easily arranged for here, and as it is the most central spot, and an important one, should, I think, be the residence of the officer in charge of the Mackenzie district with a detachment of a sergeant and two men. From this point, the officer in charge could cover his district.

## WRIGLEY.

The next post on the river is Wrigley, one hundred and thirty-six miles from Simpson. Before reaching Wrigley a branch of the Rocky mountains is passed through. Wrigley is a small post of only two houses, a dwelling-house and storehouse of the company and a few Indian shacks. As there is only a small Indian population about it, and it is of relatively small importance, I do not think there is any necessity for police here. It could be visited in the winter from Simpson with the dogs. Vegetables are grown here.

## NORMAN.

The next post is Norman. It is also a small post, of relatively small importance and very small Indian population, and could be visited from Good Hope. There is a small Church of England mission here. Vegetables are also grown at this point.

## GOOD HOPE.

Good Hope is the next post, situated on a level plateau at the top of a very high and steep bank (in which steps have been cut to render the ascent more easy) on the east side of the Mackenzie. There is a nice post of the H. B. Co. here in form of a square, also a large mission of the Roman Catholic church, fine large church, school, convent and dwelling for the priests. Hyslop & Nagle's post, and a number of log-houses occupied by half-breeds and Indians. They grow potatoes and a few hardy vegetables here, but the season for planting is much later than at Resolution. I think there should be a detachment at this place, of a corporal and two men; Norman could be visited from this point. Good Hope is about fourteen miles outside the Arctic circle, and one hundred and seventy-four miles from Norman.

## ARCTIC RED RIVER.

Arctic Red River is the next post, and the last on the Mackenzie river. It is two hundred and twenty-two miles from Good Hope, and sixty miles from Macpherson by river, but only thirty-five by winter trail across country. This post until lately has been an outpost of Macpherson under the control of the officer in charge at Macpherson, but this year it has been established as an independent post, and a Mr. Campbell sent from Simpson to take charge. They can occasionally grow potatoes here, but they never reach any size. There is a small Roman Catholic mission at this place, but it is not open in the winter as the priest in charge goes back to Good Hope every fall. I do not think police are required here, as it can be visited every month by the Macpherson detachment with the dogs, and as long as the Yukon patrol is kept up there would have to be a detachment at Macpherson. I intend making this patrol every month during the winter.

## MACPHERSON.

The last post is Macpherson, situated thirty-five miles up the Peel river. This settlement is made up of the police detachment (mission house), H. B. Co. buildings (dwelling-house, shop and store-house), Hyslop & Nagle's post, and Church of England mission and church, and a few log-houses belonging to half-breeds. There are always a number of Loucheux Indians and half-breeds going and coming, but they are generally well-behaved and give little trouble. A number of Esquimaux come here at the end of June each year to await the arrival of the steamer and trade their furs, going away again as soon as the steamer leaves and they have finished trading their furs. From this post touch is kept with Dawson by means of the winter patrol and a mail is despatched both ways. Nothing will grow at this point and Mr. Firth, the H. B. Co. officer in charge, who has been here for seventeen or eighteen years, tells me that he has repeatedly tried to grow potatoes but they never come to anything. I think if it is the intention to station detachments in the Mackenzie, the points I have mentioned already, namely:—

Smith's Landing: one N.C.O., two men, total, three.  
 Providence: officer, n.c. officer, two men, total, four.  
 Providence: n.c. officer, two men, total, three.  
 Simpson: officer, n.c. officer, two men, total, four.  
 Good Hope: n.c. officer, two men, total, three.  
 Macpherson, n.c. officer, two men, total, three.

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a total of two officers and eighteen n.c.o.'s and men would easily control and keep the different points of the district in touch. Timber (good logs) for building purposes could be readily procured at all these points and the cost of putting up the detachments would not be large. I do not think that for controlling a district of this size (the distance from Resolution to Macpherson is 981 miles) two officers and eighteen n.c.o.'s and men can be considered too many. If it is decided to establish detachments at these places if the H. B. Co. was notified by the first mail they would have the logs out ready for the building of the detachments and the men coming in would only have to put them up and quarters would be ready for the winter. There is a saw mill at Simpson, and lumber, I have no doubt, could be procured at that point. Officers coming into the Mackenzie River district should have the same powers as those conferred on officers in the Yukon. There are no white people living at the posts outside of the Hudson's Bay Company's employees, the free traders and missionaries, and none of these would, I think, care to act as it would be liable to hurt them in their trading.

## INDIANS.

The different races of Indians living in the Mackenzie River district, in the vicinity of the Hudson's Bay Company's posts, were as follows:

At Resolution, Chipewyan, Yellow Knives and some Dog Rib's and Hares. These all belong to the same race and talk the same language, a dialect of the Chipewyan, with the exception of a few local words common to the different localities, that they have coined for themselves.

At Fort Simpson and Providence.—The Indians in these places are Slave, Dog Rib's and Hares, all belonging to the same race and talking the same language, a dialect of the Chipewyan. They also have a few words coined locally. There are also a few called Nahamies or Mountain Indians. These have come across, I was told, from the mountainous district of the Laird and Upper Pelly, and talk a language of their own.

At Forts Norman and Wrigley.—They are the same as at Simpson and Providence; Slaves, Hares, speaking a dialect of the Chipewyan and a small number of Nahamies, before mentioned as talking a language of their own. At Good Hope, close to the Arctic Circle, Hares and a few Loucheux.

At Macpherson.—Loucheux, these Indians are of a different race and inhabit the district commencing at the Arctic Red river and extending to Macpherson, La Pierre's House on the Porcupine and down the Porcupine to its mouth, where it joins the Yukon at old Fort Yukon, about two hundred and fifty miles below Dawson. These Indians talk a different language from any of the Mackenzie river Indians, and must be of a similar race to those on the Middle Yukon, as Loucheux Indians from Macpherson who have been across to Dawson told me that the language spoken there closely resembles their own, and that they had no difficulty in talking to them. They also, in appearance, resemble the Indians I saw at Moosehide, six miles below Dawson. The Loucheux I have seen here seem to be a little smaller than the Mackenzie river Indians, averaging about five feet six inches and are of a stouter build. Their faces resemble slightly the Japanese. They seem to be of a quiet disposition and give no trouble, supporting themselves by hunting and fishing. They appear to have no legends of fighting with neighbouring tribes in the old days, as the Mackenzie river Indians have, and I fancy have never been a war-like tribe. Missionaries have been with them for a long time, and have thoroughly mastered their language. Archdeacon Macdonald who, until lately, was in charge of the mission here took a great interest in them, and some years ago had the Bible and prayer book translated into their language, and had them printed and distributed, and those I have seen have all had copies, which they carry with them. And they are all, nominally at least, Christians. They have been civilized so long that nearly all traces of their old lives and superstitions have died out, and when they are sick they will come to the white man for medi-

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cine, placing more reliance on him than on their medicine man. They also bring their dead long distances whenever possible, to bury them in the graveyard surrounding their church at this post, and no longer wear buckskin and use the blanket.

There are two regularly ordained native clergymen of the Church of England stationed here, who conduct service for them every Sunday in their church. They are few in numbers and I do not think exceed three hundred souls all told. A few live about the post in log-houses all the year, but the most of them only come in about the middle of June and wait the arrival of the H. B. Co. steamer, when they trade their winter catch of furs. They stay about the post until the middle of July, when they leave for their fishing grounds, where they stay until the freeze up, catching and smoking fish for the winter supply of themselves and their dogs. As soon as the river closes they go to the woods and spend the winter in hunting and trapping, coming in with their fur in time to meet the steamer. I had no opportunity of observing closely the Indians on the Mackenzie. The steamer only stopping a short time at each place, sufficient to allow me to see them (they were all in at the posts to meet the steamer) and make inquiries from the different H. B. Co. officials and missionaries as to their different races and languages and I therefore cannot make a fuller report on them at this time.

The two most prevalent diseases amongst the natives in this district are consumption, caused by their own carelessness in a great many cases, and their habit of going out in all weathers and exposing themselves, unnecessarily, and indigestion, caused by improperly cooked food and their habit of gorging themselves whenever meat is plentiful. These Indians get on very well with the Esquimaux. There is an Esquimaux man here who has married a Loucheux woman and lives here altogether and never goes down to the ocean where the Esquimaux are.

#### ESQUIMAUX.

The Esquimaux to the east of Point Barrow and following the line of the shores of the Arctic ocean to the eastward in our territory are, from what I have been able to learn from whalers, distributed in three settlements. The largest at Herschell island, eighty miles to the west of the mouth of the Mackenzie river. The next on Richard island, in the eastern channel of the Mackenzie river at the mouth, and the third at Baillie island, about one hundred and fifty miles to the east of the mouth of the Mackenzie river. From these points they wander over the country adjacent to the shores of the Arctic ocean. It is very hard to get an idea of their numbers, no one here seems to know. To make this report as clear as possible, I have divided it into different heads and report separately under each. 1. General appearance. 2. Houses used winter and summer. 3. Clothing. 4. Food. 5. Languages. 6. Articles used by them in hunting and fishing. 7. Means of travelling summer and winter. 8. General habits and customs.

*General Appearance.*—From what I can learn, the Esquimaux on this side of the Arctic ocean are a much finer race physically than those of Hudson's Bay and Labrador. Mr. Firth, the H. B. Co. officer here, was stationed in Hudson's Bay for some time a number of years ago. He knows these Esquimaux, having been down to the ocean on several occasions, and tells me that the Esquimaux here are much larger and finer looking. Those I saw at Herschell island, and Arctic Red River and also here, were large and powerfully built men, many being over six feet, and had the appearance of great physical strength. The same applies to the women, who were tall and well formed. They are lighter in colour than the Indians here, with either black or brown eyes, straight black hair, high cheek bones, with fleshy, intelligent faces, and like the Indians, small and well formed hands and feet, and very good teeth.

I noticed some old men whose hair was quite white and whose teeth were still sound. The men in some cases had thin straggling beards and wore the labrets or lip

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ornaments, in the corners of the mouth, but the custom I think is dying out, as I noticed old men in whose lips holes had been cut for the purpose, not wearing them, and a number of young men and boys I noticed, had not had their lips cut. The men's hair is closely cut on the crown of the head after the fashion of a monk's tonsure. They are nice looking when young, but the life of hardship and exposure they lead in this climate, causes the faces to wrinkle up and ages them quickly. The men I saw had no tattoo marks on their faces, but the women had three blue stripes from the mouth to the chin. I understand this is a tribal mark and varies in different localities, in some tribes the women have only one stripe and in others two and again different designs tattooed on the faces. The women here do not wear the labret or lip ornament, but have their ears pierced and wear ear-rings of ivory-bone and beads of different shapes. Their hair is worn long and twisted up into a long knot on the top of the head.

Neither men or women wear any covering for the head, the hood that is always attached to the fur upper garment answering for this purpose, being put up during cold or rainy weather and in fine weather is thrown back on the neck. Of course, judging from our standards, they are very dirty, and in a good many cases covered with vermin. Although I saw in two or three tents at different camps basins, and noticed them using them to wash their hands and faces. However, they were cleaner in appearance than the Loucheux I saw at Macpherson, and physically far superior.

*Houses used in summer and winter.*—The houses used by them in winter are of two kinds those used in permanent winter camps, and those used in their shorter travelling camps. In making a permanent winter home, a square of about twenty-five feet is marked out, this is then dug out to a depth of from four to five feet, and at each of the corners a post of drift wood procured from the beach is driven in the ground about a foot from the wall of the square they have dug out. Other posts are now driven in the ground at intervals between the four corner posts. Logs of driftwood are now procured from the beach and piled between these posts and the side of the wall, one on top of the other, until the wall is built up to the top of the posts. Logs are then placed across the top to form the ceiling, and against the outside and upon the roof, earth and sod is piled up until it has the appearance of a mound when seen from a short distance. A small square opening is left in the roof, in the centre and across this is stretched the transparent bladder of the seal or walrus. This serves as a window and furnishes the light for the room below, a very poor one, it must be said. A small platform runs round three sides of the room, and is the place where they sit during the day and sleep at night. These platforms are covered with deerskin robes. A small doorway is made in the fourth side of the square leading out to a smaller room built in the same manner as the larger one already described. At the far end of this room is a small shaft of varying depth leading to the outside. This is the entrance to the house, and is kept closed in stormy weather to prevent snow from drifting in, being covered either with boards or skins. These houses are very warm, but of course are very dark and badly ventilated, and must be unhealthy. When the warm weather comes these houses become so damp that they are no longer habitable, and the Esquimaux are compelled to move out to summer quarters. I noticed a number of houses of this description at Herschell island. In one case the sides of the house had been made from barrel staves.

The snow house is one built for shelter every night when travelling during the winter. The hard packed snow is cut in squares and built up in the form of a dome, the circle narrowing the higher the walls get, a shaft is built as an entrance to this house through which they crawl to the snow house proper. These houses can only be built during very cold weather, when the snow is hard. They are very warm and some of the Esquimaux live in them all winter.

In summer they live in the ordinary canvas tent, procured, I presume, from the whalers and others, in tents of skin thrown over a frame of wood, and kept down by stones from the beach, being piled about the bottom.

*Clothing.*—A suit of deerskin, consisting of two garments, the upper and lower. These suits are generally made of deerskin, but are also made of other skins. The upper garment is made on the same pattern as the Yukon parka, all in one piece, and is pulled on over the head. When on it reaches nearly to the knees. It is provided with a hood of the same fur. This hood is generally lined with fur and the edge trimmed with wolf or some long-haired fur, this helps to cover the face when the hood is up, and in travelling this long hair is constantly blowing across the face and prevents it from freezing. The lower garment or trouser, is also made of fur fastened at the ankle and tied round the waist with a draw string in a loop of skin sewn along the border. The winter boots are made of seal or deerskin tanned with the hair on, and soles of walrus skin. The feet are made very large to allow of stockings, or duffle being worn with them. The fur is inside next the skin. They are very warm. The summer boot is made of skin tanned with the hair off, with walrus skin soles. These boots are kept greased with seal oil, rendering them waterproof. These boots reach to just below the knee, and are fastened about the ankle with thongs like a moccasin and are tied about the top with a draw string. In winter two suits of fur are worn, one with the fur inside next to the body and the upper suit with the hair outside exposed to the air. In summer only one is worn, and I noticed a number of men at Herschel island and on the river wearing upper and lower garments of calico and drill, procured no doubt from the whalers. The women also in a number of cases were wearing dresses of calico nearly to the ankles over their skin clothing.

The dress of the men and women is the same with the exception of the cut of the woman's upper garment, which is made much fuller at the back to allow a child to be carried under it. The child has its arms about the mother's neck and is held in its place by a long strap passed round the thighs and across the mother's breast. I saw women carrying their children in this fashion, under the calico upper garment at the island this summer.

The woman's upper garment is also cut longer in front and behind and is not square all round, but is cut up the sides nearly to the waist leaving a long flap hanging in front and behind. They also make waterproof garments of the same pattern from the intestines of the seal. The intestines are dried and then cut open and the long ribbon like strips sewn together. These are perfectly waterproof and are worn over their ordinary clothing. Some of these garments are prettily ornamented, but are in the most cases perfectly plain.

*Food.*—The food of the Esquimaux about Herschel island consists for the greater part of fish, of which they take a great number. I watched them at one of their favourite fishing grounds, in a large bay near Cape Point, in the Arctic ocean, about twenty miles from Herschel island, all one afternoon. They were hauling in their nets nearly every hour and they were always full. These with seal, walrus, whale and wild fowl form their principal food. Those at the island also get a number of cariboo and mountain sheep in the mountains near the coast. I am told that they bring in quite a supply of meat in the winter which they trade to the whalers or missionary. The missionary, Dr. Whitaker, had quite a large quantity of frozen deer meat hanging in his ice-house when I was at the island that he had bought from the Esquimaux.

*The implements used in hunting and fishing are:*—Bows and arrows, spears, nets, traps and rifles of modern pattern. Their bows and arrows are made from ordinary wood with the heads of the arrows made of bone or flint, and I have seen some made out of copper. The shafts of the spears used in seal hunting are made of wood and are light, and about four feet long, tipped in most cases with bone or ivory. In hunting seal they have these spears in front of them on the kiak or light skin boat, held in place by being passed under a band of sinew attached to the kiak in front of them. On sighting the seal they loosen the spear from this band and place it close to them across the Kiak and paddle up as carefully and noiselessly as possible, and when close enough throw the spear or stab, the seal with it. In order not to lose the spear

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or seal they have a long line attached to the end of the spear shaft and at the end of the line a large blown up bladder. Some of the spears have a detachable point that detaches itself from the shaft as soon as the seal is struck. As this point is attached to the line attached to the shaft, the shaft keeps the line floating in the same way as the bladder and also enables them to locate the seal. They go out close to the ice pack and paddle along it in the kiak watching for seals for hours at a time.

A number of them have breech loading guns and rifles, procured I expect from the whalers, and I have seen them using their rifles to shoot seals, but they prefer the spear for this work as unless they shoot the seal in the head it sinks and they lose it. I saw one shot in this way in the trip down to Herschell island, the man hit it in the back and it sank at once, and although he waited for a long time, it never came up and he lost it. We found a seal shot in the back, dead on the beach, where it had drifted ashore, at the same place as the man had shot one on the way down and this must have been his seal.

Those hunting cariboo and mountain sheep on the mainland use the rifle, and at the present time the use of the bow and arrow is confined mostly to the young boys. I have a number of specimens of their arrows with heads made of flint, bone and copper, but their spears they do not like to part with and so far I have been unable to procure any.

Their hooks used in fishing are made from ordinary wire nails (the small size) filed to a sharp point and bent in the shape of an ordinary fish hook. They carve a fish out of bone or ivory and drill a hole through the head of it and insert the nail in the hole, another hole is drilled in the tail to which they attach the line. They look very much like the metal fish used for trolling in eastern Canada. I have secured a number of specimens of them. I have one in which the fish has been filed out of brass and being smaller than the bone or ivory ones an ordinary tack has been filed and bent and inserted in the head in place of a nail and a piece of bright red flannel attached to it. The lines and nets that I saw used were of the ordinary kind procured from the whalers. Their old native traps have also in nearly every case given place to ordinary steel traps supplied by whalers.

*Language.*—I have not been in the country long enough to make a satisfactory report under this head.

*Transport used in summer and winter.*—*Travelling.*—In summer two different boats are used. The light hunting boat or kiak, and the larger travelling boat called umiak. The kiak is a light skin boat of about fifteen feet in length and from two feet three inches to two feet six inches wide. The frames is first made, and consists of small strips of wood running lengthwise and brought together at bow and stern where they are firmly lashed by raw hide cords. These are connected by curved ribs placed at short intervals and fastened with raw hide cords. The upper rail is a little heavier and is also of wood, into which the upper ends of the ribs are inserted and tightly lashed with rawhide cords. In the middle is a circular opening large enough to permit a man to sit or kneel in it, surrounded by a wooden hoop which is fastened by two pieces extending from the bow to the stern, these pieces resting on and being held up by the cross pieces supporting the deck. Over this frame a skin covering made of seal skin tanned with the hair off and sewn together with sinew, is tightly stretched and lashed in its place and allowed to dry. When it dries it contracts and becomes as tight as the parchment of a drum. Two stout rawhide cords about three feet apart cross the deck from side to side in front and two in a similar manner behind. These cords are used to hold the paddles or spears when not in use. These boats are cranky and require an expert to handle them. A novice is almost certain to turn over the first time he gets into one. They look something like a decked in Rob Roy canoe, but are much longer and narrower and more closely resemble the model of a racing shell.

The Esquimaux are very clever at making models of these boats and I have models of the kiak and umiak made for me at the island, complete in every detail.

to the spears and paddles. The umiak is a much larger boat and is the one used to transport their families and all their household possessions when changing from one camp to another. Those I saw at Herschell Island were about thirty feet in length with a beam of six feet. They are open boats, not covered over like the kiak, but are made in the same manner. The frame is first made from pieces of drift wood neatly shaped and fastened together with rawhide cords. The frame is much heavier than that of the kiak and the skin covering is made of thicker skin, generally walrus or heavy seal skin, tanned with the hair off. When the frame is ready the skin is drawn over it and tightly lashed in position and allowed to dry. When dry it contracts and becomes very tight. The skins of both these boats require to be oiled with seal oil every four or five days to prevent them from rotting and to render them waterproof. These boats are propelled with paddles or canvas sails. They will carry five or six passengers and about twenty-five hundred pounds of freight.

In winter the travelling is done with dogs and sleds. The sleds are of two sizes a large one about nine feet long and of heavy frame made from drift wood, after the model of the sled used in the Yukon. They do not use the flat toboggan of the Mackenzie river. These sleds have usually from seven to nine dogs on them and a load is considered about three or four hundred pounds. They have also a much lighter sled more like the Yukon in size but smaller and lighter. These are used in short fishing or hunting trips and are very often drawn by the hunters themselves. The runners of these sleds are generally shod with whale bone. The snow sled used is similar in shape and size to that used in the Mackenzie river. Long and narrow and turned up in front.

*General Customs.*—I observed at Macpherson and Herschell island one of the few customs I noticed on meeting the Esquimaux was that of wearing labrets. Those I saw the men wearing were in all cases made of either ivory, bone or glass, about half an inch or more in diameter, worn at both corners of the mouth. I noticed old men in two cases wearing one very large one in place of two, made of ivory. They must have been quite an inch and a half in diameter and had a bead made of blue glass in the centre. These labrets are made in a hat shape. The rim being inside and next to the teeth and holding the labret in its place. The cutting of the lips must be a painful operation, as the opening is quite large. During youth a slit is cut in each corner of the month and an ivory or bone plug is inserted until the wound is healed. The hole is stretched from time to time until the opening is about half an inch long; into this opening the labret is inserted. I noticed no case of a woman wearing a labret, but was told that below Behring straits they do, and I suppose the custom varies in the different localities, as I noticed no men with tattoo marks, but was told that south of Behring straits they were all tattooed. The women I saw had tattoo marks on the chin in the centre extending from the lip to the base of the jaw and wore ear-rings of ivory or bone or beads. I was also struck with the custom of the men cutting the hair on the crown of the head closely in the shape of a monk's tonsure. This custom appears to be general, as all I saw, both boys and men, had their hair cut in this fashion. They seemed to have few household articles in their dwellings, some dishes made of wood or stone, and open stone lamps used for burning seal oil. These lamps serve the purpose of both lamp and stove. They also have a few iron and copper kettles procured from whalers, and in some cases washing basins. These, with the skin bags used to hold the seal oil, complete the usual number of their household articles. Like the Indians they are inordinately fond of liquor and tobacco.

The pipes used by the men have a long, slightly curved, wooden stem made in two pieces, an upper and lower, banded together with sealskin cords. The bowl is made of metal with a large rim. The opening in the bowl is small and holds only enough for a few whiffs. The men in some cases were smoking the ordinary wooden pipe procured from the whalers. The more nicotine in the pipe and the fouler it is, the more they prize it. The pipe of the women is very small and closely resembled the pipe I saw my Japanese servant smoking in the mess kitchen at Dawson. I have a good



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specimen of the men's pipe, but was unable to procure one of the women's. Their tobacco pouches were made of ordinary sealskin, fastened with a draw string.

I find they also use the sweat bath in the same way as the Indians. A small pit is dug in the centre of the room and a fire of drift wood built in it. When the smoke has cleared away and the wood is reduced to a bed of coals, a cover is put on the smoke hole and the heat retained in the room and men sit about naked until they are in a profuse perspiration; they then go out and roll in the snow to cool themselves. Several years ago a large band living at Richard's island, at the mouth of the Mackenzie, were attacked by measles and resorted to the sweat bath for a cure with disastrous results, more than half of them dying.

They do not seem to have any special ceremony connected with marriage, the man simply taking a wife and living with her so long as both are satisfied. In case of disagreement either one leaves the other and takes up with some one else. There were cases at the islands where men had two wives, and in one case a woman had two husbands reversing the Mormon custom.

## NAVIGATION OF MACKENZIE DELTA.

Summer travel between Macpherson and Herschell island is always made by whale boat. These boats are procured from the whalers at the island. They are open sailing boats about 30 feet by 35 feet long, and six feet beam with a carrying capacity of 2,500 pounds. These boats on leaving the delta follow the shore and whenever a storm comes up are put ashore and drawn out high on the beach. There is only one of these boats here at present belonging to a half-breed, Kenneth Stewart, and was the one I used on my trip to the island last summer. The Mackenzie river branches out into a delta a short distance above Peels river. This delta is forty miles wide at its entrance to the ocean in Mackenzie bay. This part of the river is crowded with islands, caused by the numerous cross channels into which the river splits in this delta. The channel I went down by, was the westerly one of all and the water in it was very shoal in a number of places and it would not be possible for a small steamer to go down it. The whale boat got aground repeatedly. The easterly channel is the main one of the river and I am told that there is a channel on that side by which a small steamer could get down to the ocean. I made inquiries from all the old timers here, men who had been up and down the river and would be likely to know if such were the case and although they admitted having heard of it, they could tell me nothing about it themselves. When I go to Baillie island this coming summer in a whaleboat, I will go down this channel and procure all the information I can about it. Even if a small steamer got down it I fancy a bar must have been formed at its mouth similar to that formed by the western channel. The bar on the west goes a long way out and after getting over it we had to go five or six miles out in the ocean to avoid the shoal caused by it. A small steamer would also, even if it got into the ocean, be in constant danger of being wrecked between the mouth of the river and Herschel island in the same manner as the small steamer belonging to the mission was, as it would be too heavy to draw out by hand in case of a storm coming up suddenly, and I only noticed one place into which a boat could run for shelter. The distance to Baillie island from the mouth is twice the distance to Herschel island and a much more dangerous coast.

I am still of the opinion that the only way to establish posts at Herschell and Baillie islands, is by ship from Vancouver or Victoria, sending in every year supplies and coal as the whalers do. If we succeed in renting the quarters of P. S. W. Co., at Herschell island, it will do away with the necessity of sending in buildings for that point, but they would be necessary at Baillie island as there are no buildings there, the whalers living on their boats. Mr. Whittaker, who is now living in the P. S. W. Co., buildings at the island, is going out in the spring so they will be vacant and we should have no difficulty in renting them as the company does not use them.

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If you arrange to take them over this summer the H. B. C. would undertake to land the men and a year's supplies at the island, but the difficulty of fuel still remains and coal would have to be sent in from the outside.

With regard to purchasing a small steamer for use on the Mackenzie. There is only one at present in the district at Fort Simpson belonging to the H. B. Co. The company purchased it from a party going into the Klondyke in 1898. It is not in good repair and I do not think it suitable for our work. When I was examining it at Simpson on the way in, I was told that it had never been able to get out of sight of the post without breaking down. The company would sell it, but I would not recommend the government to buy it.

#### WHALING.

Whalers wintering at Herschell island get out from the island from the first to the tenth of July, and return to the island to winter about the second week in September. Of course, there are exceptional seasons, but in the general run of seasons the ocean is open from July 10 to September 10. From what I heard from the whalers, Beaufort sea is about the only ground left to them. They have gradually driven the whales from the south through the straits into the Arctic ocean and are gradually driving them farther north into the inaccessible water of the north Arctic ocean, but judging by the number secured by the ships now wintering at the island, they are still plentiful. However, after a season spent on the island, I will be better able to report on this point and whaling generally. I did not reach Macpherson until July 18, and did not get to the island until August 2, and was only able to spend about a week there as I was obliged to hurry back to catch the mail going back to Dawson by Mr. Connell who kindly took my letters. Of the three boats I saw at the island, all were going out to San Francisco, one had five whales and neither of the others had any.

I did not notice during my stay on the island in August any case of giving liquor to a native, or any native under the influence, and no case of ill-treatment of natives by the whalers, on the contrary the best of feeling seemed to prevail between the natives and the crews of the ships. Corporal Haylow who was a week or ten days at the island in November reported the same state of affairs on his return.

The ships now wintering at the island intended to go out last summer but delay- ing, got caught in the ice which closed earlier this year than usual, consequently they are very short of supplies of all kinds. They have very little liquor and what they have belongs to the captains, they are at the present time on half rations and will be until the arrival of the relieving ship next August. The names of the ships now wintering at Herschell island with the names of the officers, tonnage, &c., steamer *Thrasher*, Pacific Steam Whaling Co., owners; nationality, American, tonnage, 502, Capt. W. F. McComber; 1st mate, G. W. Porter; 2nd, F. Eldridge; 3rd, B. Dias; 4th, C. H. Bailey; 5th, M. Gomey. Crew, 45 men. This boat has one whale. This ship came in last summer and intended to go out but got caught in the ice. Steamer *Jeanette*, Roth Blum & Co., owners, San Francisco, nationality, American, tonnage, 215. Captain, E. W. Newth; 1st mate, G. I. Leigh; 2nd, C. L. Arey; 3rd, J. Durate; 4th, J. Thomas; crew 46 men. This ship has ten whales and a calf. This ship also came in last summer and intended to go out but got caught in the ice. Steamer *Karluk*, Roth Blum of San Francisco, owners, nationality, American, tonnage, 247. Capt., A. H. McGregor; 1st mate, T. L. Ellis; 2nd, Miguel Autone; 3rd, Geo. Barker; 4th, T. Emmersley; 5th, J. A. Clarke; crew, 47 men. This is the second winter for this ship. She also intended to go out but got caught in the ice. This ship has seven whales. Steamer *Alexander*, H. Liebes & Co., owners, San Francisco, nationality, American, tonnage, 195. Captain, J. A. Tilton; 1st mate, I. T. Mellegar; 2nd, H. Markey; 3rd, J. Mahan; 4th, W. W. Allen; crew, 44 men. This ship came in last

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summer and intended to go out but got caught in the ice. This ship has eight whales. Steamer *Bowhead*, John A. Cook, owner, San Francisco, nationality, American, tonnage, 243. Captain, John A. Cook; 1st mate, F. A. Long; 2nd, Seymour Josselyn; 3rd, J. I. Hausen; 4th, I. Lee; crew, 48 men. This is the third winter for this ship she also intended going out but got caught in the ice. This ship has seven whales. At King Point, on the coast between the mouth of Mackenzie and Herschell island, schooner *Bonanza*, H. Liebes & Co., San Francisco, owners, nationality, American, tonnage, 152; captain, W. Mogg; 1st mate, A. C. Slate; 2nd, C. Sten; 3rd, I. Bertenzini. This schooner knocked a hole in her bottom in the ice and had to be run ashore at this point, and is now a hopeless wreck. The captain has gone out by way of Fort Yukon to report to the owners, leaving the second mate and one of the crew in charge of the wreck. The remainder of the crew transferred to the ships wintering at the island. This schooner had no whales.

At the same place (King Point) the North Magnetic Pole Exploration steamer *Gjoa* is wintering; nationality, Norwegian; captain, R. Amundson; 1st mate, G. Hansen; crew of five men. This ship left Christiania, Norway, in June, 1903, and proceeded to Desco island, Lancaster Sound, Peel Sound, Franklin strait, Rae strait and Simpson strait to Petersen by, wintering there two winters, then on by Dease strait, Union strait to King Point and intended to go to San Francisco in the summer. The captain stated that he had had a satisfactory voyage, and had successfully accomplished the purposes for which the expedition had been sent out.

The following ships are at Bailey island, having been caught in the ice. None of these ships had intended to winter there. Steamer *Beluga*, the Pacific Steam and Whaling Co, San Francisco, owners; captain, R. J. Cumisky; 1st mate, J. M. Gurney; 2nd, W. Seymour; 3rd I. Silva; 4th H. Guptitt; 5th, John Silva. Steamer *Norwhal*, Pacific Steam Whaling Co., San Francisco; captain, G. B. Leavitt; 1st mate, A. Huntley; 2nd E. Bartels; 3rd, I Sautos; 4th, I. G. Fisher; 5th, J. Boyle. Steamer *Herman*, H. Liebes & Co., owners, San Francisco; captain, S. Vannun; 1st mate, W. P. Vincent; 2nd, H. Kruse, 3rd, D. Lopes, 4th J. Silva; 5th J. W. Fitzgerald. Steamer *Belvedere*, W. Lewis & Son, owners, San Francisco, captain, S. F. Cottle; 1st mate, J. G. Belaise; 2nd, J. Roderick; 3rd, C. Boyle; 4th J. Lorenzie. Gasoline schooner, Chas. Hanson, Capt. J. McKenna; 1st mate, C. H. Walker; 2nd W. E. Cahill; 3rd, G. W. Merillo; 4th, J. Mapes.

The boats now wintering at the island (Herschell) have between them thirty-three whales and one calf. This represents a considerable amount of money. Each whale is computed at San Francisco values to be worth from twelve to fifteen thousand dollars in oil, bone, &c., according to the size of the whale. At fifteen thousand dollars the thirty-three whales would have a value of four hundred and ninety-five thousand dollars and of this sum Canada reaps no benefit whatever, all this money going to the owners of the vessels in San Francisco.

It seems a pity that vessel owners in Vancouver and Victoria do not realize the profits in this industry and turn their attention to it. The run for them to the whaling grounds would be shorter by the distance between San Francisco and Vancouver, and they would be free from duty and should thus be able to compete successfully with the American.

The following is a complete list of the ships comprising the whaling fleet now whaling in these waters, with the owners names. Of course all these ships are not in the Arctic at the same time, part of them being outside refitting and getting ready for fresh voyages. The general practice I find is for a ship to come in, whale as long as the ice will permit, then go into winter quarters at the island, get out of the ice as soon as possible next summer, then whale as long as the state of the ice will allow them going out with their catch to San Francisco through Behring straits as late as possible, dispose of the cargo, refit and return next season.

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Name of Ship.	Owners.	Port of Sailing.
'Alexander,' steamer.	H. Liebes & Co.	San Francisco
'Alice Knowles,' bark.	W. R. Wing.	"
'Andrew Hicks,' bark.	W. R. Wing.	"
'Beluga,' steamer.	Pacific Steam Whaling Co.	"
'Belvedere,' steamer.	Wm. Lewis & Son.	"
'Bonanza,' schooner.	H. Liebes & Co.	"
'Bowhead,' steamer.	I. A. Cook.	"
'California,' bark.	Wm. Lewis & Son.	"
'Chas. W. Morgan,' bark.	W. R. Wing.	"
'Chas. Hanson,' schooner.	Geo. E. Plummer & Co.	"
'Gayhead,' bark.	C. W. Fisher.	"
'Gotama,' schooner.	H. Sellers.	"
'Herman,' steamer.	H. Liebes & Co.	"
'Jeanette,' steamer.	Roth, Blum & Co.	"
'John Winthrop,' bark.	H. J. Knowles.	"
'Karluk,' steamer.	Roth, Blum & Co.	"
'Monterey' (gasolene steamer).	Stabens & Friedman.	"
'Narwhal,' steamer.	Pacific Steam Whaling Co.	"
'Olga,' schooner.	Geo. E. Plummer & Co.	"
'Thrasher,' steamer.	Pacific Steam Whaling Co.	"
'Wm. Baylis,' steamer.	Wm. Lewis & Son.	"

\* Total wreck this season.

The ocean closed very early this year and this fact accounts for so many ships being in this season. I have visited the island twice from here, once in August, once in November and I am going again with the dogs from here in April. It is a long, hard trip, the round trip being five hundred and twenty miles, two hundred and sixty miles down and the same distance back. There is no shelter in this distance and those going must sleep in the snow every night. It is fairly sheltered in the river, but the trip from the mouth of the river to the island along the Arctic coast is a very cold and bleak one. It is the only way of keeping a check on the whalers until such time as a detachment is properly established at the island. If you succeed in renting the Pacific Steam Whaling Co. buildings, I will move to the island as soon as the ice is out of the ocean. I would have tried to rent these buildings myself, but the captains told me they had no authority to do so and it would have to be done through the owners in San Francisco.

I have the honour to be, sir,  
Your obedient servant,

D. M. HOWARD,  
*Inspector in charge Mackenzie District.*

THE COMMISSIONER,  
R.N.W.M. Police,  
Regina, Sask.

## APPENDIX A.

### REPORT OF TRIP OF INSPECTOR HOWARD FROM FORT MACPHERSON TO HERSCHEL ISLAND, FEBRUARY, 1906 TO INQUIRE INTO THE CONDITION OF AMERICAN WHALERS WINTERING THERE. \*

ROYAL NORTHWEST MOUNTED POLICE,  
OFFICE OF THE COMMISSIONER,

REGINA, April 26, 1906.

SIR,—I have the honour to transmit, herewith, a report received from Inspector Howard, commanding Mackenzie River Detachment, dated Fort Macpherson, 10th March, 1906, respecting a hurried trip made by him in midwinter to Herschel island, and successful communication with the icebound whalers in the Arctic ocean, and the Norwegian expedition ship *Gjoa*.

I have the honour to be, sir,  
Your obedient servant,

A. BOWEN PERRY,  
*Commissioner.*

The Comptroller,  
R.N.W.M. Police,  
Ottawa.

FORT MACPHERSON, March 10, 1906.

SIR,—I have the honour to forward this, my report of my trip to Herschel island, and the conditions existing there. On receipt of your instructions by the Dawson patrol, although I had a patrol at the island for a week last November, and received a report from Corpl. Haylow, that although the crews were on short rations, there was no danger of starvation and supplies were sufficient at the ration then being issued to last until the arrival of the relief ship in July, and crews were in good health, and that there was very little liquor on the ships (this I embodied in my report sent you by Constable Mapley), I left at once for Herschel island with the mail, taking with me Const. Holmden and two Indians, Enoch and Eugene, and two sleds with dogs, thinking it better to see the conditions existing there for myself.

I could not carry tent, blankets or stove as load was too heavy. I had a wolf skin robe and Const. Holmden the same. I made the round trip of five hundred and twenty miles in three weeks, hurrying back with the whalers' mail, staying four days at the island. Const. Holmden played out the third day and I was compelled to leave him at a Huskie camp, and went on alone, picking him up on the way back. I reached the island on the afternoon of the 26th February. I spent four days in visiting the ship's and men's messes and had a meeting with the captains. They had, on finding themselves frozen in last winter, divided the stores in their possession equally and put

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the crews on a scale of rations, so calculated to enable the supplies to last until the relief ship arrives.

Each ship has so many native hunters employed by them to bring in fresh meat and each ship contributed to a joint pool so much food to pay these hunters and feed their families while they were away. This pool is managed by two of the captains appointed by the others. The meat was coming in quickly when I was there and all the the crews were being supplied with fresh meat and there is no danger of starvation. I would like to point out to you, however, that these supplies will only last until the end of July, and if the relief ship should fail to arrive then, the situation would be serious indeed, and for that reason, every precaution should be taken by the American government to insure its arrival as early as possible and for this reason it would be desirable for the United States revenue cutter or some ship built to work in ice, and knowing these coasts well, to escort the relief ship through the straits as far as Point Barrow.

There are five ships, viz. *Thrasher*, *Bowhead*, *Karluk*, *Jeanette* and *Alexander*, at the island, and the crews, officers and men amount to about 230 men. So far there have been no deaths and no serious cases of illness in this number, and now that the longer and warmer days are coming, the chances of a serious outbreak are much lessened. I inclose you a report from the doctor at the island. He is not on the strength of the ship as a doctor, but shipped as a man before the mast. However, he is qualified man. He gave me a list of the medicines he was short of and I will endeavour to supply them as far as able from our medicine chest and take them to the island with me.

One of the crew of the schooner *Hanson*, at Toker Point, half way between Baillie island and east mouth of Mackenzie river, froze both of his feet and had to have them amputated above the ankle. The captain of the ship, Captain McKenna, performed the operation and the man is doing well. I could not find out this man's name, but his friends may be able to recognize him from the following description:— He is a German, twenty-eight years old, a machinist by trade. These operations occur every year in this region and nearly all the captains have performed operations at one time or another.

The schooner *Olga*, has not been seen since September, when she was in the vicinity of Baillie island. Sled parties have been sent out from the ships wintering there to locate her. She had only three months supplies when last seen. The ships from Baillie island, from all reports are fairly well supplied with food and able to supply her.

Complaints were made to me when at the island of the immoral conduct of the whalers with the native women, by the missionary, and also against one of the ships, the *Jeanette*, for giving liquor to natives. I made arrangements to return to the island as soon as the dogs were in shape and have rented a Huskie sod-house of two rooms and will go down with Sergeant Fitzgerald, the people now occupying the house agreeing to move out. I could not get the mission house as it was occupied by the missionary, but he is leaving this spring and I have no doubt you will be successful in buying it. In that case, I will move all the men but two to the island.

If you have succeeded in buying the house, will you arrange to have twenty-five tons of coal sent in this summer as we cannot procure sufficient wood for winter use at the island. The ships at Baillie island are, *Beluga*, *Herman*, *Belvedere*, and *Chas. Hanson* at Toker Point. The scale of rations on the various ships is nearly the same.

The following is the scale of rations issued daily on the *Karluk*:

Flour, 10½ oz., from which bread, soup and gravy are made; three or four ounces of salt meat; 8 oz. deer meat, boiled for soup at noon and given for meat in the evening; one pint coffee, two pints tea; once a week, 3½ oz. beans; 4 oz. potatoes; 2½ oz. butter and a small allowance of dried fruit. The amount of soup served to each man at noon is about one pint.

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I inclose the doctor's report on medical situation. I could see no difference in the ration on the *Trasher* in the cabin and in the men's messes. This was the ship I stayed on at the island.

I have the honour to be, sir,

Your obedient servant,

D. M. HOWARD, *Inspector,*  
*In charge Herschell island and Fort McPherson.*

The Commisioner,  
R. N. W. M. Police,  
Regina, Sask.

HERSCHELL ISLAND, March 2, 1906.

INSPECTOR HOWARD,  
Commanding R. N. W. M. Police,  
Herschel Island, Canada.

SIR,—At your request I subscribe a general account of the situation here in the fleet from a medical point of view.

The five ships, *Jeanette*, *Karluk*, *Bowhead*, *Thrasher* and *Alexander* have been on short rations since September. On some ships the shortage has not been so pronounced as on others, nor has it affected all parts of the same ship equally. I should say the *Karluk*, *Bowhead* and *Trasher* have been the worst sufferers. On some ships the greater burden of the deprivation has been made to fall on the forward hands. On one, the *Bowhead*, the after part of the ship has suffered the more, in an endeavour on the captain's part to conciliate his men into continuing the whaling for another season, even though their three years time is finished and their experience has taught them that in that three years, they have not earned one dollar but have plunged themselves more steadily in debt to the ship.

In my opinion, the lack of variety, in addition to the shortness of the ration is responsible for the prevalence of neurasthenia in so large a proportion.

The effect of this short ration is noticeable on the men. On the *Karluk*, for example, the loss of weight per individual varies from 15 to 28 lbs. The mate for example has lost 28 lbs. and at least two of the men forward have lost over 20 lbs., showing that on this ship as on the *Thrasher*, all hands have suffered deprivation.

It must be remembered that in the Arctic, to maintain body heat, an extra consumption of suitable foods is imperative, and any difference in ration should be made in favour of those who do the hard work and face the severity of the weather.

The *Karluk* and *Bowhead* have already put in two and three years respectively, and their men feel the effects of the Arctic winter more than those but just come up. It is the experience of all with whom I have spoken, and my own as well, that a man can endure the cold and exposure much better the first than any other subsequent winter.

As regards actual disease, we have no mortality to date; there has been one amputation for frost-bite. Whilst there has been plenty of minor sickness among the men, none so far have been very seriously sick, but a very large proportion are neurasthenic, and in their debilitated condition, an outbreak of any serious trouble would be a dire calamity.

One woman has become insane, three years in the Arctic being an important contributory factor in bringing about her present mental condition. One man was

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violently insane, but was doing very well under the adverse conditions, and removal to a warm climate will be undoubtedly beneficial. There are a few mentally weak.

Scurvy has not yet broken out, but I have one suspicious case under observation. There are reports of two cases at Baillie island.

I have to deplore absence of anti-scorbutics and the laxity of the authorities in not compelling these ships, of all ships, to carry an overflowing sufficiency and to force their administration. If an epidemic should occur, we would be very hard put to it to control it.

There is a very meagre outfit of drugs, and of such accessories as absorbent cotton there is practically none. At the present moment, the more frequently called for drugs are practically all out.

(Sd.) T. H. TOYNBEE WRIGHT, M.D.

APRIL 26, 1906.

Sir,—I have the honour to acknowledge the receipt of your report of March 10, on the condition of the whalers at Herschel island. This report was received by me today.

I wish to express my satisfaction of the work done by yourself and the men under your command. I fully realize the trying and arduous patrol made by you to Herschel island, and it is a matter of great pride to me to be able to bring your services to the notice of the department.

I wish you to express my appreciation to Staff-Sergt. Fitzgerald and Constable Walker for the hard work performed by them in making the patrol from Dawson to Fort Macpherson, and have great pleasure in bringing to the notice of the department their good services.

I have the honour to be, sir,  
Your obedient servant,

A. BOWEN PERRY,  
*Commissioner.*

INSP. D. M. HOWARD,  
Fort Macpherson,  
Mackenzie River District.



**APPENDIX B.**COPY OF DIARY OF INSPECTOR HOWARD OF THE TRIP FROM FORT  
MACPHERSON TO HERSCHEL ISLAND, FEBRUARY 15 TO  
MARCH 9, 1906.

*Thursday, 15th.*—Thermometer, 8 a.m., 38 below; 6 p.m., 37 below; weather cold, clear and bright; no wind; men hauling water and sawing and splitting logs. Finished mail and gave Hudson's Bay Co. to send out. Bought dog to replace one that had died. Dawson patrol came in about 4 p.m., 5 teams, men all well. Lowest during the night, 43 below.

*Friday, 16th.*—Thermometer, 8 a.m., 23 below; 6 p.m., 27 below. Weather fine and bright. Got mail from H. B. Co. In afternoon getting ready for trip to island. Engaged two men, Enoch and Eugene, to go with me. Lowest during the night, 33 below.

*Saturday, 17th.*—Thermometer, 8 a.m., 23 below; at 6 p.m., 25 below; weather, cold, clear and bright. Had sleds packed ready for an early start in the morning.

*Sunday, 18th.*—Left at 8 a.m. Weather cloudy, 20 below. Camped for night 5 miles from Mackenzie river. Enoch and Eugene both good men. Snowed during the night and found myself covered with snow on waking up in the morning. No tent or stove as no room for them on sleds. Trail heavy, necessary to have one man ahead of the dogs to break trail all the time.

*Monday, 19th.*—Weather stormy, snowing and blowing. Camped at noon and camped for night 20 miles down the Mackenzie; weather cold at night but plenty wood for fire. Left camp at 6 a.m.

*Tuesday, 20th.*—Left at 7 a.m. Weather cold. Camped at noon and camped for night at Huskie camp 75 miles from Macpherson. Const. Holmden played out; unpacked sled and left him enough food to last him until my return. Re-arranged loads.

*Wednesday, 21st.*—Left at 6 a.m. Weather very cold. Camped for noon and camped for night on bank of Mackenzie. Lots of wood for fire.

*Thursday, 22nd.*—Weather cold and clear. Left at 6 a.m. Camped for noon and camped for night in willows. Very cold; no wood for fire. Froze my face and one hand; not badly.

*Friday, 23rd.*—Weather cold; 40 below. Woke up very cold and sore; left before daylight; camped at noon; hard work to get enough wood to boil kettle. Camped at Huskie house at Shingle Point for night; a long day.

*Saturday, 24th.*—Weather cold, 27 below; with strong wind blowing. Left at 7 a.m.; made 23 miles and reached Norwegian ship, *Gjoa*, and put up for the day. Froze face again. Lieut. Hanson put me up in his cabin and men in hut on shore. Gave him his mail.

*Sunday, 25th.*—Weather very stormy; up at 5 a.m. but impossible to travel. Cleared a little in the afternoon. Left at 3 p.m. and made Huskie camp, 7 miles down; 30 miles from island; weather cold.

*Monday, 26th.*—Weather fine and clear. Left at 6 a.m. Did not camp at noon as no wood for fire. Made island about 4 p.m. Saw Mr. Whittaker and distributed mail. Put up with Capt. Macomber on the *Thrasher*.

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*Tuesday, 27th.*—Weather very cold and stormy. Went on board every vessel and saw the captains. In afternoon a number of men came to me and laid complaints with regard to their treatment on board the whalers since leaving San Francisco. Did not get through until 8 p.m.

*Wednesday, 28th.*—Weather cold and stormy. Still hearing complaints of the men. Saw woman who had complained of the captain of *Jeanette* at Mr. Whittaker's; she would say nothing and did not know anything. Mr. Whittaker had the idea she had been tampered with, but she denied it. Saw the captain of the *Jeanette* and warned him I would proceed against him if I could get any evidence of his giving liquor to natives. I will watch this man on my return to island, as he has a bad reputation.

*Thursday, March 1.*—Weather cold. Attended a meeting of captains on board *Alexander* with regard to flour in pool. Settled it satisfactorily. Busy in ships in afternoon and made arrangements for Huskie house on island and will return with Sergt. Fitzgerald with what provisions I can bring on sleds.

*Friday, March 2.*—Weather cold and clear. Went to all the captains and warned them to have the mail from their ships sent to me on the *Thrasher* before 10 p.m., as I was leaving early in the morning. Saw doctor and got him to give me a report of the health of the men and list of medicines he was short of. Made up mail and had sleds loaded.

*Saturday, 3rd.*—Weather, 20 below; snowing and blowing. Left at 6 a.m. Made 30 miles and camped for night at Huskie house, seven miles below *Gjoa*.

*Sunday, 4th.*—Left at 7 a.m. Weather clear and bright. Made the *Gjoa* and had lunch on board; got their mail and left at 1 p.m.; made Huskie house at Shingle Point for night; weather getting colder.

*Monday, 5th.*—Left at 6 a.m. and camped for the night in willows; very cold; no wood.

*Tuesday, 6th.*—Left at 4 a.m.; too cold to sleep. Camped 40 miles up Mackenzie for night.

*Wednesday, 7th.*—Left camp at 5 a.m.; made Huskie camp at noon and stopped for the day. Weather cold, but clear and bright. Huskie came in about 3 p.m. Appeared to be under the influence of liquor. Searched his sled and found small bottle of alcohol; took it. Found that he had got it from Captain McKenna of the *Hanson*; ordered him to be at Herschel island the end of July when captain will be there to get supplies to give evidence against him, otherwise he would be locked up.

*Thursday, 8th.*—Weather fine and bright. Left at 4 a.m. Camped for noon mouth of little river and camped for night on bank of the Mackenzie, 10 miles from mouth of Peel river.

*Friday, 9th.*—Weather cold and windy; owing to the flying snow very hard to see where we were going. Left at 4 a.m., camped 8 miles up the Peel; camped again 6 miles from the fort and made the post 4 p.m. Had bath and some dinner and went to bed very tired.