

*BRUCE F. DONALDSON'S REPORT ON
THE YORK FACTORY "DEPOT" WAREHOUSE:
A STRUCTURAL AND USE HISTORY, 1830-1981
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Abstract

This study traces the structural and use history of the extant "Depot" warehouse building at York Factory, Manitoba, which was built by the Hudson's Bay Company between the years 1831 and 1838. The initial chapter deals with this construction process, as well as room use and layout during the period prior to 1870 when the building was utilized to its maximum capacity. The second chapter compares and contrasts the building's structural and stylistic details with those of other warehouses that were constructed by the Company at York and elsewhere during the 50 years postdating the merger with the North West Company in 1821. Section three chronicles the various structural modifications and changes in room use that occurred after York began to decline in importance as a result of the introduction of new transportation technology in western Canada during the 1860's and 1870's. This culminated with the consolidation of most activities within this building by the early years of the 20th century. The last chapter deals with the 11 years that elapsed between the Company's decision to close York Factory as an active trading establishment in 1957 and the federal government's acquisition of the site in 1968. Parks Canada's subsequent involvement with, and future plans for, the "Depot" warehouse are also examined. Of course, the impact of the various individuals who were employed at York Factory, as well as Company and, later, government managers, are considered throughout this report, since their actions, perceptions, and policy decisions necessarily played an important role in the history of the building.

Preface

This report was commissioned by the Prairie Regional Office of Parks Canada to provide a comprehensive structural and use history of the "Depot" warehouse building which is located at the York Factory National Historic Site. Located at the mouth of the Hayes River, near Hudson's Bay in northern Manitoba, this former Hudson's Bay Company post played a crucial role in the exploration and development of north-western British North America. The vast majority of merchandise destined for consumers in this region passed through York Factory between the years 1821 and 1870 and, after the "Depot" was completed in 1837-1838, most of these trade goods were stored and repackaged for inland transport in this building.

It is indeed unusual to find a wooden structure of this age still standing after the passage of nearly 150 years. This is especially so when one considers that it rests atop a wooden foundation. A number of factors are responsible for this phenomenon, the main one being the decline of York as the Company's port and trans-shipment point for the Northern Department during the 1860's and early 1870's. York Factory subsequently became a minor trading centre and the central post in a small trading district. Consolidation, rather than new construction, became the order of the day and the "Depot", perhaps because of its imposing size, became the centre of the Company's operations at the site by the turn of the century.

Once this decision was made, the Company logically decided to maintain the building instead of embarking on a

new investment program at what was, to them, a marginally economic operation. By the 1930's, Company management began to realize the historical value of the building, which ensured its continued maintenance and utilization. Federal and provincial authorities eventually came to a similar conclusion which ultimately led to the assumption of ownership of the building and site by the federal government in 1968.

This report is primarily intended for the Engineering and Architecture Division of Parks Canada. This structural and use information is essential to ensure that any future structural or restoration work, as well as possible interpretation programs, are carried out in an historically accurate manner. In addition, this study hopefully adds to the growing volume of knowledge regarding fur trade architectural and construction techniques, and the history of architectural and technological innovation in general. The methodology employed is similar to that used in my previous "land use" history of the entire York Factory site. There is, therefore, no need to reiterate it here.

I am indebted to a number of individuals who provided assistance during the course of my research. First of all, I wish to thank the Keeper of the Hudson's Bay Company Archives, Mrs. Shirlee A. Smith. Mrs. Maureen Dolyniuk, who cheerfully filled my endless requests for documents, was also especially helpful. Mr. G. Mark Walsh, Ms. Judith Beattie, Mr. Alex Ross, and Ms. Deborah Moore also provided a great deal of help. I also wish to acknowledge the assistance of the staffs of the Manitoba Provincial Archives, the Public Archives of Canada, and the Thomas Fisher Rare Book Library at the University of Toronto. These repositories also granted permission to publish many of the photographs included in this report.

The Hudson's Bay Company deserves special mention for the assistance provided by Ms. Jocelyn McKillop and the rest of the staff at the Hudson's Bay House Library in Winnipeg. Ms. McKillop kindly provided Company pension records which enabled me to contact many former employees of the Company. In addition, she allowed me to examine post 1930 files pertaining to the buildings and lands at York. I also wish to thank the Company for permission to utilize photographs from their private collection.

Special thanks are accorded to three former managers of the Nelson River District, Mr. W. E. Brown, Mr. R. E. Howell, and Mr. G. A. Beare, who wrote detailed replies to my queries regarding the recent history of the "Depot". Mr. Beare and Mr. Howell also kindly submitted personal photographs of the building and site. Another former employee, Mr. Fred Beardy of Gillam, Manitoba, also provided a good deal of useful information through an interpreter, Mr. John Hatley, also of Gillam. Mrs. Dorothy Gregg of Victoria, British Columbia, and Mr. George Third, of Strasbourg Saskatchewan, submitted personal photographs for my examination.

I also wish to thank Mr. Herbert Stovel of the Heritage Trust section of the Ontario Ministry of Culture and Recreation for providing information concerning current restoration work at Moose Factory, Ontario, and Mrs. Darlene Stewart of Dugald, Manitoba, for preparing the map of the Hayes River region included in this report. Lastly, my colleagues provided invaluable assistance during the course of my research and in the preparation of this final report and a research bulletin. Mr. Gary Adams, Mr. Robert Coutts, Mr. J. C. Fyfe, and Mr. Gregory Thomas were particularly helpful. Mr. Thomas' knowledge of Company architecture and building practises at Lower Fort Garry was always shared willingly. In addition, he kindly agreed to edit this manuscript. Of course, any errors of fact or interpretation are mine alone.

I Construction and Use, 1830-1870

The storage of goods at York Factory presented little problem until the merger with the Montreal-based North West Company (with whom the Hudson's Bay Company had been engaged in a bitter rivalry for the dominance of the fur trade) in 1821, as the 18th century "Octagon" building¹, the Red River warehouse, and the fur "store" provided ample space (Figure 2). After the decision was made to abandon the North West Company's Canadian supply route and, hence, their former depot at Fort William, the immediate problem was the provision of sufficient space for the large increase in fur returns which would now pass through York en route to the London fur market. In 1821-1822 work began on a new, 22 by 80 foot, one and one-half storey fur warehouse on the upstream side of the "Octagon" (Figure 3).²

The initial phase of reconstruction and expansion of the storage facilities at York Factory was complete by 1827, as all of the pre-1821 buildings and sheds, with the exception of the "Octagon" and the launch house, had been demolished and replaced by that date.³ The 40 year old "Octagon" warehouse, now used almost exclusively for the storage of trade goods⁴, was beginning to show its age. The foundations were repaired in 1826⁵, but more unspecified repairs were necessary by 1830.⁶ While these improvements were authorized by the Company's overseas governor, George Simpson, they were only temporary in nature, as the "Octagon" was also no longer large enough to hold the volume of merchandise stored at the site.⁷ Governor Simpson, therefore, concurrently authorized the partial reconstruction of the old building and a reduction in

the annual "Indents", or requisitions for supplies, from the inland districts.⁸ These requisitions had been increasing at a faster rate than Simpson and the London Committee of the Company deemed necessary and were, to a large extent, the cause of the storage problems at York.

Apparently, the new main warehouse was originally planned during Chief Factor John George McTavish's tenure⁹ (1821-1829), but it was actually started under the supervision of his successor, Alexander H. Christie, who was transferred from Moose Factory and appointed to York in 1830. James Hargrave, who at this time held a clerk's position at York, has left an excellent summation of the reasons for the construction of the "Depot" warehouse, as well as its location and the proposed construction sequence:

the crowded state of our Stores. - Every garret in the new Building is groaning under its own burden & the Old Factory [the] "Octagon" has at length become Crazy & leaky & unfit to be filled with property that it has been found necessary to commence rebuilding part of it. — The Middle front through which the gateway passed has been taken down & part of an excellent store of 2½ Stories - 40 feet long & 20 broad - has been raised in its place - ... To each end is proposed to be added wings each 30 feet long on the foundations of the old Buildings & 2 stories high forming a continued front of 100 feet — ... 10

These dimensions were altered during the actual construction of the building. For instance, the two and one-half story section is approximately 30 feet deep¹¹ instead of the 20 feet initially indicated by Hargrave. Similarly, the two wings are approximately 32.5 feet wide, making a "continuous front" of 105 feet.

If Governor Simpson's official comments to the London Committee are to be taken at face value, it would seem that the central section described by James Hargrave was the only

contemplated improvement to the storage facilities at York.¹² Hargrave's personal correspondence, however, contradicts Simpson and clearly shows that the eventual goal was the demolition and replacement of the entire "Octagon" complex.¹³ Simpson undoubtedly concurred, but was probably reluctant to propose such a grandiose project to the cost-conscious London Committee. Instead, he preferred to proceed gradually, thereby spreading the capital costs over a longer period of time.

Hargrave, in the previously quoted letter to his former "Bourgeois", J. G. McTavish, also described the layout of the proposed warehouse:

The lower floor - giving a noble packing room; ___ the second an outfit Room - while the third is divided into rooms for the purpose of our old apothecary & Stationary Rooms. ___ To each end of this store is proposed to be added wings ... the lower parts divided into 4 rooms entering from the New packing Room while the second floor [flat?] will make 2 excellent Blanket & slop clothing Rooms on the same level & opening into the Outfit Room.¹⁴ (Figures 4 & 39)

The frame of the central portion was raised and ready for weatherboarding in the fall of 1831 when work was halted by the onset of winter.¹⁵ Governor Simpson and Chief Factor Christie both predicted that the building would be ready for occupation by the beginning of the new fiscal year ("Outfit 1832") on 1 June 1832.¹⁶ Construction was delayed, however, by an outbreak of influenza in the spring of that year and the rooms were not ready when anticipated. It was mid-June before the most important area, the main floor packing room¹⁷, was completed. The second floor "Outfit Room" and the four rooms on the third level (the "Medicine Room" Apothecary, "Stationary Room", "Glass Room", and the "Cotton Room") were finished shortly thereafter (Figure 5).¹⁸

After this point it becomes increasingly difficult to chronicle the progress of construction due to the absence of the York Factory post journals for most of the relevant period. As well, Hargrave's personal correspondence is less informative on this subject after 1833, an understandable occurrence considering that the project was no longer a novelty by this time. Thus, the building sequence must be pieced together from a variety of imperfect sources including the annual York Factory inventories.

According to Hargrave, work was to commence on the upstream wing in the fall of 1832.¹⁹ All that can be ascertained from the available evidence, however, is that the old bastion (or "flanker") which occupied this site had been demolished by the spring of 1833.²⁰ A shortage of construction lumber may have been responsible for the delay, but sufficient additional quantities of timber were obtained that winter from a sawing camp on the "Shamattawa" (Gods) River (Figure 1).²¹ Consequently, the upstream wing more than likely was erected after the wood had been rafted to the post, or in the summer and fall of 1833. In any case, the new section was definitely in use by the spring of 1834. The layout was identical to that which had been outlined three years previously. A "Slop Room" occupied the second floor (room 11), and a "New Nail Room" and a "Woolens Room" were located on the main floor (rooms 3b+c).²²

The "Depot" project was temporarily suspended after the completion of this first wing. This was made necessary by the decision to remove European and locally produced salt provisions from the main warehouse. Since these supplies were used solely for the sustenance of the post, it is not surprising that they should be separated from the other, trade related, goods. These provisions had previously been stored in the cellar and on the main floor of the northeast flanker.²³ Before this structure could be torn down it was, therefore,

necessary to construct a new provision warehouse. The foundation for the new building was laid in October, 1834, and the entire structure was completed by the following May.²⁴ During the rest of the summer the tradesmen were busy making other necessary improvements to the post. Among other things, a second stable was erected and new palisades were set up.²⁵

Chief Factor Christie was transferred to the Red River District in 1834 and the responsibility for the management of the depot of the Northern Department fell to James Hargrave, who assumed the position of Chief Trader. In September of 1835 the new Chief Trader ordered the resumption of work on the main warehouse. The "North East side of the Old Factory" (the northeast bastion) was demolished and the foundation laid for the new downstream wing.²⁶ In a letter to Christie he confidently predicted, if the post was blessed with health, "that a store similar to that on the other side which faces the Mess House," would be "in readiness for business before the 1st June. ____"²⁷ In addition, he indicated that the winter lumbering party had been instructed to gather wood for the construction of the "back front of the general store."²⁸ Undoubtedly, his aim was the speedy completion of the four year old project.

Circumstances forced Hargrave to modify his ambitious plans. First of all, a late spring impeded outdoor activity. Then a flood caused by the sudden breaking up of the river and a subsequent ice jam on the 29th of May²⁹ damaged the riverside wharf, slip, and other structures. Naturally, men and materials had to be diverted to repair these facilities which were so important for the summer transport service. Therefore, the building was unfinished by the initial target date and, if the York Factory inventory for 1837 is correct, it was also not occupied by the following June.³⁰ It was probably in use shortly thereafter, as the 1838 inventory

lists a "Shot & Tobacco Room."³¹ This was possibly the main floor, as this room was partitioned the following year to form the two rooms (1 + 2) depicted in Figure 4.³² The second floor (room 9) probably became the "Woolens" room in accordance with the floor plan described by James Hargrave in 1831. The area thereby vacated on the main floor of the upstream wing (rooms 3b or 3c) may then have become the new "Axe and Iron Work Room."³³

Other significant classifications in the 1838 inventory include the "Tea", "Whole Piece", "Tin Ware", and "Twine & Rope" rooms.³⁴ As well, a "New Store Upper Floor" and "New Store Lower Floor" are listed.³⁵ This suggests that rooms 4, 8, 12, and 15 were completed and occupied and that the rear portion (rooms 5, 6, 7, 13, and 14), although closed in, was as yet unpartitioned. The "Tea" and "Whole Piece" rooms probably occupied the main floor, with the "Twine & Rope" and "Tin Ware" rooms being on the second level.

Unlike the rest of the building, this entire section was constructed as one unit. Structural details, such as continuous roof and wall framing, support this conclusion. The reasons for this departure from precedent, given the piecemeal nature of previous construction, remain unclear. They are probably no more complex than a simple desire to be done with the project.

Two new rooms ("Sugar" and "Flour") are listed in the 1839 inventory in place of the upper and lower floors of the "New Store."³⁶ The "Flour Room" was undoubtedly located on the lower level (room 7), while the "Sugar Room" may have occupied the second story. A "Salt Room" is listed in 1840³⁷ and a "Liquor Room" in 1843³⁸, indicating the partitioning of the rear portion of the "Depot" into four rooms, numbers 5, 7, 13, and 14.

As has been briefly indicated in the above discussion,

each room was intended for the storage of related commodities. According to the annual inventory lists, usage remained constant until the 1870's when transport and supply route changes led to the under-utilization of the building. This is not to say, however, that functions never overlapped. Rather, during the rush of ship-time, goods were often placed where there was available room, especially if the quantity imported was too voluminous for the appointed space. In 1843, for example, the "Salt Room" contained clay pipes, paint, shoes, soap, molasses, and sugar in addition to salt.³⁹ On the other hand, the "Sugar Room", among other things, housed sugar, salt, molasses, soap, and rope.⁴⁰

Structural Features

Foundation

In the 18th century most of the major buildings at the Hudson's Bay Company's bayside trading establishments, including the "Octagon" at York Factory, were built upon stone or brick masonry foundations.⁴¹ Although this was a reasonable technique, given the swampy nature of the site, it was unsuited to the permafrost conditions which characterize the Nelson-Hayes River estuary region. This permafrost lies one to two feet below the surface, which prevented the proper piercing of these stone and masonry foundations. As a result, the shifting which occurred caused structural problems and required almost yearly attention.

By the 1820's stone foundations had been abandoned as impractical at York Factory. A number of technological improvements, including better site drainage and improved

methods of wood preservation, led to the adoption of foundation techniques better suited to local conditions.⁴²

Unheated buildings constructed at York after 1821 (for example, see Figures 33 + 34), including the "Depot" warehouse, typically rested upon large foundation timbers, squared on two sides, and set slightly below the surface. These large "sill" logs were interspersed with wooden "sleepers" which supported the plank flooring. Tar was used to preserve this framework. In addition, exposed outside logs were covered with "waterboards" to reduce the deteriorating effects of rainfall and meltwater.

The use of wooden foundations greatly extended the useful life of the Company's buildings at York Factory, as the rotten sills and "sleepers" could be replaced when necessary by simply jacking the building. This process was next to impossible with structures placed upon masonry foundations. The "Depot" amply illustrates the utility of the technique, as periodic repairs allowed the Company to utilize the building for 125 years, or until they abandoned the post in 1957. In contrast, the "Depot's" 18th century forerunners, including the "Octagon", rarely lasted more than 30 or 40 years.

Framework

There is little to note regarding the heavy framing techniques used in the construction of the "Depot." Visible structural details closely follow the standard methods for heavily framed buildings that are depicted in contemporary British and American construction manuals.⁴³ The roof of the two and one-half story section, for instance, uses a typical hipped roof rafter plan (Figure 6)⁴⁴, while the wings and rear section are a slightly modified truss and purlin design, with the

common rafters being eliminated in favour of roof planking attached directly to the purlins and running perpendicular to the ridge of the roof (Figures 8 + 22).⁴⁵ Minor structural variations, such as the use of "knee" braces in place of more common run braces, will be discussed in the following chapter.

Interior and Exterior Finish

All of the finishing wood used in the "Depot" was hand sawn and planed, either at the winter lumbering camps or at the post itself. Lengths and widths are, therefore, of a more random nature than is the case with modern machine cut lumber. The exposed widths of the exterior clapboarding, for example, range between 4.5 and 5.5 inches, although board thickness is relatively uniform.⁴⁶ Floor boards also vary in length and width, as do the "tongue and groove" planks (both horizontal and vertical) which line the interior walls and partitions. All of the rooms, except those located on the third floor, appear to have been unceiled during the initial years of the building's history.

The interior of the "Depot" was not painted or varnished and all of the original walls are in their natural state. Much of the second and third floor areas have been water stained, however, as a result of recent leakage. The exterior weatherboarding was initially painted yellow⁴⁷, a tradition that seems to have remained in effect until at least the 1870's.

All of the major buildings constructed at York during this period were covered with imported sheet lead, and the "Depot" was no exception. Unfortunately, these sheets frequently separated and rolled up during the many gales which raged along the coast of Hudson's Bay. Battens were installed at the eaves in 1841 in a partially successful attempt to solve this problem.⁴⁸ The spaldering of cracks in the leads was also a

common chore which the Factory smiths had to perform during the warm weather months.⁴⁹ This was caused by the constant shifting of the building. Nothing could be done to correct this problem, as it resulted from the unavoidable lack of a properly piered foundation.

Windows and Doors

Lanterns or candles were not allowed in the "Depot" or other storage facilities at York Factory as a precaution against fire. The building therefore contains numerous large (for the era) windows in the exterior and courtyard walls. Those on the main and second floors contain 12 panes. The third floor windows are smaller, having only nine panes, and are situated much closer to the floor due to the limited wall height. Only the windows on the third level and in room 1 appear to have been hinged.

According to George Simpson McTavish, who served as a clerk at York during the late 1870's and early 1880's, the only means of "access to the building was through the front, or its back door, there being only two on the outside walls (Figure 36). The other doors opened inwardly, into a courtyard, or hollow square."⁵⁰ This limited access was typical of the Company's 19th century warehouses, as was the placement of the doorways near the highest traffic areas at the front (or river side) and the rear (near the artisan workshops) of the building. Regardless of G. S. McTavish's comments, however, it seems probable that the two courtyard entrances off of rooms 4 and 8 also date from the time of construction.⁵¹

20th century renovations make it difficult to ascertain the means of access to the many rooms located on the main floor. What evidence there is suggests that single doorways provided access to rooms 1 and 2, and probably to rooms 3b and 3c, from the "Packing Room" (room 3a). Double doors were situated at either end of room 4⁵² (Figure 17) and, in

all likelihood, on either side of the alleyway which separated the original rooms 5 and 7.⁵³ As was mentioned in the previous paragraph, room 8 seems to have been isolated except for the courtyard entrance, although this conclusion remains speculative at best.⁵⁴

Access to the second floor was limited to a fairly wide staircase between the original room 5 and rooms 13-14 (Figure 46), as well as by a narrower staircase rising from room 2 to room 9. The portable stairs located in room 4c probably postdate 1870. Block and tackle mechanisms, situated in line with the front and rear doors, were used to shift heavy goods from one level to another (Figures 13 + 46). The third floor is accessible by a stairway leading from room 10. A lift was unnecessary because of the portable nature of the articles (medicines, stationery, glass, trinkets, earthenware, etc.) stored there.

All doors located on the second level were probably similar to the double type (with one side being wider than the other) which still hangs in the entrance to room 13 from room 12 (Figures 21 + 27). The doorway between the "Outfit Room" (room 10) and the "Slop Room" (room 11) appears to be the only exception, as there are no visible hinge markings on the doorframe. It may, therefore, have been an open doorway. There is also evidence that doors once separated all of the rooms on the third floor, except between rooms 16b and 16d. All doors throughout the building likely contained locks as a security measure.

Building Materials

York Factory is situated in the midst of a 125,000 square mile area known as the Hudson's Bay Lowlands.⁵⁵ The region is characterized by an imperfectly drained patchwork of shallow lakes, muskeg, and bogs.⁵⁶ It is a youthful topography, having only emerged from below sea level in recent post glacial times by means of isostatic rebound. This accounts for the imperfect drainage which, when combined with the sub-arctic climate of the region, provides a hostile environment for extensive vegetational cover. Therefore, tree growth is limited, with the best stands being located on better drained sites along river and creek levees and on islands. The characteristic species on these sites range from willows near the high water mark, to balsam poplar and white spruce (jack pine).⁵⁷ These sites, both near York Factory and up to 150 miles upstream on the Hayes, Gods ("Shamattawa") and Fox Rivers, were frequented by the Company's "wooders" throughout the history of occupation of the site (Figure 1). The poplar was used for fuel and the white spruce in the construction of buildings, boats, and the manufacture of packing cases for the inland shipment of trade goods.

Outside of the immediate coastal zone, especially along the Gods River, the stands of white spruce were of sufficient size to provide the massive structural timbers used in the construction of the storage buildings at the post. All were cut in the winter months and they were usually axe hewn or sawn at the "sawing tent" before being rafted downstream after the spring breakup. By the 1790's the readily accessible stands along the local creeks near York, and for some 50 miles upstream along the Hayes, were largely exploited.⁵⁸ The large quantities

of wood used in the reconstruction phase which commenced in 1821 were obtained from this area and along the nearby Pennycutaway River which enters the Hayes some 25 miles upstream of York Factory.⁵⁹ These limited supplies were exhausted by 1825, however, and the lumbering parties moved further upstream to the "Steel" and "Shamattawa" Rivers.⁶⁰ The former is today known as the Hayes River and is located between the confluences of the Gods ("Shamattawa") and Fox Rivers with the Hayes. These stands were apparently also exploited by 1830. The "Shamattawa" River then became the preferred location for the remainder of the decade.

The 1830-1831 "sawing tent" was located at an unknown site on the Gods River and the lumber produced was used in the construction of the clerk's residence⁶¹ and for the framework of the two and one-half story section of the "Depot." In 1831-1832 the lumbering party, under the supervision of Medarde Poitras, one of the post carpenters, also operated at a camp "up the Shamataway." Here, they apparently found a sufficient quantity of trees "producing beams 30 feet long & 9 x 6 in Square" to meet their quota.⁶² In actual fact, these beams were cut to 26 feet⁶³, or the length of the intended upstream wing. A list of the winter's production is included as Appendix A. Additional wood needed to complete the project, as well as for the intended provision warehouse and the new stable, was listed in the fall of 1832 (Appendix B). The location of this camp is not given, but in all probability it was also situated at an unknown location on the lower reaches of the Gods River. The 1833-1834 camp was again located on the banks of this river.⁶⁴ Production totals for these two seasons are unavailable, but there is a list of wood remaining in stock at the fort in the fall of 1834. This is reproduced as Appendix C.

Hargrave's wish for a speedy conclusion to the "Depot" project is reflected in the ambitious order (Appendix D) which he gave to his new lumber camp supervisor, a "slooper" named Thomas Spence⁶⁵ (Poitras had drowned in August 1834), in the fall of 1834. Spence and his group of five men (two more, probably the sawyers, left on 1 November) left York Factory on the 1st of October.⁶⁶ They had expected to set up camp at an unspecified location "above the first Rapid in the Shamatawa River," but were unable to reach their destination due to an unusually early winter.⁶⁷ Instead, they "commenced labor at the same place where the same party was last Winter."⁶⁸ At this site there was a "sufficiency of Wood for plank, but no long pieces of Timber ... in the Neighborhood."⁶⁹ Spence and one man returned to York for the Christmas season and confirmed that they would be unable to procure the necessary beams (140 measuring 26 to 30 feet long and eight or nine inches square).⁷⁰ He believed, however, "that the whole" could be "collected on the banks of a Creek which falls into the Shamatawa about 15 Miles above their present position."⁷¹

Upon his return the lumbering party apparently moved to the new location. A letter from Spence in mid-January, 1835,⁷² was sufficiently obscure on the subject of the required framing timber to prompt Hargrave to send his two carpenters, John Rendal and James Sinclair, to examine the situation. They returned on the 28th and reported:

that the best and largest quantity of Timber to be procured, is to be found in a Creek on the left side of that River about 2 miles below where the party now is and in which it is expected the whole of the heavy timber required will be collected. Upon two points on its banks he counted about 90 Trees most of which were about 7 feet in girth at the root; ... 73

All of the required beams were obtained on this creek, although the task was not as simple as Rendal and Sinclair had anticipated, for Spence and his party apparently were forced to go "along way up the Creek for Some of the large timber."⁷⁴

The firewood party and the York Factory sawyers were not idle while this activity was going on at the lumbering camp. In mid-December, Rendal was sent to the firewood camp located on the opposite side of the Factory peninsula on the banks of the Nelson River. Here he found sufficient wood which could be conveniently harvested and hauled by the ox drivers along the firewood road to the fort.⁷⁵ Once there it was sawn into planking or weatherboarding by the two fort sawyers.

In June 1835 a shortfall in framing timber was discovered which threatened to bring construction to a halt. "Spence and a party of 6 Men" were "sent to the Penicatawa [Pennycutaway River]" to obtain the necessary logs.⁷⁶ They left on the 17th and returned six days later with "35 logs 30 feet long and of sufficient size to make flooring beams 6 x 9 inches."⁷⁷

The remaining wood needed to complete the "Depot" was also obtained from the Gods River area (Appendix E). Eight men, including Spence, left York in October, 1835,⁷⁸ and set up camp in a "small Creek ["Rabbit Creek]" about 30 miles" up this river, just below the first major rapids.⁷⁹ They were able to collect the required wood, but not without some difficulty:

I have got it all that I Require But, it is
along way up the Crick I sopas about 5 miles
and it is a good way from the water But I
think that I can flot it down the crick in
the Spring 80

In addition, some 400 planks were needed to complete the flooring of the "New Store."⁸¹ To remedy this problem, Hargrave transferred the firewood cutters from their Nelson

River camp to a new location on the "south east side of the Hayes River,"⁸² "about 10 Miles" from the fort,⁸³ at the end of November (1835). They were to cut down and haul sufficient logs to the sawing stage erected by the two sawyers who accompanied them.⁸⁴ The sawyers completed their task and returned to the post on 21 February.

The "List of Wood Wanted from YF Sawing Tent Winter 1836/37" (Appendix F) clearly indicates that boards and planking were the only materials required to finish the "Depot". Spence and his party had little trouble obtaining the required amounts at the same location as the previous season,⁸⁵ even though they apparently had "to go along way fore Some of it."⁸⁶ No wood camps operated in the vicinity of York Factory that year. No further materials were ordered for the "Depot" project in the winter of 1837-1838.⁸⁷

Interior Divisions - Detail and Use

Room 1

An east-west partition wall formerly existed in the middle of this room (Figure 10), but it probably was not installed until after 1870. Thus the only original wall shelf probably ran along the partition wall with room 2 (Figure 10). The lack of other interior furnishings suggests that, as was mentioned in a previous section, this area was used primarily for the storage of tobacco.

Room 2

Although most of the flooring has rotted in this room, the wall shelves situated along the east and south walls are still in good condition. Interestingly, one portion of the western

shelf contains the remains of what appears to be a rack (Figure 12) that was used for holding small articles of varied width, perhaps chisels or files. In addition, much of the shelf area is paint stained. This evidence implies that this was, indeed, the "Lead" or "Shot" room which, in addition to this commodity, also housed linseed oil, paints, and assorted small tools.⁸⁸

Room 3a

It can be safely assumed that this area, originally described by James Hargrave as the "New packing Room" in 1831⁸⁹, was used for this purpose throughout the 19th century. Here, the various trade goods were packaged into the characteristic 90 to 100 pound bales, cases, and casks which the Company used for its inland transport business. Each package was carefully marked with a letter code, indicating the destination, and a number, which represented the operating year ("Outfit") for which the goods were ordered. A lengthy discussion of this process is unnecessary, however, as previous writers have dealt with the topic in great detail.⁹⁰

The packing room contained no shelving. Instead, most of the area was probably taken up with completed packages, some of which were transferred to the inland cargo warehouse prior to the arrival of the inland boat brigades. An unusual amount of graffiti adorns the walls of this room, suggesting that this was a high activity area, a conclusion that is completely in keeping with its role. The weights of various individuals who were employed at the post (including James Hargrave) are recorded on the wall area and window frame immediately to the south of the courtyard door. A scale used for weighing the inland packages was therefore

situated near this spot. A "bale press", used for pressing cloth goods into manageably sized bundles, was also located in this room.⁹¹

Rooms 3b and 3c

In 1911-1912 the saleshop function was briefly located in this section of the "Depot" while a new building was being built on the upstream side of the warehouse.⁹² In 1914 A. W. Patterson, the new district manager, decided that the recently completed saleshop building would make an excellent district office. The 3b and 3c area was therefore renovated for this purpose once again, with the work being completed by the end of December.⁹³ The numerous improvements, which included painting, the installation of ceiling boards, wall shelves, counters, and a stove, irreversibly altered the original character of this area. Nothing remains except a few wrought iron hooks and nails located in the ceiling joists. Consequently, there is no extant evidence to assist in the evaluation of the type of goods stored in the two original rooms. Therefore, the speculative conclusions mentioned earlier in this chapter must suffice. One can only conclude that one side was possibly the "New Nail Room", while the other may have been the "Axe and Iron Work Room."

Room 4

This area was partitioned to form three separate rooms in the 20th century (Figures 4, 39, + 57). The south wall and part of the west wall were partitioned at this time, obliterating any markings which might have indicated the former presence of wall shelves. The lack of evidence of this type on the east, north, and the unpainted portion of the west

walls, however, suggests that shelves were not located in this room. In fact, the east wall is marred by round, black marks, which must have been made by barrels stacked on end against it. All of this evidence implies that this was the "Whole Piece" room where merchandise, prepackaged in acceptably sized containers before being shipped from England, was stored.

Room 5

Room 5 was extensively modified in the late 1930's to form the most recent saleshop.⁹⁴ Nothing can be said, therefore, regarding the original furnishings. The original room, however, was slightly larger, with the present north wall of room 6 forming the original partition (the present north wall butts against a courtyard window). During the 19th century this area was probably used as either the "Sugar" "Salt", or "Liquor" room.

Room 6

The area presently designated as room 6 did not exist prior to the construction of the adjacent saleshop.⁹⁵ In its original form it was really an alleyway running between the rear doors and the courtyard entrance. Thus, the existing partition between rooms 6 and 7 is really the south wall that separated the passage and room 5. Structural evidence, including mortices in the east-west ceiling joist on the north side of the main entrances (Figure 18), indicates that a similar wall separated this alley and room 7. Double width doors provided access to both rooms from the passageway, while a trap door and hoisting apparatus were used to transfer goods to the second floor.⁹⁶

Room 7

The large wall shelves that are situated against the east and west walls in this room have been moved from other areas of the "Depot". This assertion is supported by three pieces of evidence. In the first place, they are only partially attached to the wallboards and, secondly, they also block the windows. Thirdly, the shelf placed against the western wall partially covers the words "dates", "Rolled Oats", "Apples", and "Currants". These classifications are obviously important in themselves, as they indicate that imported provisions were stored here at one time. Barrel marks on the partition wall to room 8 also suggest that this was the case. In all likelihood, this was the "Flour" or imported provision room that was first listed in the 1839 inventory.⁹⁷

Room 8

There is no evidence of wall shelving, nor are there any wrought iron hooks or nails in the ceiling joists of this room. The walls are, however, marked to a considerable degree, which indicates that bulky packages probably rested against them. Access to this room was apparently limited to the courtyard door, although the entrance from room 7 (which is not framed and cuts through a diagonal wall brace) may have been opened at an early date (Figure 19).

Given this limited access, it seems safe to assume that whatever was housed here was both valuable and bulky. Tea was one such commodity and this may, in fact, have been the "Tea Room" that is first listed in the 1838 inventory.⁹⁸ Of course, tea was not the only commodity stored here. Other bulky items, such as guns and bales of cloth and blankets, were placed in this area when space permitted.⁹⁹

Room 9

This room is located on the second floor in the northeast corner of the building. It is almost certainly the "Woolens" room described by James Hargrave in 1831.¹⁰⁰ There is no evidence, in the form of wall blemishes or otherwise, to indicate that there was shelving attached to the walls. One possible exception is a shelf, probably similar to the one which still exists in room 11, which may have been located above the entrance to room 10. It appears from remaining structural evidence that some sort of racks or shelving did at one time exist in the central part of the room (Figures 20 + 21). These may have held unpackaged blankets, strouds, and duffle.

Room 10

This is another area that can be precisely identified, even if the meaning of the name remains somewhat obscure. It was known as the "Outfit" room¹⁰¹, and an examination of the York Factory inventories reveals that it was mainly used for storing clothing and loose cloth, plus small quantities of many other classes of merchandise.¹⁰² This explains the evidence of large wall shelves (similar to those located in rooms 11 and 15) which formerly existed on all but the east wall (Figure 23). Possible shelf supports (plus nail holes which indicate that others existed) also run across the central portions of the ceiling joists, except over the trap door to the main floor (Figure 22). Numerous hooks and nails are present in the joists between these supports and the outside walls. A small closet, which at one time contained small shelves, a coat rack, and a hinged door, is located under the stairs leading to the third floor.

Room 11

Room 11 was the "Slop" or clothing room.¹⁰³ Shelving and cupboards along the north wall are still extant, and there is evidence that a similar setup existed along the east wall. The iron supports for what was, in all likelihood, a small ceiling shelf, can be seen in the southwest corner of the room. There are limited structural remains among the ceiling trusses which may have supported shelves or racks near the centre of the room. There are few hooks or nails in the purlins or roof trusses.

Room 12

This room did not contain wall shelving, although there are possible shelf supports located between the two end roof trusses and the east and west walls. In addition to this, there are supports attached to the inside of these two end trusses and on both sides of the central truss (Figures 25 + 26). It is unclear precisely what they were intended for, but it is notable that they are notched to hold horizontal pieces that probably ran between the trusses. Perhaps they were used for hanging kettles or rope. Consequently, this may have been one of either the "Tin Ware" or "Twine & Rope" rooms which first appear in the 1838 inventory.¹⁰⁴

Rooms 13 and 14

The floor area of what is designated as room 13 in Figure 4 was raised, thereby rendering the area useless for storage purposes, when the new saleshop was installed in room 5. There is no visible evidence to confirm that an actual partition wall ever separated this "room" from what is today designated as room 14. In other words, it was probably one

large gallery occupying the entire width of the building (Figures 46 + 52).

Initially, the entire floor was probably either the "Salt" or the "Sugar" Room. It may have been subdivided (without using an actual partition) for inventory purposes in 1843, as a "Liquor" room is listed for the first time in that year.¹⁰⁵

Room 15

An original shelf, running the entire length of the north wall, still exists in this room. There is no visible evidence to suggest that similar shelving existed against the other walls. Support pieces, similar to those found in room 12, remain attached to the roof framework. Hooks are located on some of the purlins, but only at either end of the room. As with room 12, it is possible that this area was the "Tin Ware" or "Twine & Rope" room.

Third Floor

During the 19th century the third floor consisted of four separate, low ceilinged rooms, plus an additional open area near the stairwell (Figure 5). This portion of the warehouse was the most finished section of the building. All four rooms were ceiled, had baseboards, and contained numerous wall shelves. The "Cotton" (ribbon, handkerchiefs, lace, linen, scarfs, needles, combs, etc.)¹⁰⁶, "Glass" (mainly earthenware)¹⁰⁷, "Medicine"¹⁰⁸ and "Stationary"¹⁰⁹ rooms were all located here. Unfortunately, specific locations cannot be identified from the existing documentary or structural evidence. It is possible, however, that

room 16a, which was used for records storage in the 20th century¹¹⁰, may have been the "Stationary" room. Room 16c, with its numerous small shelves, could have been the apothecary or "Medicine" room. The "Cotton" and "Glass" rooms would then, of course, have to have been situated in sections b or d.

The foregoing discussion has, in some instances, been based upon inadequate source material. This is especially true for the structural and use history of the rear portion of the building which was commenced after the two and one-half story section and adjacent wings were completed. Thus, many of the assertions presented here are, at best, tentative and, in a few cases, speculative. Perhaps this would not be the case if more of the original furnishings had survived to the present day. This is merely wishful thinking, for it is essentially ahistorical, ignoring the fact that York's role in the Hudson's Bay Company's trading operations changed dramatically after 1870. Given the steady decline of the post after that date, except for a brief respite between 1911 and 1929, it was inevitable that the interior of the "Depot" would be altered to suit the changing conditions. In fact, it is remarkable that the structure survived at all! Lamenting the extent of interior renovations, therefore, is like regretting the loss of historic documents, an exercise in futility.

II Hudson's Bay Company Warehouses, 1821-1870 - Structure and Style

The "Depot" warehouse was not, of course, constructed in isolation. Officers and men were continually transferred about the Northern Department and, naturally, they brought their stylistic prejudices and construction skills with them. It is useful, therefore, to compare and contrast the "Depot" with the other warehouses constructed by the Company between 1821 and 1870. By this means it can be determined whether, as has been suggested in the past, the building was atypical in its stylistic and structural details.

The style chosen by Governor Simpson and Chief Factor Christie was well suited to the "Depot's" intended role. As could be expected, they opted for the familiar and the utilitarian; a dry goods warehouse located on the remote shores of Hudson's Bay was an unlikely candidate for decorative exterior ornamentation, especially when skilled tradesmen were also at a premium. The difficulty and cost involved in obtaining and preparing suitable wood for construction also weighed heavily in favour of the simple, proportionate lines of the Georgian mode that had been so popular in Britain and colonial America during the 18th century. The typical hipped roof style, with minor variations, was a common feature of the Company's North American warehouses that were built between 1821 and 1870. The buildings erected at Fort Vancouver during the 1820's, with their gabled roof styles, were the only apparent exception.¹ In all likelihood this anomaly was the result of the influence of the individual in charge of the Columbia Department, Dr. John McLoughlin,

who had been stationed at Fort William, where a similar style was used (Figure 29), prior to the 1821 merger.²

Ground floor access was always limited in the Hudson's Bay Company's warehouses, with entrances usually placed near the highest traffic areas. The York Factory "Depot" is typical in this regard. Windows are also characteristically numerous in the "Depot", as Company policy prohibited the use of candles and lanterns in storage buildings. There were, of course, exceptions, as window glass was an expensive commodity. Warehouses where the selection, sorting and packaging of goods and furs for trans-shipment was not a priority, such as the "Archway" warehouse at Norway House (Figure 32), contained a minimal number of windows.³

Snow conditions made skylights an impractical means of illuminating attic space, so gabled dormers were commonly used when a "garret" or "loft" was to be used for storage. In warehouses of this type at York (including the two and one-half story section of the "Depot"), Norway House, Lower Fort Garry and Upper Fort Garry the walls were also typically extended two to three feet above the main or second floor ceilings in order to provide more usable space (Figures 31, 32, + 36). The roofs were also more steeply pitched than was the case with the wings and rear portion of the "Depot" which are a full two stories high. Since all of the Company's warehouses in the Northern Department were not intended for winter use, except for sheltering the goods, double windows were unnecessary. In addition, the majority of the windows could not be opened unless, as in the case of the "Depot", they were in small interior offices.⁴

The one feature that separates the York Factory "Depot" from its counterparts in the Northern Department is its imposing size. With a floor area totalling nearly 18,000 square feet, it is by far the largest single warehouse

constructed in North America by the Hudson's Bay Company prior to 1870. In contrast, the next largest building, the "Receiving Store" at Fort Vancouver (Figure 30), contained approximately 8,000 square feet of storage space on two levels.⁵ At Moose Factory, the entrepot of the Southern Department, the old flanker style building remained in use until the 1870's.⁶ It has therefore not been considered for the purposes of this comparative chapter.

The "Depot's" dimensions clearly reflected the primary importance of the Northern Department to the Company. In addition, it probably also represented Chief Factor McTavish's and Governor Simpson's desire to consolidate all of the trade goods destined for trans-shipment in one structure. This was deemed necessary because of the overcrowded state of the old "Octagon" warehouse which, by the late 1820's, had led to the often haphazard storage of supplies in various out-buildings during the rush of ship-time.⁷ This naturally increased labour costs during the assemblage and packaging of the inland "packs" and at inventory time.

Buildings on the scale of the "Depot" were not necessary at other distributional points, nor at the various district headquarters. At Norway House, which from 1822 was increasingly used as a sub-depot of York for the Athabasca and MacKenzie River districts,⁸ the already packaged goods were usually housed in separate structures according to the district for which they were destined.⁹ Since the inland forwarding and storage role evolved slowly at this post, culminating in the 1830's, additional structures were only added as they were needed. Naturally, these factors precluded the construction of one large building. The situation was similar at the Red River Settlement, particularly at Upper Fort Garry, which rose from district headquarters status to become a major distributional centre (supplanting York) in its own

right by the 1860's. Here, structures from the initial phase were supplemented with new buildings as the Company's supply and transportation system was modified.¹⁰ Fort Vancouver and, after 1845, Fort Victoria served the Columbia Department in the same manner that York served the Northern.¹¹ As was previously mentioned, however, the Columbia Department's smaller size meant that storage facilities on the scale of York Factory were unnecessary.

At first glance it is not clear why the "Depot" was built on a square pattern, measuring 105 by 100 feet, when all of the Company's other, post-1821, dry goods warehouses utilized a rectangular plan. Although the documentary record provides no direct explanation, a number of factors probably led to this decision. In the first place, space was limited within the palisaded compound at York Factory, with most of the area being occupied and given over to specific functions. A logical desire to locate the new building on a site which was readily accessible to the wharf and other related structures such as the saleshop, the Indian trading shop, the inland cargo warehouse, and the fur "stores", was probably another limiting factor. What remains unclear, however, is why Chief Factor Christie and Governor Simpson did not simply decide to locate the "Depot" in the open area fronting the old warehouse. The only plausible explanation is that they were constrained by aesthetic considerations imposed by the construction that had occurred during the previous decade along the lines laid down in the 1822 site plan.¹² Thus, the site occupied by the old flanker complex was probably deemed the only acceptable choice and, if former Chief Factor J. G. McTavish's words can be taken at face value, this location was probably decided upon in the late 1820's when the need for a new structure first became evident.¹³

The "Octagon" site also provided additional advantages.

It allowed, for instance, the temporary integration of the completed sections of the new building with the remainder of the old structure as construction progressed, section by section, over the six year period. This construction pattern also helps to explain the adoption of the square layout, with a central courtyard, rather than the typical two story style with dimensions of, say, 70 by 130 feet, which would have given the same storage area. A building of this latter type, located on the same site, would have necessitated the demolition of a much larger portion of the "Octagon" than was practical given the already limited storage space at the Factory. In addition to this, it would have destroyed the overall symmetry of the fort by placing the new building closer to one of the two adjacent structures - the summer mess house and the inland officers' residence - than the other. Finally, since the "Depot" was to be almost square, the central courtyard was necessary as a means of providing natural interior light. It also provided an additional advantage by allowing access to the front and rear sections of the building without passing through interior rooms.

Regarding other stylistic details, it has been previously mentioned that the two wings and the rear section are a full two stories in height. This explains the absence of gabled dormers and the relatively low pitch of the roof. These sections were probably constructed in this manner to provide increased space and to accommodate the numerous shelves and racks that were located on the second level. Figure 39 depicts the main floor plan as it existed in 1900 prior to the many interior renovations which occurred in the 20th century. Other dry goods warehouses, such as those located at Moose Factory, Fort Vancouver, Fort Victoria and, by the 1860's, Upper Fort Garry, undoubtedly contained similar

interior divisions. General buildings, such as the "Archway" warehouse at Norway House¹⁴ and the inland cargo store at York, were minimally partitioned.

Construction

It remains unclear whether a knowledge of construction techniques was a prerequisite for promotion to the position of Chief Factor in the Hudson's Bay Company. It is evident, however, that these skills were held by many of the individuals who occupied this position. Some, such as J. G. McTavish and A. H. Christie, had considerable prior knowledge of wooden construction methods.¹⁵ James Hargrave, however, was initially inexperienced in these matters and was unsure of himself upon his appointment as a Chief Trader in charge of York Factory in 1834.¹⁶ During the final phase of the construction of the "Depot" he was forced to rely to a considerable degree on the skills of John Rendal,¹⁷ his "Postmaster & Carpt.^r".¹⁸ Hargrave gained practical experience during his long tenure as the chief officer at the Factory and, as is shown by 1857 plans for two intended warehouses at York, became a skilled designer in his own right.¹⁹

Other writers have noted the many tasks that the Company's skilled employees were routinely called upon to perform in addition to their specific trades.²⁰ This state of affairs was naturally more pronounced at the smaller inland trading posts and district headquarters, but it was also characteristic at the coastal depots and at Norway House. Carpenters (or "Joiners") and boatbuilders in particular were used interchangeably during the construction of the many dwellings, workshops, and warehouses at these latter locations. This is significant because, as far as can be ascertained from the available evidence, the use of wooden "knees" to tie and

reinforce the joints where roof trusses (and sometimes joists supporting the second floor) meet the wall plates and supporting posts, was limited to these sites. At York, the substitution of this method (Figure 46) for the more common "run brace" (check jointed into the post and beam) can probably be attributed to the influence of John Rendal and the six other boat carpenters who worked on the "Depot" at various times,²¹ as "knees" were commonly used in ship-building. Significantly, the technique was also used at Moose Factory²² and Norway House²³ where boatbuilders were also employed in significant numbers. Traditional methods seem to have prevailed further inland, although this cannot be definitely proven due to the destruction of all of the buildings, except those at Lower Fort Garry, dating from this period.

In addition to the boatbuilders, the post carpenters were also employed on the "Depot" project. William Drever, an Orcadian from Shapinsay parish, was the senior carpenter at York,²⁴ and he was assisted by two countrymen, James Sinclair (1828-1837)²⁵ and David Allan (1836).²⁶ These three individuals were undoubtedly influential for the structural techniques follow contemporary methods.

French Canadian carpenters were also employed at York (as elsewhere), as the Company considered it judicious to keep an ethnic mix at its posts as a precaution against "combinations". Medarde Poitras (drowned August 1834), from the parish of L'Assomption in Lower Canada,²⁷ Jean M. Boucher (1828-1836) from Berthier parish,²⁸ and André Benoit (1827-1836), a "Baker & Carpenter" from Longueuil,²⁹ were probably all involved in the initial phase of construction. J. B. Daunais, the only other carpenter of French Canadian ancestry employed at York between 1836 and 1850, probably also worked on the final portion of the building in 1836-1837.³⁰ The "Depot", both in style and

structural detail, shows little of this French Canadian influence, in contrast to the "pièce sur pièce en coulisse" construction, gabled dormers, and raised lofts of most of the Company's other storage buildings.

The most important consideration regarding the Georgian style and the Company's warehouses was the utility of the mode regardless of the materials used. This fact demonstrates the resourcefulness of the senior officers and tradesmen involved and their ability to adapt to local conditions. Thus, in timber-short regions such as at York and Upper Fort Garry, storage buildings were of frame and weatherboard construction and lined with plank. Near the coast, at Moose and York Factories, imported sheet lead, and later tin, was used as a roofing material for similar reasons. Of course, this bulky commodity could not be shipped inland, so many structures in the interior were covered with spruce bark³¹ or wooden shingles depending on local resources.

"Pièce sur pièce en coulisse" construction, which was by far the most common means of wall construction, was favoured wherever timber was reasonably plentiful.³² This technique required less labour during preparation and assembly than did standard methods. Stone was used at Lower Fort Garry because limestone was readily available and wood (as at the Upper Fort) was in short supply due to the demands of the settlement on the limited local resources.

Quality of workmanship also differed from location to location and according to the changing fortunes of a post. The location and, hence, the importance of a site usually determined the number of construction tradesmen stationed at a particular site and, therefore, the time and effort that could be spent on each project. Consequently, when Norway House was simply a transfer point where goods and

furs were stored for brief periods of time each summer, the permanent complement of men was small and construction was carried out by semi-skilled individuals who were sometimes aided by the boatbuilder. This lack of manpower meant that buildings were built as simply as possible. Small, barked spruce trees, or "roofing sticks" as they were known, took the place of sawn rafters³³ and pine bark was used instead of shingles. The interior walls of the warehouses at Norway House were also lined with this bark.³⁴

This situation began to change after the mid 1830's when Governor Simpson, fearing the disastrous consequences to the trade if a major fire occurred at York, decided that a portion of the annual "Outfits" should be stored at Norway House every winter.³⁵ It was not until 1840,³⁶ however, that the first of Simpson's "few additional good warehouses"³⁷ was started. Although never actually identified by name, this structure was undoubtedly what is known today as the "Archway" warehouse. As befitted the increased stature of the post, the "Archway" building was built with a conscious emphasis on durability. In addition to the two boatbuilders stationed at Norway House, at least three professional carpenters spent varying amounts of time on the project.³⁸ As a result, sawn rafters replaced the traditional "roofing sticks" and wooden shingles obtained from the Red River Settlement were installed over a plank roof.³⁹ The exterior of this structure was whitewashed,⁴⁰ but the weatherboarding depicted in Figure 32 was a later addition. This building's continued existence to the present day, when associated structures have long since disappeared, is an ample demonstration of the superior workmanship that went into this structure.

The above discussion proves a point that has been made by other historians; namely, that style and construction techniques had been standardized to such an extent that, by

the 1830's, the Hudson's Bay Company's storage buildings could no longer be distinguished by the nationality of the tradesmen involved.⁴¹ In other words, various techniques were applied according to the building's size, the skills of the workers involved, the nature of the most readily available building materials, and the structure's intended use. Therefore, while a "British" influence might characterize the "Depot", other "stores" were usually of "pièce sur pièce en coulisse" construction, sometimes with a gabled roof, but more often than not using a Georgian hipped roof style. Dormers, as was common in Lower Canadian house construction, were used to light the slightly raised second and third floor lofts of the many smaller warehouses at York and in the interior. Once established, these techniques persisted well into the latter part of the 19th century, especially in the regions far from the advance of European settlement. Isolation, and the long service of the "Half Breed" employees first hired as youthful apprentices and labourers in the 1840's, ensured the continuance of many of the building traditions long after they had been made obsolete by machine cut lumber and "balloon" frame construction elsewhere in North America.

III The "Depot", 1870-1957

The inhabitants of the Red River Settlement were the first to take advantage of the alternative source of supply and market for their produce (particularly furs traded in violation of the Company's monopoly) offered by the advance of the railhead to St. Paul, Minnesota Territory. The Hudson's Bay Company, however, was somewhat slower to recognize the advantages represented by this new route, and it was not until 1858 that the first limited shipment was received at Upper Fort Garry via ox cart brigade from St. Paul. The success of this experiment foreshadowed the eventual demise of the arduous, labour intensive, Hayes River transportation artery and, hence, York Factory's twin roles as the supply depot for the Company's Northern Department and the port of entry for northwestern British North America. The immediate effect at York was the suspension of preparations for the construction of two new storage buildings at the post pending the finalization of the transportation question. These plans had originally been initiated by Chief Factor Hargrave in 1857 (Figures 33-35), and the new "stores" were to supplement the "Depot" building which was no longer capable of containing the departmental importations and reserve "Outfits".

The details of this process of change have been chronicled in a previous manuscript report.¹ Suffice it to say, therefore, that the reliability of the new route was proven by the late 1860's. By 1872 Upper Fort Garry and, to a lesser extent, Lower Fort Garry, had assumed most of York's former forwarding and storage duties for, in that year, the Company's senior officers decided that all districts beyond

Norway House were to be supplied from Red River. This left only Oxford House, Severn, and Trout Lake as tributaries of York Factory,² although the Norway House fur returns continued to pass through York until 1886.³ The departmental accounting function was also transferred in 1873.⁴

York Factory's revenue position was adversely affected by these changes. Inland packing charges, profits from the saleshop (which had formerly supplied the inland brigades), and the labour of retiring and "general charge" employees (borne by the Department as a whole), which had all helped to defray the Factory's high overhead in the past, were all greatly reduced.⁵ Chief Factor J. P. Fortescue (1873-1884), who was in charge of York throughout this period of reorganization, was therefore faced with the unenviable task of superintending an establishment that was far too large for its new role as the chief post in a minor trading district. Upon assuming command he was instructed to undertake only necessary repairs to the existing buildings and, understandably, he carefully followed these orders.⁶ No major construction occurred during his tenure except for the building of a new residence for his own use in 1873 and 1874.⁷

The storage buildings had been well maintained throughout the 1860's and it is not suprising that they continued in use throughout the 1870's. In other words, the buildings, while under-utilized, retained their original functions. The "Depot" was no exception, which probably accounts for the change in inventory practices which occurred in 1867.⁸ Beginning with that year merchandise was no longer listed by location. Reduced importations, which required less systemized storage, probably caused this change, although the extent to which actual room use was affected cannot be ascertained from the available documentary evidence.

Room 1 was apparently subdivided during the early 1870's. The northern section was ceiled at this time,⁹ suggesting that this may have been used as a small office by the storesman. In all likelihood, the exterior doors to this area and room 2 were installed at this time (Figure 36). Of course, these renovations could pre-date 1870 (the post journals are missing for the 1852-1873 period) but, if this was the case, it is curious that George S. McTavish failed to mention their existence in his description of the building.¹⁰ Another interesting feature which is visible in Figure 36 is the use of two colours on the exterior walls of the "Depot". The front of the building seems to be painted white, with dark trim around the windows and doors, while the rest of the building is a darker colour, possibly the original yellow. Unfortunately, the historical record does not indicate the actual colours used during the final three decades of the 19th century.

The "cupola", or lookout tower, atop the two and one-half story section, was built in July 1876.¹¹ It is reached by means of a ladder and a trap door in the ceiling of the former stationery room. This lookout was a replacement for the tower which James Hargrave had had erected near the northeast corner of the palisades in 1840-1841.¹² As with the original, one wonders about its utility, for the third floor windows on the north side provide an ample view of the "Marsh Point" and Hudson's Bay. Possibly it was a "make work" project for temporarily idle carpenters and labourers, or perhaps J. P. Fortescue simply considered that it would add to the appearance of the building. A more likely explanation is that it was intended to signal the state of the tides to the smaller vessels which were used to transfer cargo from the ship anchored in the Bay through the shoals at the mouth of the Hayes River.¹³ In any case,

it was well populated at ship time, as a prize was given to the individual who first spotted the annual vessel.

The first recorded structural improvements to the "Depot" were apparently carried out in August 1881. At that time the "passage of the general store" at the rear of the building underwent unspecified repairs.¹⁴ These were only temporary in nature, however, as, according to the post journal, the two workmen involved had discovered that this area was "rotten in [the] Sleepers," and that the "whole passage & drain" would have to be renewed the following spring.¹⁵ No further references have been discovered to indicate whether this project was ever carried out, but the relatively minor nature of the work suggests that it probably was.

In August 1889 York Factory was examined by Inspecting Chief Factor J. McDougal. According to his report, the "Depot", which by this time was well over 50 years old, was still in "good repair and condition."¹⁶ His inspection of the building must have been, at best, cursory, for it was only one year later that J. P. Fortescue's successor, Chief Trader Murdoch Matheson (1884-1892), complained about the condition of the leads:

The roof is however very leaky in many places and the lead is so worn, that no sooner is it soldered than it cracks again. 17

Matheson's successor, Chief Trader (and Doctor) Alexander Milne (1892-1900), attempted to solve this problem by "putting bands of hoop iron on top of the store to keep [the] lead down _."¹⁸ These can be seen in Figures 38 and 40, and they appear to have been placed along the seams between the sheets of lead. Milne's solution failed to eradicate this problem, and leakage continued to be a problem until after the turn of the century.¹⁹ Not surprisingly, this was a condition that

the "Depot" shared with the other storage buildings remaining at the post.

If the "Depot" was underutilized in the 1870's, this was even more evident during the 1880's. Chief Trader Matheson concisely summed up this state of affairs in a letter to commissioner J. Wrigley in December 1887:

I never enter the Store ["Depot"] but I sigh,
to think of its past, & compare it with its
present uselessness. — 20

As would be expected, the management staff in the Company's Winnipeg office were not unaware of conditions at York Factory. In fact, McDougal's tour of inspection was probably prompted by the wish to remedy the annual losses incurred at the post.

Inspecting Chief Factor McDougal's recommendations regarding the future of York were, from the Company's point of view, perceptive and concise. In the first place, he suggested that the staff could be reduced from the current five management personnel (Matheson, Dr. Milne, two clerks and a "postmaster") and 18 "Servants" to include Matheson, one "surgeon and clerk" (Milne), one apprentice clerk, and between six and eight labourers, including a blacksmith and a boatbuilder.²¹ This was to be accomplished through the elimination of most of the remaining artisan manufacturing carried on at the post and by the prepackaging in England of the goods destined for Severn, Trout Lake, and the posts in Island Lake District.²² In addition, he recommended operational changes that were eventually to have a profound effect on the "Depot":

The business of the Post, instead of being scattered all over this great establishment as was necessary 25 years ago might be confined to the central building, the Depot No 7, which, if divided by partitions, is sufficiently large to give ample accomodation, and by shutting up all other stores and warehouses the work could be very much reduced. 23

His report was accepted by Commissioner Wrigley and the manpower levels were reduced accordingly.²⁴ In fact, by 1897 the number employed at the site was even lower than McDougal had envisaged.²⁵ The consolidation of operations was delayed, however, by both Matheson and Milne, as the remaining buildings, which included the three fur warehouses, the old "Red River" store, and the "inland cargo" warehouse, remained serviceable for the time being. In 1898, the fur warehouses were the first to be abandoned when the fur press was moved into the "Depot", presumably to its present location in room 11.²⁶

York suffered an even further loss of status in 1901 when the managers of the Company's Fur Trade Department decided to combine the former York Factory and Norway House districts to form the larger Keewatin District, with headquarters at Norway House.²⁷ As a result of this administrative reorganization, Alexander Milne's successor, W. C. King (1900-1901), was transferred in September and replaced by a new Chief Trader named J. K. McDonald.²⁸ It should be noted, however, that York's distributional role was unaffected by these changes. No modifications were made to the "Depot" during the two years that McDonald managed the post's affairs.

G. B. Boucher replaced J. K. McDonald on 1 July 1903.²⁹ In 1904 he was given the title "Superintendent of Bay Posts" by District Manager D. C. McTavish in recognition of the difficulty this latter individual had in supervising the day to day activities of these posts.³⁰ Post manager Boucher was a very active employee in the Company's interest, and it is possible that he provided the impetus which led to the Company's decision to finally remedy some of the structural problems that had been reported to the Winnipeg office since 1890.³¹ In any case, District Manager McTavish informed

Boucher in April 1904 that roofing "felt" had been ordered from England to "cover the whole back part of the Depot building."³² He further instructed that the lead was to be removed and periodically shipped to England whenever space was available on the supply ship.³³

Most of the two story sections were recovered in July 1905, with the remainder being done in June 1907.³⁴ The roof of the two and one-half story section was not replaced at this time (Figure 42), as the original metal shingles remained waterproof. The new covering, however, was not as successful as had been anticipated:

Our efforts of last year were chiefly expended on the depot. The Roofing Felt which came out two years ago was carefully put on, but it has turned out to be a complete failure, climatic conditions no doubt being the cause. 35

Boucher was undoubtedly referring to the stress to which the building was subjected by frost action. This was unavoidable, and roofing repairs were required in 1916, 1921, and 1937, and probably at other times as well.³⁶

In addition to these improvements, the doors, window frames, and the front of the building were painted in 1905.³⁷ The "rotten Square", or courtyard, was also torn up and new platforms were laid down.³⁸ An unspecified area on the second floor was also made over into a "bonded Tobacco" room.³⁹ More significantly, six men were employed "putting in new foundation & plating on the West side of the Depot, at the Entrance to the door."⁴⁰ This was the first time that the sills had received any attention since 1881, even though foundation problems had been commented on since 1895.⁴¹

The accepted method for repairing foundations of this type had been outlined by Commissioner Grahame in 1878:

The frames of the Buildings you [Fortescue] allude to are surely strong enough to bear up the weight of the structure on one side at a time, if properly stayed, until you

can renew the Soles [sills], and as regards the Sleepers it is not necessary that they should be morticed into the Soles, but merely blocked level & abutted into them. Such is the method adopted whenever I have seen frame buildings repaired & invariably with success. — 42

As can be seen from Figure 28, the work done in 1905 was of a more makeshift nature than described above. The original ground sill was not replaced, but merely blocked. New sleepers were then placed between these blocks.

More extensive foundation work was carried out in 1906 when the north (downstream) sill and "the three end sleepers the entire way across the building" were replaced.⁴³ The floor of the "North Room" (room 8) was also replaced at this time.⁴⁴ G. B. Boucher estimated that approximately 500 logs and between three and five years labour, using his present staff, would be required to complete the needed repairs.⁴⁵ Funds were not forthcoming, however, and no further work was done at this time beyond some unspecified minor improvements in June 1911.⁴⁶

Numerous references have been found between the years 1906 and 1909 which suggest that the consolidation process first recommended in 1889 was now being actively pursued. The fur returns, for instance, were definitely stored in one of the main floor rooms, and locally obtained furs, such as polar bear skins, were stretched and dried in the "Depot".⁴⁷ Imported provisions, such as salt pork, were also housed in the building.⁴⁸ Evidently, the provision warehouse had fallen into disuse by this time. In 1908 books and business records were moved to the third floor while the separate office building was repaired.⁴⁹ The non-current files probably remained there after this date.⁵⁰ In addition to this, gunpowder was placed in the "bond-room upstairs" in 1907-1908.⁵¹ This was only a temporary measure, however, caused by the partial collapse of the stone powder

magazine in 1905.⁵² This dangerous commodity was transferred out of the "Depot" to one of the outstores in November 1908.⁵³

York regained a portion of its former status in 1911 when it was once again made a district headquarters, this time of the newly organized Nelson River District.⁵⁴ George R. Ray, who had formerly served as post manager at York from 1906 until 1908, was appointed as the new District Manager.⁵⁵ He arrived in June and immediately initiated changes which affected the "Depot". The saleshop building (the former officers' summer residence located on the downstream, or north, side of the building) was in need of repairs, so Ray had the retail shop moved to the southwest corner (room 3b) of the warehouse.⁵⁶ This was intended as a temporary measure while the old building was being repaired,⁵⁷ but District Manager Ray changed his mind in the fall of 1912, probably because the former saleshop building was found to be structurally unsound.⁵⁸ He then decided to erect an entirely new building on the upstream side of the "Depot" (Figures 43 + 44). This new retail store was finished in the spring of 1913.⁵⁹ At least some of the shelving used in this building came from the third floor area of the "Depot".⁶⁰ It is unclear whether shelves from the east wall of room 3b were also removed at this time.

A. W. Patterson replaced G. R. Ray as District Manager in June 1914.⁶¹ Like his predecessor, Patterson also implemented changes affecting the southwest corner. As was his prerogative, he concluded that G. R. Ray's saleshop building would make an excellent district office. Patterson therefore had the "Rolled Oats moved [out] of [the] Depot to [the] Flour House as [a] preliminary to moving the shop into the south corner of the Depot."⁶² Work commenced on the new saleshop in October⁶³ and District Manager Patterson proudly

recorded in the post journal that, when completed, it would "compare with many a store in civilization."⁶⁴ This may have been the case regarding its physical appearance, but, as can be seen from a copyright photograph taken in 1923 by a photographer for Life magazine named Martin Bovey (located in the Company's Winnipeg library), the store was laid out in the Company's traditional manner. Goods were inaccessible unless merchandise was specifically requested and brought out by a clerk. Given the fact that more modern, self-serve merchandizing methods were becoming common in so-called "civilization", the continuation of this 19th century policy must have been a manifestation of the relationship between the Company's white employees and the Indian or "Half Breed" customers.

Since Patterson's saleshop was intended as a permanent feature, the renovations were naturally more extensive than had been the case in 1911. The original partition wall between rooms 3b and 3c was probably removed at this time and the entire area was ceiled with machine cut, tongue and groove planking.⁶⁵ The double door to room 4 was also partially filled in and the modern single door shown in Bovey's photograph and in Figure 17 hung in its place. As well, a small window to room 4 and an opening in the ceiling to room 11 (Figure 24), where the fur press was located, were in all likelihood part of these initial renovations. The exterior door in the south wall (Figure 47), a centrally located heating stove (Bovey's photograph), and a stone chimney (Figure 44) were also installed. Counters, with floor cupboards and open wall shelves placed behind them, were constructed along the east and west walls (Bovey's photograph and Figure 15). They were probably moved from the former building. The bell, which was still used to announce mealtimes and the beginning and end of the work day, was mounted on the southeast corner of the roof.

(Figures 45 + 47).⁶⁶ It had formerly been mounted on what was now the district office.

By the fall of 1914 construction of the Canadian government's railway terminus and port facilities at the mouth of the nearby Nelson River (Port Nelson) was well under way, as was the inter-connecting railway line from The Pas, Manitoba.⁶⁷ The Hudson's Bay Company's senior officials in Winnipeg were, of course, well aware that the completion of this railway would necessitate the abandonment of the Hayes River site.⁶⁸ It was therefore not surprising that little in the way of repairs or new construction, except for the building of a new slipway and the installation of a winch in 1915,⁶⁹ occurred at York until the early 1920's, or well after it became apparent that the federal government's abandonment of the Port Nelson project in the fall of 1917 was permanent.⁷⁰ Thus, even though Patterson reported in 1916 that the "Depot" was in "very poor condition" and in danger of collapse due to the "foundation being all rotten", no funds were allocated to correct the situation.⁷¹ The exterior walls, however, were painted that year.⁷²

In 1919 Patterson suggested a relatively inexpensive solution to the foundation problems. He proposed that the logs which had been sent out and used in the recently built slipway could be used to repair the "Depot".⁷³ Evidently, this latter feature was more elaborate than was required at the post. His idea was not immediately acted upon and his successor, Christie Harding (1919-1934), subsequently confirmed Patterson's assessment.⁷⁴ Since it was now apparent that the site was not going to be abandoned in the near future, the Company's Fur Trade Commissioner sent inspector W. Mitchell and a carpenter, H. Bird, to confirm Patterson's and Harding's reports.⁷⁵ They arrived in the summer of 1921 and almost immediately authorized the needed work. Temporary labourers

then set to work "tearing down [the] slipway for use in repairing the Depot next summer."⁷⁶

H. Bird returned to York in 1922 and the ground sills were replaced at a total cost of \$1,031.53.⁷⁷ It is not known whether the entire foundation was replaced at this time, or simply that under the south end of the building. The only other recorded improvements during the 1920's included the painting of the exterior walls in 1926⁷⁸ and the reglazing of windows broken by "Kids with Bows & arrows" in 1927.⁷⁹

Little is known regarding room usage during this decade except for the previously mentioned saleshop area. It seems safe to assume, however, that there was little systemization. The volume of supplies stored in the building simply did not warrant elaborate classification. All that is known from the available archival evidence is that beans and rice, and probably other provisions, were located on the second floor.⁸⁰ As well, the fur press continued to be located in room 11. A nail room was also situated somewhere on the second level.⁸¹ An interior photograph taken in 1923 (Figure 46) shows rooms 13 and 14 from the north end of the building. Apart from a few nondescript packing cases, this area appears to have been unused except for hanging nets used in the fall river fishery.

In 1929 York Factory received a double blow, the first of which, in the long run, was more serious than the second. The completion of the Hudson's Bay Railway to the new port of Churchill (Port Nelson remained permanently abandoned), prompted the transfer of the district office to that location.⁸² In other words, the district office and distributional roles were eliminated in the same manner that York's port of entry status had been lost some 60 years previously, by the introduction of a new, more technologically efficient, supply route. Only the small outposts of Shamattawa, located on the

banks of the Gods River, and Kaskatamagan, situated on the coast between York and Severn, remained tributary to York. Secondly, the austerity measures necessitated by the onset of the "Great Depression" meant that there were no funds available for new construction, and little for repairs, at the post; nor was there a need when one considers York Factory's now lowly status. Most of the decade, therefore, was characterized by the demolition of most of the remaining buildings. The only apparent exception was the construction of a small office in room 4 sometime prior to 1935.⁸³

The Hudson's Bay Company first began to take note of the "Depot's" historic significance in 1931, when District Manager Hugh Conn (1931-1934) first recommended that the building, though far too large for present requirements, "should be maintained in good condition on account of its historic interest."⁸⁴ His colleagues in the Fur Trade Department Office in Winnipeg undoubtedly concurred in this assessment, for just seven years later his successor, W. E. Brown (1934-1950), was instructed to that effect:

We are, naturally, anxious to maintain as many of the buildings having historical interest as circumstances will permit, even though they may, to some extent, be not absolutely essential for conducting our trade, and in the case of York Factory I would suggest that all the centre block be thoroughly overhauled and repaired, and kept in first-class condition. The boat house and other buildings clear of the main block could, we think, be demolished without detracting from the general appearance of the post. 85

District Manager Brown estimated that the total cost of the necessary structural repairs, plus unspecified minor improvements to the sawmill-boathouse, the flour shed, and the small library building, would approximate \$3,500.⁸⁶ He also reported that while the areas in the "Depot" "essential to the trade" had been maintained in "good condition," the

volume of business was "quite inadequate to cover any expenditures that would be incurred for historical reasons."⁸⁷ In other words, he was unwilling to authorize expenditures of this magnitude for non-business purposes without the express approval of his superiors. Fur Trade Commissioner Ralph Parsons was less enthusiastic in his reply, simply ordering the demolition of all of the remaining Company owned buildings except the "Depot", the sawmill-boathouse, the manager's house, and the library building.⁸⁸ The material obtained from the demolished structures was to be used to keep the remaining buildings in "first class condition."⁸⁹

In February, 1939, W. E. Brown once again wrote to Commissioner Parsons concerning the replacement of the main floor joists (sleepers) and flooring:

As the Depot floor is laid right on the ground the replacing of the floor (with a ground area of approximately 8,000 square feet) will entail a good deal of labour, both for excavating about 12 inches of mud on which the Depot is built, and for putting in proper drainage. 90

He estimated the total cost of this work at \$1,000 (Appendix G). His description of the condition of the sill logs and the rationale for proposing excavation work are worth quoting verbatim:

A few of the foundation sills will, in all probability, have to be replaced, but generally speaking the foundations are in good condition. The floor, as is the case with all of these old buildings, is built independent of the sills and foundations. The top of the floor joists are level with the ground, hence our reason for believing that a good deal of excavating will be necessary, in order to provide adequate ventilation for the new floor. 91

Evidently, this plan was too expensive, as District Manager Brown subsequently forwarded an alternate, less expensive, estimate. Since only 35 per cent of the entire building, including the office and saleshop, would be used even after

the flour shed was demolished, he proposed that only the floor areas actually in use should be repaired, leaving the others for later.⁹² The immediate expenditures under this plan would consist of \$200 for the reflooring of the northeast corner (rooms 1 and 2) and \$100 for the construction of a covered drain from the flood prone courtyard to the river.⁹³ These expenditures were approved and borne by the Winnipeg office.⁹⁴

The only other structural modifications prior to the Company's abandonment of the post in the summer of 1957 involved the removal of the saleshop from the southeast to the southwest corner (room 5) of the building. This occurred during Post Manager Harold Bland's tenure in the early 1940's.⁹⁵ Since, as we have seen, floor repairs were carried out in 1939, the new saleshop must have been built in 1940 or 1941. The stone chimney atop the southeast corner of the building was removed by the summer of 1942, indicating that the saleshop was no longer located in the room 3b-c area by this time.⁹⁶

W. E. Brown has explained the reasons for this move, as well as the reason for raising the ceiling:

As we could use only a small part of the Depot the small area then used as a store was converted to storage space, and the new store location moved to the S. W. corner of the building. The ceiling was raised in the store in order to help brighten it a bit. 97

District Manager G. A. Beare (1954+) suggests that the ceiling was raised to "provide a more modern (at the time) concept of merchandise display - i.e. higher shelves, etc."⁹⁸ In any case, the layout was similar to that of the previous retail store, with merchandise being placed on shelves and in cupboards located behind the counters. This layout and shelf and cupboard details are clearly visible in Figures 53 - 56.

Information regarding room use in the 1930's and 1940's has been obtained by means of an interview with Fred Beardy of Gillam, Manitoba. Mr. Beardy was periodically employed in the "Depot" during these years and his comments are reproduced as Appendix H. Former District Managers W. E. Brown and R. E. Howell (1951-1954) have confirmed almost all of what Fred Beardy said. The only exceptions are room 1, which W. E. Brown says was little used;⁹⁹ room 15, which apparently contained a "museum" in the 1950's;¹⁰⁰ and room 14, which may have housed a billiard table.¹⁰¹

The reasons for the ultimate closing of York Factory as an active trading post were discussed in a previous report.¹⁰² Suffice it to say that, despite an awareness of the historic nature of the "Depot" and the entire site, the post was no longer economically viable. Comment on the Hudson's Bay Company's decision must await the classification of the relevant documents in the Hudson's Bay Company Archives. Superficially, however, the decision appears to be the logical culmination of a trend that began in 1929 with the completion of the Hudson's Bay Railway to the port of Churchill. If, instead, the facilities at Port Nelson had been completed, it is likely that the entire York Factory site would have been abandoned shortly after the First World War. If that had been the case, then it is unlikely that there would be a "Depot" building to study today.

IV The "Depot" Warehouse, 1957-1981

The abandonment of York Factory did not mean an immediate end to the Hudson's Bay Company's involvement at the site. This is not suprising since the Company retained ownership of the remaining buildings (the "Depot", the boat shed, the "library", and the manager's house that was constructed in 1944), as well as the 117.63 acres of land upon which the structures were situated.¹ They were, therefore, naturally concerned when reports of vandalism, purportedly carried out by members of the Shamattawa Indian band and helicopter crews from the Mid-Canada Line defense project, reached the Northern Stores Department office in Winnipeg.² Significantly, however, the Company was not willing to commit monies to protect this historic site. Instead they were content to lobby A. J. H. Richardson, the director of the National Historic Sites Division of the federal Department of Northern Affairs and National Resources, for the protection of their property under the provisions of the Historic Sites and Monuments Act (1953).³

While these negotiations were being carried on, the Company was unexpectedly provided with what seemed an effective means of preventing furthur damage to their property at no cost to themselves. At the end of September, 1958, the president of Ilford Airways, J. F. Duncanson, wrote to the Northern Stores Department office offering to rent the former manager's dwelling at York Factory for the sum of \$25 per month.⁴ Former post manager Harold Bland was associated with this group and together they planned to

operate a fly-in goose hunting camp using this house as a base of operations. The proposed rent was, of course, nominal, but the Hudson's Bay Company stood to gain from the bargain; as Mr. Duncanson explained:

It is our intention to have one of your former employees, Mr. Harold Bland, to be resident caretaker of this property and we assure you that we will take every precaution to protect your various properties at York Factory. 5

It was an offer that could hardly be refused, and H. W. Sutherland, head of the Northern Stores Department, authorized the drawing up of a lease, with an option to renew, "for a period of one year from 1st January 1959," at the rate offered by Duncanson's group.⁶ Nelson River District Manager G. A. Beare subsequently instructed the Company's post manager at Shamattawa to inform the local Indians that Bland would be residing at York that summer and that anyone caught committing acts of destruction would be "severely dealt with."⁷

Meanwhile, the Historic Sites Division was indeed interested in the site, although to a limited degree. Gordon L. Scott, Chief of the Engineering Services Division in Ottawa, expressed the Department's difficulty with York in a letter to T. C. Fenton, an engineer at Banff National Park, in August 1959:

It is not considered that restoration work on any scale should be undertaken at this time nor should the Site be developed as many are in more populated centres with museums, toilets and parking lots etc. It is planned, to quote the historic people verbatim, to "Moth Ball" the site until visitor attendance or a more graphic illustration of fur trade history would justify the project. 8

Of course, one should not be overly critical of this decision, especially when the Division's limited mandate and the general state of historic park development at this time are considered.

In line with the above policy, the Historic Sites Division requested that the Engineering Section undertake an inventory of the existing buildings and appurtenances, including accurate descriptions, plans, and reports on structural condition.⁹ In addition to this, they also requested an "accurate plan of the Site to scale."¹⁰

Gordon L. Scott, in the same letter to T. C. Fenton (who was chosen to head this project), expressed the specific reasons for this project:

However, the Historic Sites people are conscious of the temporal nature of the structures, physical depreciation, fires and Acts of God. Therefore they want a record of the Factory so that if the Factory in whole or in part is damaged or razed a reconstruction may be implemented. Consideration may also be given to repair of certain buildings to protect them from structural failure. If so the detailed plan will be useful to assess the type and cost of repair necessary. 11

In other words, while maintenance of the historic fabric was a low priority, it was not ruled out if deterioration was not too advanced and, therefore, costly.

Shortly after receiving his instructions from Ottawa, T. C. Fenton and two assistants proceeded to York where they stayed with Harold Bland.¹² On 18 September he presented a "Memorandum for the Chief Engineer" to G. L. Scott in which he stated that all of the required information had been obtained.¹³ This memorandum was intended as an interim report and, as such, contained a number of preliminary recommendations. First, he gave his assessment of the site and the "Depot" building in particular:

It is so isolated that it is difficult to now foresee any increase in the number of visitors and this makes it unreasonable to consider any normal restoration scheme. The large depot building, which is actually the only remaining building of great historical interest, played a considerable part in the early development of the country, however, and I think it would be proper to consider taking reasonable steps to retard its deterioration and prolong its life as long as possible. 14

These "reasonable steps" included acquiring ownership of the site and the hiring of a watchman (Harold Bland was suggested) to prevent vandalism. Fenton also suggested that the lower story windows be boarded up and that scattered artifacts be gathered and stored in the building for safe-keeping. Cost estimates for painting, roof repairs, and foundation replacement were not submitted at this time, but were to be included in the final report.¹⁵ This, however, was never completed.

It is unclear exactly why the federal authorities lost interest in the site at this time. The most likely explanations are that the Company's continued ownership of the land and buildings, the isolation of the site, and other priorities, led to the shelving of the project. Another factor may have been the Manitoba provincial government's decision to declare York Factory a provincial historic site under the terms of the Historic Sites Preservation Act on 24 September 1960.¹⁶ This was apparently done in consultation with the Historic Sites Division, but without the prior knowledge of the Hudson's Bay Company.¹⁷ As one of the Company's officials stated, however, "About the only practical effect of the move will be that the Province will erect signs warning against vandalism."¹⁸ Naturally, these signs proved ineffective, particularly since Harold Bland was no longer permanently residing at the post during the

summer months.¹⁹ Bland and his associates allowed the lease on the manager's house to expire at the end of January 1962,²⁰ and York Factory was subsequently ignored by both levels of government and the Hudson's Bay Company until near the end of the decade.²¹

Arthur Roberts, a Duluth lawyer and a member of the Minnesota Historical Society, visited York Factory in 1966. Through a letter to Manitoba Premier Duff Roblin, he expressed his concern over the delapidated condition of the provincial historic site (Figure 58).²² This letter has been credited with providing the impetus for the reopening of negotiations between provincial, federal, and Company officials which ultimately led to the complete transfer of ownership of the site to the Department of Indian and Northern Affairs on 11 July 1968.²³

T. C. Fenton was once again asked to prepare a report on the proposed national historic site in 1967 as a preliminary to the transfer of title to the federal government. He visited York that same summer, after which he submitted his findings and recommendations. Not suprisingly, he found that the two most important structures, the "Depot" and the "library" building, had deteriorated badly since he last visited the site in 1959.²⁴ His report paid particular attention to the roof and foundation of the "Depot":

The sheet metal shingles of the three-storey portion have been loosened in places, but do not yet appear to have developed any major leaks. On the larger two-storey portion, however, great sections of the ready roofing have been torn off or loosened, and water drips freely through most of it. 25

and

The settling has not increased appreciably, but decay has. The sills and stringers, particularly on the north-easterly side, are now in poor shape. Some of the ground floor planking on this side has rotted, but much of the rest is in fair condition, though occasional sections are entirely missing. 26

After chronicling the sad shape of the "Depot", T. C. Fenton then offered his proposed remedies. In the case of the roof, he suggested that new "ready roofing" would suffice, especially since a "more sophisticated roof covering would be much more costly in this remote area."²⁷ His proposals regarding the replacement of the ground sills and floor joists were more involved and are worth quoting at length:

Raise the building as necessary and replace deteriorated sills. At this time any failing posts, studs, etc. in contact with the sills should also be made good. Decaying material in the ground floor planking and supports and in the courtyard walks, should be removed and destroyed, so it will not spread contamination. ... Material in the sills and other components in direct contact with earth should be pressure treated with a preservative. Full size sills could only be brought in as part of a bulk shipment. If such shipment is not feasible, laminated sections will have to be accepted and built up on the site from pieces small enough to come in by air. 28

T. C. Fenton's recommendations were, of course, reasonable given the National and Historic Parks and Sites section's commitment to the conservation and restoration of historic structures at their original sites. The problem with the "Depot" was not its historic significance, which was accepted, but "its geographical location and relatively insignificant visitation" levels.²⁹ In other words, it did not (and still does not) completely coincide with the Division's mandate.³⁰ Consequently, it is not suprising that the required structural repairs were successively delayed throughout the 1970's, even though they were agreed to (including a full restoration of the building) as early as 1972, according to a "Regional Conceptual Plan Review" produced that year.³¹ The building was not painted until the summer of 1977, and new roofing was not installed until

1978. Some of the windows were restored in 1979-1980. To date, nothing has been done to correct the foundation problems. If current "Interim Management Guidelines" are followed, "operational and maintenance costs will be held to a minimum, commensurate with the preservation and protection of historic resources as well as the maintenance and security of contemporary facilities."³² It seems unlikely, therefore, that major structural or restoration work will occur prior to 1984.

This is not to say that Parks Canada has ignored York Factory as a whole. In 1967 (prior to the transfer of title), for instance, two part-time caretakers were hired to look after the site in the summer months. These two individuals, members of the Shamattawa Indian band, were at York Factory when T. C. Fenton arrived that year.³³ Among other things, they were responsible for guiding visitors through the "Depot", the prevention of further vandalism, the boarding up of the main floor windows, and the clearing away of some of the brush and long grass that had grown up since 1957.³⁴ In 1969 a permanent resident caretaker, Douglas MacLachlan, was appointed to watch over the site.³⁵ He converted the former school building, which had been originally built in 1937, to a small dwelling which he occupied until 1979. After that date this function was carried out under the supervision of staff archaeologist Gary Adams during the warm weather months, with other persons being hired on a contract basis to look after the site in the winter.

As was mentioned earlier, little work was done on the "Depot" prior to 1978 except for the painting of the exterior walls. Doug MacLachlan, assisted by Shamattawa Indians, did, however, perform necessary minor repairs, including the re-hanging of doors and the boarding up of windows. In addition,

he collected a large number of artifacts from the beach area at the base of the riverbank and lying around the site. Most of these are stored on the second floor in rooms 9, 14 and 15. It should also be mentioned that a detailed photographic record, as well as structural drawings, of the "Depot" were prepared in 1969 through 1971.³⁶ This project was not undertaken with the idea of abandoning the building and constructing a replica at a later date (as had been contemplated in 1959), but to ensure that accurate information existed in case the building was accidentally destroyed by fire.³⁷

Other projects, such as the ongoing archaeological salvage program which commenced in 1978, the "land use" history which was completed in 1981, and this current study, are also representative of Parks Canada's continued commitment to the site. Implementation of the second phase, excluding structural repairs to the "Depot", appears to hinge on greater accessibility, given Parks Canada's continued policy of on site development and interpretation. This accessibility, in all probability, will depend on the eventual construction of a road to the proposed Gillan Island hydro-electric project on the nearby Nelson River. When, or if, this project will be commenced remains a subject of speculation at this time.

Endnotes

I Construction and Use, 1830-1870

- 1 G. P. De T. Glazebrook, ed., The Hargrave Correspondence 1821-1843 (Toronto: The Champlain Society, 1938), p. 99, Donald Ross to James Hargrave, 30 December 1832, "I long much to have another peep at YF but I am afraid my ancient friend the Old Octagon will entirely vanish before I have that opportunity." The name referred to the shape of the interior courtyard of the building.
- 2 Hudson's Bay Company Archives, hereafter cited as HBCA, D.3/3, George Simpson's Journal, 11 October 1821.
- 3 HBCA, B.239/a/135, York Factory Journal, 25 May 1827, fo. 15d.
- 4 HBCA, B.239/a/133, York Factory Journal, 25 October 1824, fo. 6. In that year Chief Factor J. G. McTavish and "Messrs Todd, Miles, + Ross" took up residence in the new officers' dwelling. Four men remained in the south, or the officers', flanker, Public Archives of Canada, hereafter cited as PAC, MG19, A21, C73, George Barnston to James Hargrave, 14 November 1824, p. 42. By 1827, when Hargrave himself was stationed at York, this area was apparently no longer used for residential purposes, Ibid., C80, James Hargrave to Mrs. Hargrave (his mother) 1 November 1827.
- 5 HBCA, B.239/a/134, York Factory Journal, 15 August 1826, fo. 25d.
- 6 HBCA, A.12/1, George Simpson to the Governor and Committee, 31 July 1830, fo. 357.
- 7 PAC, op. cit., C80, James Hargrave to J. G. McTavish, 8 November 1830.

- 8 HBCA, A.12/1, George Simpson to the Governor and Committee, 18 July 1831, fo. 406d, and PAC, op. cit., C80, James Hargrave to D. McKenzie, 10 February 1831.
- 9 PAC, op. cit., C73, J. G. McTavish to James Hargrave, 25 January 1833, p. 496, "I am proud to learn that our old plans with regards to the Store System is still continued, and without wishing to take unto myself any unnecessary share of the merit of that system I must observe that it shews no little discrimination on the part of your present Bourgeois [Christie].__"
- 10 Ibid., C80, James Hargrave to J. G. McTavish, 1 December 1831.
- 11 Ibid., James Hargrave to Pierre Leblanc, 15 February 1832.
- 12 HBCA, A.12/1, George Simpson to the Governor and Committee, 18 July 1831, fo. 406d, "We are still however a little pinched for room in some of the Departments, but there will be no grounds for complaint on that head after the current season, as the only additional building now required is in a forward state, and will be occupied in the Fall." This might be the reason for the fine finishing work (tooled edges on many of the posts and joists) that can be seen in this section of the "Depot".
- 13 PAC, op. cit., C80, James Hargrave to Pierre Leblanc, 15 February 1832, and James Hargrave to J. G. McTavish, 20 July 1832.
- 14 Ibid., James Hargrave to J. G. McTavish, 1 December 1831.
- 15 Ibid., James Hargrave to T. Simpson, 2 December 1831.
- 16 Ibid.
- 17 Ibid., James Hargrave to A. H. Christie, 13 June 1832.
- 18 Ibid., James Hargrave to J. G. McTavish, 20 July 1832.
- 19 Ibid.
- 20 HBCA, B.239/aa/66, York Factory Inventory, 1 June 1833, fo. 1. This is inferred from the fact that "No mans Land" and the "Bale Room" are no longer listed. The

flanker may not have been torn down, however, as the "Council Room", which was probably located on the second floor of this structure, was only listed as "Closed".

- 21 HBCA, B.239/a/148, York Factory Journal, 13 October 1832, fo. 18B.
- 22 HBCA, B.239/aa/67, York Factory Inventory, 1 June 1834, fo. 1.
- 23 HBCA, B.239/aa/66, op. cit. This area was known as the "Flour Room & cellar." Archaeological investigations in the summer of 1981 have confirmed the location of this former cellar.
- 24 HBCA, B.239/a/148, York Factory Journal, 4 October 1834, fo. 17, and 11 May 1835, fo. 52.
- 25 Ibid., 18 July 1835, fo. 62d, and 30 July 1835, fo. 64d.
- 26 HBCA, B.239/a/149, York Factory Journal, 24 September 1835, fo. 6, and 19 October 1835, fo. 10.
- 27 PAC, op. cit., C80, James Hargrave to A. H. Christie, 10 December 1835.
- 28 Ibid.
- 29 HBCA, B.239/b/92, James Hargrave to George Simpson, 2 June 1836, fo. 46d.
- 30 HBCA, B.239/aa/70, York Factory Inventory, 1 June 1837, fo. 1.
- 31 HBCA, B.239/aa/71, York Factory Inventory, 1 June 1838, fo. 1.
- 32 PAC, op. cit., C80, James Hargrave to George Gladman, 15 February 1839, and HBCA, B.239/a/151, York Factory Journal, 23 March 1839, fo. 32d.
- 33 HBCA, B.239/aa/71, op. cit.
- 34 Ibid.
- 35 Ibid.

- 36 HBCA, B.239/aa/72, York Factory Inventory, 1 June 1839, fo. 1.
- 37 HBCA, B.239/aa/73, York Factory Inventory, 1 June 1840, fo. 1.
- 38 HBCA, B.239/aa/76, York Factory Inventory, 1 June 1843, fos. 1d + 2.
- 39 Ibid., fos. 29d + 30, 31d + 32, 39d + 40, 47d-50.
- 40 Ibid., fos. 35d + 36, 39d + 40, 47d-50.
- 41 Bruce F. Donaldson, "York Factory: A Land Use History, 1787-1981." Manuscript on file, Prairie Regional Office, Parks Canada, Winnipeg, 1981, pp. 39-41. This report will be published in the Manuscript Report Series in the near future.
- 42 Ibid.
- 43 See, for example, P. Nicholson, The Carpenter and Joiner's Assistant (London: 1805), and John Maass, Two Pattern Books by A. J. Bicknell and William T. Comstock (Watkins Glen, New York: The American Life Foundation and Study Institute, 1977).
- 44 Frank D. Graham and Thomas J. Emery, Audels Carpenters and Builders Guide, Vol. 3 (New York: Theo. Audel & Co., 1947 [1923]), p. 940. Collar beams tie the rafters together and are attached with lap joints. The same technique is used in the "Archway" and "stone" warehouses at Norway House and Lower Fort Garry respectively.
- 45 The trusses are standard for a roof with a 30 foot span. See P. Nicholson, op. cit., Plate XI, and J. Maass, op. cit., plate 72.
- 46 "York Factory As Found Report, 1971." Manuscript on file, Prairie Regional Office, Parks Canada, Winnipeg, drawing number 3.
- 47 PAC, op. cit., C80, James Hargrave to George Gladman, 15 February 1839, "The New Store built last Spring to have another Coat of yellow paint," and HBCA, B.239/a/151, York Factory Journal, 20 May 1839, fo. 40d, "began giving

- the last built Store a second Coat of Yellow Paint."
- 48 HBCA, B.239/a/154, York Factory Journal, 27 May 1841, fo. 52d, and 23 June 1841, fo. 56.
- 49 See, for example, HBCA, B.239/a/155, York Factory Journal, 7 June 1842, and B.239/a/159, York Factory Journal, 21 and 24 June 1844, fos. 42 + 42d.
- 50 George Simpson McTavish, Behind the Palisades (Victoria: privately published, 1963), p. 25.
- 51 They were, for example, present in 1900 prior to the extensive interior renovations that occurred in the 20th century. See Figure 39.
- 52 These door frames were modified to hold single doors, probably early in the 20th century. See Figure 17.
- 53 A double entrance is located in the north wall of what is today designated as room 6. This was originally the south wall of the passageway. Structural evidence (Figure 18) indicates that a similar wall and entranceway to room 7 was located on the north side of this passage.
- 54 The present doorway between rooms 7 and 8 is unframed and cuts through a diagonal wall brace, indicating that it is of recent origin.
- 55 D. B. Coombs, "The Physiographic Subdivision of the Hudson Bay Lowlands South of 60 Degrees North," Geographic Bulletin, No. 6, p. 13.
- 56 Robert Newbury, "The Nelson River A Study of Subarctic River Processes (Johns Hopkins University, Baltimore: unpublished doctoral dissertation, 1968), p. 13.
- 57 J. C. Ritchie, "The Vegetation of Northern Manitoba VI. The Lower Hayes River Region," Canadian Journal of Botany, Vol. 38 (1960), pp. 774 - 775.
- 58 HBCA, B.239/a/90, York Factory Journal, 2 December 1789, fo. 4.
- 59 HBCA, B.239/a/130, York Factory Journal, 7 January 1822, fo. 28; B.239/a/131, York Factory Journal, 11 September

- 1822, fo. 1d, and 17 March 1823, fo. 14; B.239/a/132, York Factory Journal, 8 November 1823, fo. 8, and 22 April 1824, fo. 18d; B.239/a/133, York Factory Journal, 31 May 1825, fo. 20.
- 60 HBCA, B. 239/a/134, York Factory Journal, 9 October 1824, fo. 4d; B.239/a/138, "A Trip Through Part of York Factory District - 1827," fo. 8; B.239/a/141, York Factory Journal, 22 December 1829, p. 33.
- 61 PAC, op. cit., C80, James Hargrave to Pierre Leblanc, 10 February 1831.
- 62 Ibid., 15 February 1832.
- 63 HBCA, B.239/c/2, letter from the two sawyers at Shamattawa River, 12 May 1832, fo. 60.
- 64 HBCA, B.239/a/148, York Factory Journal, 13 October 1834, fo. 18B.
- 65 Ibid., 10 November 1834, fo. 22, and B.239/u/1, "Engagement Register Northern Department," fos. 318d-319.
- 66 HBCA, B.239/a/148, York Factory Journal, 1 October 1834, fo. 16d.
- 67 Ibid., and 13 October 1834, fo. 18B.
- 68 Ibid., 13 October 1834, fo. 18B.
- 69 Ibid.
- 70 Ibid., 23 December 1834, fo. 28.
- 71 Ibid.
- 72 HBCA, B.239/c/2, T. Spence to James Hargrave, 15 January 1835, fo. 94.
- 73 HBCA, B.239/a/148, York Factory Journal, 28 January 1835, fo. 35d.
- 74 HBCA, B.239/c/2, T. Spence to J. Hargrave, 11 February 1835, fo. 95.
- 75 HBCA, B.239/a/148, York Factory Journal, 10 December 1834, fos. 26 + 26d.
- 76 Ibid., 17 June 1835, fo. 57d.
- 77 Ibid., and 23 June 1835, fo. 58d.

- 78 HBCA, B.239/a/149, York Factory Journal, 6 October 1835, fo. 8.
- 79 Ibid., 15 October 1835, fo. 9d, and B.239/c/2, T. Spence to James Hargrave, n.d., fo. 205. This camp was "about 77 miles" from York, B.239/a/149, York Factory Journal, 29 January 1836, fo. 23.
- 80 HBCA, B.239/c/2, T. Spence to James Hargrave, 25 February 1836, fo. 242.
- 81 HBCA, B.239/a/149, York Factory Journal, 27 November 1835, fo. 14d.
- 82 Ibid., 30 November 1835, fo. 15.
- 83 Ibid., 27 November 1835, fo. 14d.
- 84 Ibid., 10 December 1835, fo. 16d. The felling party returned to the fort at this time, leaving the two sawyers at a "hut" that had been built for them.
- 85 HBCA, B.239/c/2, J. Charles to W. Spence, 6 October 1836, fo. 319.
- 86 Ibid., T. Spence to J. Charles, 20 December 1836, fo. 332.
- 87 HBCA, B.239/z/23, "List of Timber Required from YF Sawing Tent Winter 1837/38," fo. 425.
- 88 HBCA, B.239/aa/75, York Factory Inventory, 1 June 1842, fos. 29d-31, 35d-36, and 44d-45.
- 89 PAC, op. cit., C80, James Hargrave to J. G. McTavish, 1 December 1831.
- 90 See, for example, Gregory Thomas, Lower Fort Garry Warehouse Building Structural and Use History, Manuscript Report Series No. 204 (Ottawa: Parks Canada, 1977), pp. 39-62, and John A. Hussey, historic structures report, Historical Documents, Vol. 1, Fort Vancouver National Historic Site, Washington, U.S.A. (Denver: Department of the Interior, 1972), pp. 242-251.
- 91 HBCA, B.239/a/148, York Factory Journal, 3 April 1835, fo. 45, "The Carpenters put up a new Bale press in Store packing room, ..."

- 92 HBCA, B.239/a/186, York Factory Journal, 14 June and 7 July 1911, and 18 November and 18 December 1912.
- 93 HBCA, B.239/a/189, York Factory Journal, 10 October, 30 October, and 9 December 1914.
- 94 This area was converted shortly after Harold Bland took over the management of the post in August 1938. The exact date is unclear, however, as the written records are unavailable for this period.
- 95 See Figure 39. Also, HBCA, B.239/a/182, York Factory Journal, 25 August 1881, fo. 186d, "Johnson & Wishart repairing the passage of the general store ..."
- 96 This block and tackle arrangement can be seen in Figure 46.
- 97 HBCA, B.239/aa/72, York Factory Inventory, 1 June 1839, fo. 1.
- 98 Ibid.
- 99 See, for example, Ibid., fos. 3d-5, 8d-9, 10d-13, and 16d-17.
- 100 PAC, op. cit., C80, James Hargrave to J. G. McTavish, 1 December 1831. In 1848 the leads upon the "N. front of the Depot" were rolled up by a fall gale. As a result, the bale goods and casks stored there got wet. See HBCA, B.239/a/168, York Factory Journal, 5 September 1848, fo. 53.
- 101 PAC, op. cit., C80, James Hargrave to J. G. McTavish, 1 December 1831.
- 102 See, for example, HBCA, B.239/aa/70, York Factory Inventory, 1 June 1837, fos. 8d-15, and HBCA, B.239/aa/77, York Factory Inventory, 1 June 1844, fos. 9d-18d.
- 103 PAC, op. cit., C80, James Hargrave to J. G. McTavish, 1 December 1831.
- 104 HBCA, B.239/aa/71, York Factory Inventory, 1 June 1838, fo. 1.

- 105 HBCA, B.239/aa/76, York Factory Inventory, 1 June 1843, fos. 1d + 2.
- 106 HBCA, B.239/aa/71, York Factory Inventory, 1 June 1838, fos. 5d-6, 11d-12, 17d-18, 24d-26, 29d-30, and 34d-35.
- 107 HBCA, B.239/aa/77, York Factory Inventory, 1 June 1844, fos. 2d-3, 13d-16, 20d-21, and 31d-33.
- 108 PAC, op. cit., C80, James Hargrave to J. G. McTavish, 1 December 1831.
- 109 Ibid.
- 110 "Outfit" numbers are engraved on the face of the extant shelves in this room.

II Hudson's Bay Company Warehouses, 1821-1870 - Structure and Style

- 1 John A. Hussey, op. cit., p. 186.
- 2 Joan Halloran, "Wooden Forts of the Early Northwest: Fort William," Bulletin of the Association for Preservation Technology, Vol. VI, No. 2 (1974), p. 68.
- 3 The grainery building at Fort Vancouver is another example of this type, John A. Hussey, op. cit., Plate XXIII.
- 4 The windows in one small room in the downstream front corner of the main floor and on the third floor show evidence of being originally hinged.
- 5 John A. Hussey, op. cit., pp. 251-252.
- 6 Herbert Stovel, "The Buildings of Moose Factory," Canadian Collector, Vol. 16, No. 4 (July/August 1981), p. 25.
- 7 PAC, op. cit., C80, James Hargrave to J. G. McTavish, 8 November 1830; James Hargrave to D. McKenzie, 10 February 1831; James Hargrave to J. G. McTavish, 1 December 1831.

- 8 HBCA, D.4/85, George Simpson to the Governor and Committee, 31 July 1822, fo. 8d, and D.4/6, George Simpson to J. MacLeod, 7 July 1826, fos. 23 + 23d.
- 9 For example, a separate building was provided for the "Athabasca" district, HBCA, B.154/a/17, Norway House Journal, 25 September 1830, fo. 3d.
- 10 Rodger Guinn, The Red-Assiniboine Junction: A Land Use and Settlement History, 1770-1980, Manuscript Report Series No. 355 (Ottawa: Parks Canada, 1981), pp. 88 + 92.
- 11 American settlement near the mouth of the Columbia River prompted Governor Simpson to order the construction of a new depot (Fort Victoria) on Vancouver Island in 1842. By 1845 Fort Vancouver's depot role was in eclipse, John A. Hussey, op. cit., pp. 240-241.
- 12 The central open square was a common feature of all of the Company's major posts at this time. See Bruce F. Donaldson, op. cit., Figures 30 + 31.
- 13 PAC, op. cit., C73, J. G. McTavish to James Hargrave, 25 January 1833, p. 496. The other possibility is that Simpson may, in fact, have believed that the storage problems at York Factory would be solved by the construction of the two and one-half story section.
- 14 J. C. Fyfe, "Archway Warehouse." Structural drawings prepared 16-17 July 1970 for the National and Historic Parks and Sites Branch of the Department of Indian Affairs and Northern Development. Copies of these drawings are on file at the Historic Resources Branch of the Department of Cultural Affairs and Historic Resources of the Manitoba government in Winnipeg.
- 15 James Hargrave (Christie's successor at York) believed that McTavish was better qualified in such matters than Christie, PAC, op. cit., C80, James Hargrave to Pierre

- Leblanc, 15 February 1832. McTavish, however, had first hand knowledge of Christie's past work at his new posting at Moose Factory, and did not share Hargrave's opinion. "Mr Christies plan of building is well calculated for Solidity, ...", Ibid., C73, J. G. McTavish to James Hargrave, 25 January 1833, p. 496.
- 16 James Hargrave was first employed as a North West Company clerk in 1820, and was permanently stationed at York in 1827. He became senior officer there in 1834, a position he held until 1852. In 1856 he was reappointed to York and served there until his retirement in 1858.
 - 17 PAC, op. cit., C80, James Hargrave to A. H. Christie, 11 September 1834. John Rendal was a boatbuilder from Stromness, Orkney Islands, and was employed at York Factory from 1828 until 1839 when he returned to Europe. From 1832 until 1835 he was listed in the Company's engagement register as a "Postmaster & Carpt^r." His final four years in the Company's service were spent as a "Postmaster", HBCA, B.239/u/1, op. cit., fos. 291d-292. By the time of his retirement he was responsible for the fur warehouses, trading room, provision warehouse, and the "labors generally of the Factory," B.239/a/151, York Factory Journal, 1 July 1839, fo. 47d. Rendal spent the winter of 1831-1832 at Norway House where he worked on the two new Lake Winnipeg schooners built that season.
 - 18 HBCA, B.239/u/1, op. cit., fos. 291d-292.
 - 19 HBCA, A.67/1, fos. 403, 404, and 406. See Figures 33-35.
 - 20 See, for instance, Philip Goldring, Papers on the Labour System of the Hudson's Bay Company, 1821-1900, Vol. II, Manuscript Report Series No. 412 (Ottawa: Parks Canada, 1980), pp. 186-187.
 - 21 John Anderson, a boatbuilder from Harray parish, Orkney Islands, was stationed at York from 1835 until 1840. He

spent most of the 1836-1837 season at Norway House overhauling the two lake vessels. John Spence was from Birsay, Orkney, and spent the winter of 1836-1837 at York Factory. He was transferred to Ungava District in 1837. Robert Wilson, a boat carpenter from Stromness, was first engaged in 1828. By 1835 he had risen to the level of "Postmaster". He spent the winter of 1833-1834 at Norway House constructing "York" boats. Edward Rosie was from South Ronaldshay, Orkney, and was originally engaged as a labourer in 1834. By 1836 he was classified as a boatbuilder. He retired from the Company's service in 1845. See HBCA, B.239/u/1, op. cit., fos. 5d-6, 157d-158, 295d-296, 322d-323, 368d-369; B.154/a/24, Norway House Journal, 3 October 1833, p. 32; B.154/a/27, 27 August 1836, p. 23, and 8 October 1836, p. 33; B.239/z/26, "Men at York Factory 1836/37," fo. 64.

- 22 St. Thomas church at Moose Factory also contains "knees." This information was gleaned from chapter 4 of Carol Judd's draft manuscript entitled "Moose Factory Staff House Report" which has not, as yet, been published.
- 23 "Gunn making knees for binding one of the new Stores," HBCA, B.154/a/24, Norway House Journal, 2 September 1833, p. 25. Gunn was a boat carpenter.
- 24 HBCA, B.239/u/1, op. cit., fos. 84d-85, and B.239/a/149, York Factory Journal, 20 October 1835, fo. 10.
- 25 HBCA, B.239/u/1, op. cit., fos. 316d-317.
- 26 HBCA, B.239/f/16, "Arrangements regarding Servants Outfit 1837 and Memoranda 1836," fo. 6d.
- 27 HBCA, B.239/u/1, op. cit., fos. 316d-317, and B.239/a/148, York Factory Journal, 25 August 1834, fo. 9Bd. Hargrave described Poitras as "a steady, trust-worthy servant and his loss will be felt here where his services were of much value as a stirring active leader of the Sawing Tents," Ibid., fo. 10d.

- 28 HBCA, B.239/u/1, op. cit., fos. 13d-14.
- 29 Ibid., fos. 11d-12.
- 30 Ibid., fos. 87d-88. Although permanently stationed at York Factory for most of the 1840's (until 1849 when he retired to the Red River Settlement), Daunais spent most of the 1833-1838 period at Norway House, B.154/a/24, Norway House Journal, 1 June 1833, p. 1, and B.154/a/29, Norway House Journal, 4 October 1837, p. 33.
- 31 See, for example, HBCA, B.154/a/22, Norway House Journal, 31 May 1833, fo. 42d.
- 32 The dwellings, workshops, and provision warehouse at York Factory were constructed in this manner, as the horizontal filler logs and vertical posts improved the heat retaining capacity of the buildings.
- 33 HBCA, B.154/a/17, Norway House Journal, 22 April 1831, fo. 27, and B.154/a/20, Norway House Journal, 2 April 1832, fo. 34.
- 34 HBCA, B.154/a/19, Norway House Journal, 9 June 1831, fo. 41d; B.154/a/21, Norway House Journal, 11 June 1832, fo. 24; B.154/a/24, Norway House Journal, 28 June 1833, p. 10.
- 35 HBCA, D.4/102, "Copy of Governor Simpson's Report on the Northern Department 1835," fo. 42. Additional storage space was also required for Colony products, mainly tallow and robes, which were often carried over on inventory during the 1840's. See HBCA, D.5/12, Donald Ross to G. Simpson, 14 August 1844, fo. 169d.
- 36 HBCA, B.154/a/34, Norway House Journal, 28 July 1840, fo. 10.
- 37 HBCA, D.4/102, op. cit.
- 38 These included John Ritch and George Flett, boatbuilders, and John Wishart, John Moar, and Francis Frammond, carpenters. See HBCA, B.154/a/33, Norway House Journal, 26 November 1839, fo. 19; B.154/a/34, Norway House

Journal, 10 September 1840, fo. 14d, 11 February 1841, fo. 31, and 17 May 1841, fo. 41. None of these individuals worked on the "Depot" at York.

The situation regarding tradesmen was slightly different at Lower Fort Garry, as William Drever (who was the principal carpenter at York during the 1830's) was transferred therein 1839, HBCA, B.239/f/20, "Arrangements regarding Servants Outfit 1839," fo. 7. Drever's transfer, along with the increased employment of masons in the district at this time (HBCA, B.239/u/1, op. cit., fos. 175d-176, 198d-199, 214d-215, 245d-246, 321d-322) suggests that the "stone" warehouse was the contemplated project. (Major construction occurred at the Upper Fort in the 1830's and 1850's, Rodger Guinn, op. cit., pp. 67-68, 87-88, + 93). J. B. Dérósier, the other Red River District carpenter, left the Company in 1842, HBCA, B.239/u/1, op. cit., fos. 86d-87. He was followed by Drever in 1844, B.239/f/28, "Northern Department Servants Outfit 1845," fo. 4. Since no permanent replacements were hired, it seems safe to assume that the building was completed in either 1843 or 1844 (Also see Gregory Thomas, Lower Fort Garry Warehouse Building Structural and Use History, Manuscript Report Series No. 204 (Ottawa: Parks Canada, 1977), pp. 6-7.

- 39 HBCA, B.154/a/34, Norway House Journal, 19 February 1841, fo. 32, 26 April 1841, fo. 39, and 10 May 1841, fo. 40d. Also, B.154/a/45, Norway House Journal, 14 July 1845, fo. 7, "Anderson preparing to paint the roof of the Shingled Store with Tar and red Ochre ____".
- 40 HBCA, B.154/a/39, Norway House Journal, 6 June 1842, fo. 3.
- 41 Gregory Thomas, op. cit., p. 12, and George C. Ingram, "Building the Stone Fort, a Study in Fur Trade Archi-

Architecture," Unpublished Paper presented to the North American Fur Trade Conference, 1970, p. 17.

III The "Depot", 1870-1957

- 1 Bruce F. Donaldson, op. cit., pp. 68-72.
- 2 Ibid., pp. 76-77.
- 3 HBCA, B.239/b/133, Murdoch Matheson to J. Wrigley, 10 August 1885, fo. 758, and B.239/c/23, J. Wrigley to Murdoch Matheson, 15 December 1885, fo. 198d.
- 4 HBCA, B.239/b/110, J. P. Fortescue to A. McDonald, 25 March 1873, fo. 290.
- 5 Bruce F. Donaldson, op. cit., p. 78.
- 6 HBCA, B.239/b/110, J. P. Fortescue to R. Hamilton, 20 August 1873, fo. 417.
- 7 HBCA, B.239/a/182, York Factory Journal, 10 and 15 March 1873, fo. 5, 19 June 1873, fo. 11, 27 August 1873, fo. 16d, 8 September 1873, fo. 17d, and 26 May 1874, fo. 34.
- 8 HBCA, B.239/aa/79, York Factory Inventory, 1 June 1867.
- 9 Nail holes located in the ceiling joists in the north end of this room indicate that it was ceiled at one time. Figure 39 clearly shows that a partition formerly divided this room.
- 10 George S. McTavish, op. cit., p. 25. McTavish did not arrive at York Factory until 1879, and it is indeed curious that he fails to mention the presence of these doors which are clearly visible in a pre-1876 photograph (Figure 36).
- 11 HBCA, B.239/a/182, York Factory Journal, 12 July 1876, fo. 78, and 31 July 1876, fo. 79d.
- 12 HBCA, B.239/a/154, York Factory Journal, 7 October 1840, fo. 10, and D.5/8, James Hargrave to George Simpson, 10 August 1843, fo. 417d.

- 13 See Appendix H.
- 14 HBCA, B.239/a/182, York Factory Journal, 25 August 1881, fo. 186d.
- 15 Ibid.
- 16 HBCA, B.239/e/12, "Y. Post Inspection Report, J. McDougal, 6-15 Aug., 1889", fo. 3.
- 17 HBCA, B.239/b/135, Murdoch Matheson to J. Wrigley, 12 May 1890, fo. 287.
- 18 HBCA, B.239/a/184, York Factory Journal, 31 July 1893, fo. 58.
- 19 Ibid., 5 July 1895, fo. 75d, and B.239/aa/56, York Factory Inventory, "Buildings 31st May 1898 York Factory Post", fo. 8d.
- 20 HBCA, D.20/47, Murdoch Matheson to J. Wrigley, 15 December 1887, fo. 242.
- 21 HBCA, B.239/e/12, op. cit., fo. 10.
- 22 HBCA, A.12/31, J. Wrigley to W. Armit, 21 April 1890, fo. 237.
- 23 HBCA, B.239/e/12, op. cit., fo. 18.
- 24 HBCA, B.239/c/24, J. Wrigley to M. Matheson, 28 January 1890.
- 25 In 1897 only Dr. Milne, an apprentice clerk, and three permanent employees were stationed at the post, HBCA, B.239/a/184, York Factory Journal, 1 June 1897, fo. 89d.
- 26 Ibid., 25 July 1898, fo. 96d.
- 27 HBCA, B.239/c/26, C. C. Chipman to W. C. King, 20 May 1901, fo. 29.
- 28 HBCA, B.239/a/184, York Factory Journal, 10 September 1901, fo. 129d.
- 29 Ibid., 6 July 1903, fo. 138d. G. B. Boucher was formerly in charge of Churchill post.
- 30 HBCA, B.239/b/137, D. C. McTavish to W. Ware, 8 August 1904, p. 107.

- 31 See Bruce F. Donaldson, *op. cit.*, p. 98, for a discussion regarding Boucher's vigorous opposition of competitors who were operating in the Gods Lake and Winisk River areas at this time. In 1905 Boucher referred to the "Depot" warehouse as the "pride of the Bay", HBCA, B.239/b/137, G. B. Boucher to D. C. McTavish, 21 July 1905, fo. 265.
- 32 HBCA, B.239/c/26, D. C. McTavish to the clerk in charge [Boucher], 21 April 1904, fo. 82.
- 33 Ibid.
- 34 HBCA, B.239/b/137, *op. cit.*, fo. 265, and B.239/a/185, York Factory Journal, 20 June 1907, fo. 63d.
- 35 HBCA, B.239/b/137, G. B. Boucher to D. C. McTavish, 18 July 1906, fo. 390.
- 36 HBCA, B.239/a/189, York Factory Journal, 31 July 1916, p. 181; B.239/a/190, York Factory Journal, 16 July 1921, p. 171; B.239/a/195, York Factory Journal, 27 + 29 July 1937, pp. 14-15.
- 37 HBCA, B.239/a/185, York Factory Journal, 21 July 1905, fo. 33.
- 38 Ibid., 18 May 1905, fo. 29, and 13 July 1905, fo. 32d.
- 39 Ibid., 3-4 May 1905, fo. 28.
- 40 Ibid., 7 July 1905, fo. 32.
- 41 See, for example, HBCA, B.239/e/17, York Factory Report 1895, by F. Matheson, fo. 2, and B.239/aa/56, York Factory Inventory, "Buildings", 1899, fo. 21.
- 42 HBCA, D.14/1, J. A. Grahame to J. P. Fortescue, 4 June 1878, fo. 302d.
- 43 HBCA, B.239/a/185, York Factory Journal, 19-22 June 1906, fos. 53-53d. These logs were squared and burnt to "delay rust."
- 44 Ibid., 23 June 1906, fo. 53d. This was probably under room 8, as 20th century soft drink cans were found under the floor boards of this room in the summer of 1981.

- 45 Ibid.
- 46 HBCA, B.239/a/186, York Factory Journal, 13-14 June 1911. It is unclear from the available documentary evidence whether any pieces were actually replaced at this time.
- 47 HBCA, B.239/a/185, York Factory Journal, 30 April 1906, fo. 49, and 5 May 1909, fo. 90. "Mr. Campbell, F. McPherson & Wood hanging up fur to dry in Depot," B.239/a/186, York Factory Journal, 15 May 1911.
- 48 "Old Sam engaged opening Porkbarrels in the Depot, ...", HBCA, B.239/a/185, York Factory Journal, 9 November 1908, fo. 80d. Frozen fish had also been stored in the "back-rooms of [the] Big Store" in 1895, B.239/a/184, York Factory Journal, 14 June 1895, fo. 74.
- 49 HBCA, B.239/a/185, York Factory Journal, 12 October 1908, fo. 79. This was probably room 16a on the third floor. In 1912 library books were temporarily stored on the third floor in the old dispensary, which was cleared for this purpose, while the library building underwent repairs, HBCA, B.239/a/186, York Factory Journal, 27-30 April 1912, and 24 June 1912.
- 50 "Outfit" numbers are present on the shelves in room 16a on the third floor.
- 51 HBCA, B.239/a/185, York Factory Journal, 8 November 1907, fo. 66d.
- 52 Ibid., 1 August 1905, fo. 33d.
- 53 Ibid., 17 November 1908, fo. 81.
- 54 HBCA, A.12/FT343/1, R. H. Hall to F. C. Ingrams, 11 August 1911, fo. 29. In addition to York Factory and its small winter outposts, the district included Severn, Trout Lake, Weenusk, and Chesterfield Inlet. Churchill, because it was supplied independently from England, remained independent.

- 55 HBCA, B.239/a/186, York Factory Journal, 16 June 1911.
- 56 Ibid., 14 June and 7 July 1911.
- 57 Ibid.
- 58 Ibid., 18 November and 16 December 1912. The former saleshop building was converted into a dwelling for one of the post employees.
- 59 HBCA, B.239/a/189, York Factory Journal, 2 and 7 January 1913, p. 2
- 60 HBCA, B.239/a/186, York Factory Journal, 18 November 1912.
- 61 HBCA, B.239/a/189, York Factory Journal, 26 June 1914, p. 68.
- 62 Ibid., 10 October 1914, p. 89.
- 63 Ibid., 30 October 1914, p. 92.
- 64 Ibid., 9 December 1914, p. 98.
- 65 A small amount of this ceiling material can still be seen in this area.
- 66 Ibid., 3 June 1915, p. 128, "The Bell taken off the old office & put on the Depot over store."
- 67 Canada. Parliament, "Annual Report of the Department of Railways and Canals, for the Fiscal Year from April 1, 1913, to March 31, 1914," in Sessional Papers, 1915, Vol. L, No. 14 (Ottawa: King's Printer, 1915), pp. 16-17, and 379-384.
- 68 HBCA, A.12/FT322/3, N. M. W. J. McKenzie to N. H. Bacon, 2 September 1914, fo. 96.
- 69 HBCA, B.239/a/189, York Factory Journal, 30 September 1915, p. 147.
- 70 Canada. Parliament, "Annual Report of the Department of Railways and Canals, for the Fiscal Year from April 1, 1917, to March 31, 1918," in Sessional Papers, 1919, Vol. LIV, No. 7 (Ottawa: King's Printer, 1919), pp. 66-67.

- 71 HBCA, D.FTR/5, A. W. Patterson to the Fur Trade Commissioner N. H. Bacon , 2 September 1916.
- 72 HBCA, B.239/a/189, York Factory Journal, 12 August 1916, p. 183.
- 73 HBCA, D.FTR/9, A. W. Patterson to the Fur Trade Commissioner, 19 August 1919, fo. 74.
- 74 HBCA, D.FTR/11, C. Harding to the Fur Trade Commissioner, 8 November 1920, fo. 79.
- 75 HBCA, B.239/a/190, York Factory Journal, 5-12 July 1921, pp. 169-170.
- 76 Ibid., 13 July 1921, p. 170.
- 77 HBCA, B.239/a/191, York Factory Journal, 30 June - 25 July 1922, pp. 18-21. Also, see D.FTR/17, C. Harding to the Fur Trade Commissioner, 17 September 1923, fo. 159.
- 78 HBCA, B.239/a/192, York Factory Journal, 14 June 1926, p. 31.
- 79 Ibid., 3 May 1927, p. 65.
- 80 Ibid., 5 October 1926, p. 40.
- 81 HBCA, B.239/a/190, York Factory Journal, 19 April 1919, p. 85.
- 82 HBCA, D.FTR/22, H. Conn to the London office, 28 January 1929, p. 14, and D.FT/DOJ/7, Nelson River District Office Journal, 20 July 1929, fo. 1, and 19 July 1930, fo. 43.
- 83 This is inferred from the presence of a chimney which can be seen in Figure 47.
- 84 HBCA, D.FTR/23, H. Conn to the Fur Trade Commissioner, 10 November 1931. Conn was promoted from District Inspector to District Manager as of 1 June 1931, D.FT/DOJ/9, Nelson River District Office Journal, 8 June 1931, fo. 6.
- 85 Hudson's Bay Company, Northern Stores Department (hereafter referred to as HBC, NSD), Permanent File No. YF 2-4-55, Fur Trade Commissioner [Ralph Parsons] to

- the Nelson River District Manager W. E. Brown , 1 October 1938.
- 86 Ibid., W. E. Brown to the Fur Trade Commissioner, 4 November 1938.
- 87 Ibid.
- 88 Ibid., Ralph Parsons to W. E. Brown, 16 November 1938.
- 89 Ibid.
- 90 Ibid., W. E. Brown to the Fur Trade Commissioner, 14 February 1939.
- 91 Ibid.
- 92 Ibid., W. E. Brown to the Fur Trade Commissioner, 27 March 1939.
- 93 Ibid. "When I took over the District in 1934 I found, on visiting the post in the summer of 1935 that the open courtyard in the Depot Bldg., consistantly flooded in the spring, so made arrangements for a drain to be put in from the courtyard to the river bank. It was a covered drain, ... Oddly enough, the drain revealed (sic.) that there were two cellars cut into, which indicated that there were buildings at some past period," W. E. Brown to Bruce F. Donaldson, 1 October 1981, letter in possession of the author. This drain was placed below ground level, covered with planks, and refilled with earth. One of the cellars referred to was probably that which was located under the former northern, or men's, flanker of the old "Octagon" building.
- 94 HBC, NSD, op. cit., Ralph Parsons to W. E. Brown, 28 March 1939.
- 95 W. E. Brown to Bruce F. Donaldson, op. cit.
- 96 Provincial Archives of Manitoba, Photograph Division, G. W. Malaher Collection, No. 31, "York Factory", c. 1942.
- 97 W. E. Brown to Bruce F. Donaldson, op. cit.
- 98 G. A. Beare to Bruce F. Donaldson, 23 October 1981, letter in possession of the author.

- 99 W. E. Brown to Bruce F. Donaldson, op. cit.
- 100 Ibid.
- 101 G. A. Beare to Bruce F. Donaldson, op. cit.
- 102 Bruce F. Donaldson, op. cit., pp. 116-117.

IV The "Depot" Warehouse, 1957-1981

- 1 HBC, NSD, op. cit., H. W. Sutherland to the Managing Director, 14 September 1961.
- 2 Ibid., G. A. Beare to the Manager, Shamattawa, 23 January 1959.
- 3 Hudson's Bay House Library (hereafter referred to as HBHL), York Factory Vertical File No. 2, Mr. Walker to A. J. H. Richardson, 3 September 1958, and A. J. H. Richardson to Mr. Walker, 29 September 1958. Also see Ibid., J. D. Herbert to A. R. Huband, 4 January 1960, and Mr. A. R. Huband to J. D. Herbert, 12 January 1960.
- 4 HBC, NSD, op. cit., J. F. Duncanson to the Hudson's Bay Company Fur Trade Department, 30 September 1958.
- 5 Ibid.
- 6 Ibid., H. W. Sutherland to J. F. Duncanson, 24 October 1958.
- 7 Ibid., G. A. Beare to the Manager, Shamattawa, 23 January 1959.
- 8 Parks Canada, Prairie Regional Office (hereafter referred to as PRO), National Historic Parks and Sites - Research - YF, File No. C8440/YF, Gordon L. Scott to T. C. Fenton, 17 August 1959.
- 9 Ibid.
- 10 Ibid.
- 11 Ibid.
- 12 HBC, NSD, op. cit., H. F. Bland to H. W. Sutherland, 25 September 1959.

- 13 PRO, op. cit., "Memorandum for the Chief Engineer," by T. C. Fenton, 18 September 1959.
- 14 Ibid.
- 15 Ibid.
- 16 See "Note for York Factory Historical File" and "Manitoba Regulation 52/60 Being an Order of the Minister Charged with the Administration of The Historic Sites Preservation Act," The Manitoba Gazette, 24 September 1960, HBHL, York Factory Vertical File No. 1. A plaque had also been sent to York by the Historic Sites and Monuments Board in 1956, G. A. Beare to Bruce F. Donaldson, op. cit. This plaque was placed on the front door of the "Depot" building.
- 17 HBC, NSD, op. cit., H. W. Sutherland to A. R. Huband, 2 November 1960.
- 18 Ibid., A. R. Huband to H. W. Sutherland, 30 November 1960.
- 19 Ibid., H. F. Bland to H. W. Sutherland, 14 November 1961.
- 20 Ibid., H. F. Bland to K. R. Bolt, 1 March 1962.
- 21 See, for example, Heather Robertson, "York Factory - nobody's baby now," Tribune (Winnipeg), 12 September 1964, HBHL, York Factory Vertical File No. 2.
- 22 Val Werier, "Hats Off to the Americans," Tribune (Winnipeg), 17 January 1967, HBHL, York Factory Vertical File No. 2. At this time the national Historic Sites and Monuments Board recommended that the federal government acquire ownership of the site and appoint a full time caretaker. See V. Mackie, "Historic Site Deal Sought," Free Press (Winnipeg), 5 June 1967, HBHL, York Factory Vertical File No. 2.

- 23 This agreement was signed at Lower Fort Garry, Free Press (Winnipeg), 11 July 1968, HBHL, York Factory Vertical File No. 2.
- 24 PRO, National Historic Parks and Sites - Development and Planning - York Factory, File No. C8415/Y4, "Report on York Factory, Manitoba, Proposed National Historic Site," by T. C. Fenton, 1967, p. 2.
- 25 Ibid., p. 5.
- 26 Ibid.
- 27 Ibid., p. 8.
- 28 Ibid., p. 9.
- 29 Ibid., John I. Nicol (Director, National and Historic Parks Branch) to H. Tatro, 15 November 1971.
- 30 For an overview of Parks Canada's policies regarding national historic sites and parks see Parks Canada Policy (Ottawa: Parks Canada, 1979), pp. 22, 23, and 28-33.
- 31 PRO, op. cit., File No. C8415/Y4, "Regional Conceptual Plan Review York Factory Churchill Area," 1972, p. 6.
- 32 Ibid., "York Factory National Historic Site Interim Management Guidelines," 1979.
- 33 PRO, T. C. Fenton, op. cit., p. 13.
- 34 Ibid.
- 35 PRO, "York Factory ... Interim Management Guidelines," op. cit.
- 36 "As Found - York Factory," Report (1971). Manuscript on file, Parks Canada, Engineering and Architectural Division, Winnipeg.
- 37 PRO, op. cit., File No. C8415/Y4, H. A. Tatro to the Director, 25 September 1967.

Appendix A. Production Totals of the York Factory Sawing
Tent, Winter 1831-1832.

HBCA, B.239/c/2, 12 May 1832, fo. 60

1 Lower Beam hewed on two sides to 10 in	30 feet Long
3 Do.	8..by10....26 feet Long
12 Do.	7..by 9....26 feet Long
6 Do.	6..by 9....26 feet Long
11 Corner Posts	9..by 9....17 feet Long
7 Do.	9..by 9....12 feet Long
3 Do.	9..by 7....12 feet Long
202 Round Plank	7/8 in ... and 10 feet Long
120 2 in by	7 10 feet Long
313 1½ in by	7 10 feet Long
50 1½ in by	7 14 feet Long
360 3/4 in by	6 10 feet Long
300 1 in by	7 10 feet Long
30 couples 6 by	4 17 feet Long
35 Quartering 3 by	4 9 feet Long
<u>1451</u>	

Appendix B. "Mem: for Med. Poitras for Wood required
at YF 1833 ____"
HBCA, B.239/z/23, fo. 399

4	Lower Beams hewed on two Sides to 10 in: and 30 f ^t long	
25	" Do. " " " 8 " " 26 " "	
10	Roofing Beams	10 in by 8 in & 26 f ^t long
25	Second floor Beams	9 " " 6 " " 26 " "
30	Side & end Plating	9 " " 7 " " 26 " "
16	Corner Posts	9 " " 9 " " 17 " "
10	" Do.	9 " " 9 " " 12 " "
20	Side Do.	9 " " 7 " " 12 " "
100	Roofing Scantling	6 " " 4 " " 17 " "
120	Quartering	4 " " 3 " " 9 " "
1000	Boards 3/4 in thick & 6 in broad 10 f ^t long	
1000	Do. 1 " " " 7 " " 10 " "	
400	Do. 1½ " " " 7 " " 10 " "	
200	Do. 1½ " " " 7 " " 14 " "	
400	Do. 2 " " " 7 " " 10 " "	
500	Do. 7/8 " to be Sawn from round Logs of about 10 f ^t long for packing Cases&c	
50	Spars p Boat Oars	
6	Do. " " Masts	
3	Do. " " Beams	
8	Do. " Supporters for Launch	

And in addition to the above, 10 f^t Building Logs, ____ with
round Logs of from 10 to 14 feet for Boat Boards are much
required. ____

Appendix C. "Timber Remaining at York Factory", 1 October 1834.
HBCA, B.239/c/2, fo. 74.

18 Second floor Beams	6 x 9 in	-	26 feet
4 Roofing Ditto	8 x 10	-	26 -
4 Ditto Ditto	8 x 10	-	30 -
24 Lower floor Ditto	Hewn on two Sides	to 7 inches	
9 Corner Posts	9 x 9 in		17 feet
5 Ditto -	9 x 9	-	18 -
16 Middle -	6 x 9	-	18 -
65 Roofing Scantlings	4 x 6	-	18 -
180 Quarterings	3 x 4 "		7 & 10 -
1376 Boards	3/4 inch thick & 6 in Broad	10 feet Long	
260 Ditto 1	-	-	7 - 10 - -
108 Ditto 1½	-	-	7 - 10 - -
360 Ditto 1½	-	-	7 - 14 - -
630 Ditto 2	-	-	7 - 10 - -
300 Building Logs	10 feet Long		

HBCA, B.239/z/23, fo. 406.

	18	Platings	7 x	9 inches	28 feet long	
20	4	Ditto	7 x	9 "	30 "	"
	8	Ditto	7 x	9 "	26 "	"
✓	4	Ditto	7 x	9 "	22 "	"
29	44	Posts	9 x	9 "	17 "	"
6	10	Roofing Beams	8 x	12 "	30 "	"
19	28	Ditto	8 x	10 "	15 "	"
19	30	Ditto Scantlig	4 x	6 "	22 "	"
77	100	Ditto Ditto	4 x	6 "	20 "	"
28	50	Ditto Ditto	4 x	6 "	17 "	"
29	6	Supporter Beams	8 x	8 "	27 "	"
9	14	Ditto Ditto	8 x	8 "	9 "	"
11	50	Second floor Beams	6 x	9 "	30 "	"
9	18	Ditto Ditto	6 x	9 "	26 "	"
20	45	Middle Platings	7 x	9 "	10 "	"
256	300	Quarterings	3 x	4 "	9 "	"
✓	100	Lower Beams hewn or sawn on two sides to 8 inches thick				
					17 feet long	
✓	20	" Ditto "	" "	" "	" Ditto "	8 " thick
						26 feet long
	36	Logs from 17 to 30 feet & 70 Logs from 10 to 17 feet				
1086	2000	Boards 3/4 inch thick, 6 in: broad, 10 feet long				
1554	2000	Ditto	1 "	" "	7 "	" 10 " "
68	1000	Ditto	1½ "	" "	7 "	" 15 " "
60	500	Ditto	1½ "	" "	7 "	" 10 " "
92	1000	Ditto	2 "	" "	7 "	" 10 " "
	300	Ditto Sawn out of round Logs for Carpter's Shop				

- ✓ 50 Spars for Boat Oars
- 4 3 Beacons, 40 feet long
- ✓ 1 Mast for the Sloop Flora 42 feet long, 10 in. diameter
- 600 300 Building Logs 10 feet Long lower end -
✓ All the Slabs that can be brought out

Appendix E. "List of Wood Wanted from Sawing Tent Winter 1835/36." Numbers on the left side appear to be the ~~the~~ amounts actually obtained to 21 December 1835.

HBCA, B.239/z/23, fo. 417.

	14 Posts	9 x 9 inches	17 feet long		
2	10 Platings	7 x 9 "	27 "	"	"
3	4 Do.	7 x 9 "	30 "	"	"
8	55 Second floor Beams	6 x 9 "	30 "	"	"
1	2 roofing Do.	8 x 12 "	30 "	"	"
	20 Do. Do.	8 x 10 "	15 "	"	"
20	50 Do. Scantlings	4 x 6 "	22 "	"	"
11	50 Do. Do.	4 x 6 "	20 "	"	"
39	60 Do. Do.	4 x 6 "	17 "	"	"
2	30 Middle Platings	7 x 9 "	10 "	"	"
2	4 Supporter Beams	8 x 8 "	25 "	"	"
	10 Do. Posts	8 x 8 "	9 "	"	"
	250 Quarterings	3 x 4 "	9 "	"	"
	12 lower Beams hewn on two Sides to 8 in. thick		25"		"
	20 " Do. " " Do. 8 " "		17"		"
592	800 Boards	3/4 inch	10 "	"	"
253	2000 Do.	1 "	10 "	"	"
91	1000 Do.	1½ "	15 "	"	"
20	500 Do.	1½ "	10 "	"	"
	1000 Do.	2 "	10 "	"	"
1	20 Plank	3 x 9 in	15 "	"	"
	500 Boards out of round Logs to 7/8 in		10 "	"	"
	300 building Logs hewn on two Sides to 6 in		10 "	"	"
	etc.				

Appendix F. "List of Wood Wanted from YF Sawing Tent Winter 1836/37." Numbers on the left side appear to be the amounts actually obtained.

HBCA, B.239/z/23, fos. 421-422.

10	10 Pieces	7½	in Squared on three sides	15 feet Long		
10	10 Do.	7½	" " "	20	"	"
20	20 Do.	7½	" " "	11	"	"
2644	2000 Boards	1 x 7	in	10	"	"
501	500 Plank	1½x 7	"	15	"	"
1093	1000 Do.	1½x 7	"	10	"	"
1088	1000 Do.	2 x 7	"	10	"	"
21	20 Do.	3 x 8	"	20	"	"
418	300 Boards	Sawed out of round Logs to 7/8 in	10	"		"
15	15 Sleepers	hewn on two sides to 8 ins	25	"		"
35	35	" " " 8 ins	17	"		"

Appendix G. Estimated Cost of "Depot" Repairs, 1939,
HBC, NSD, Permanent File No. YF-2-4-55, W. E. Brown to
the Fur Trade Commissioner, 14 February 1939.

4 men - 40 days @ \$3.00	\$480.00
Carpenter - 40 days @ \$5.00	\$200.00
Material: 8,000 feet flooring	
less 4,000 salvaged	
(4,000' @ \$50.00)	\$200.00
Digging of Drains:	\$100.00
Sundry: Nails, Creosote for sills	
and joists, etc.	<u>\$120.00</u>
	\$1,100.00

Appendix H. Summation of a Tour of the "Depot" Warehouse
With Fred Beardy, 12 August 1981. Interpreted by John
Hatley.

- Room 1 - a general storage area (salt pork, etc.)
- Room 2 - meat storage - a "cold" storage room. Fred confirmed that corpses were sometimes stored here during the winter months until they could be buried in the spring.
- Room 3 - used for general storage. The upstream, or south, section was a retail store during Post Manager T. C. Moore's tenure (1934-1938).
- Room 4 - 4a was an office where the furs were initially taken from the hunter and money was doled out from the safe.
 - 4b was a tool room and office.
 - 4c was a general storage area.
- Room 5 - this area was converted to a retail shop during Harold Bland's tenure.
- Room 6 - this space was unused.
- Room 7 - provisions were housed in this area.
- Room 8 - general storage. Fred stated that he did not know if liquor was stored here - in fact, he did not recall where it was kept.
- Room 9 - stoves, pipes, and other hardware were stored in this room.
- Room 10 - Fred did not recall what was kept here.
- Room 11 - Fred stated that the fur press was always located in this room.

- Room 12 - furs were stored here. The bales were stacked on the floor and were not hung up. The area was cleared during treaty days in the summer and used for dances.
- Room 13 - unused.
- Room 14 - clothing and bales of cloth were apparently stored in this room. Fred also claimed that there were cupboards (located away from the walls) which contained pots, pans, kettles, and other hardware. These cupboards were approximately two feet wide.
- Room 15 - cutlery and other smallwares were stored here.
- Rooms
- 16a-e - unused except for storing old records.
- lookout - Fred mentioned that there was a signal light located in the cupola, or lookout. A blue light meant that boats should remain anchored in the mouth of the river, while a white light meant that they could come in to the post.
(This system was not used when District Manager W. E. Brown was associated with York Factory from 1938 until 1950).

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Fig. 1 Hayes River Area

The Machichi River was traditionally known as the "Fourteens" River. The Hayes River above the Gods River was known as "Steel" River until above the confluence with the Fox River, where it was named the "Hill" River. The Gods River was called the "Shamattawa" River.

Hayes River Area

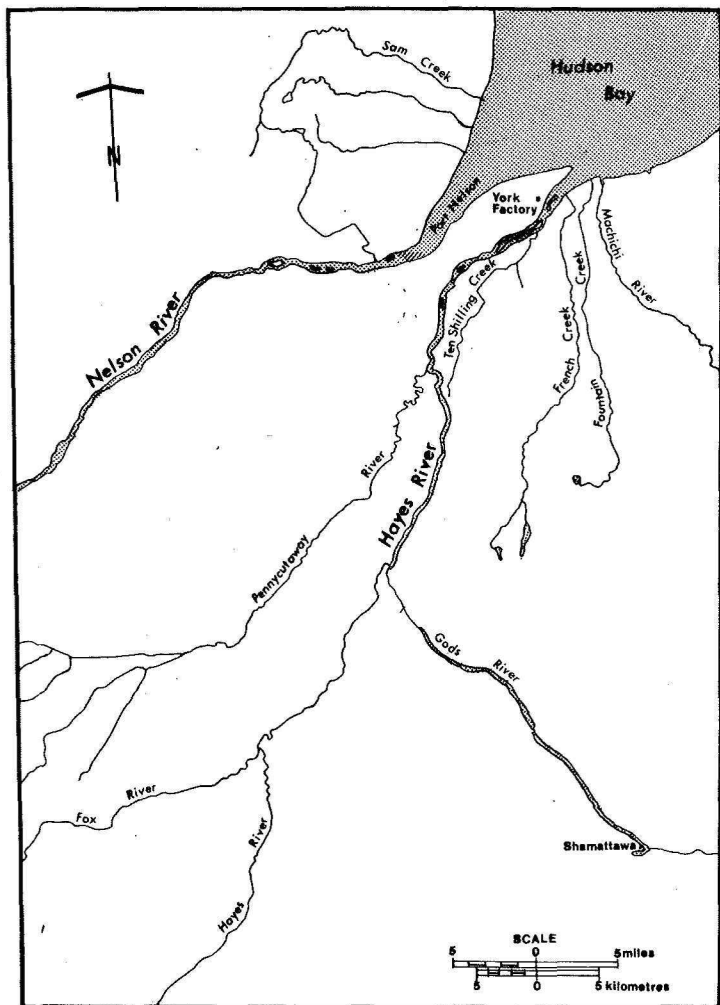


Fig. 2 "Ground Plan of York Factory," c. 1815, Author
unknown, G.1/113, Hudson's Bay Company Archives.

- | | |
|---|--------------------------|
| 1 - winter house and cookroom | 21 - ice house |
| 2 - distillery | 22 - launch house |
| 3 - magazine | 23 - Red River warehouse |
| 4 - men's winter house | 24 - sawpit |
| 5 - warehouse | 25 - icehouse |
| 6 - warehouse | |
| 7 - warehouse | |
| 8 - inland men's house and salt shed | |
| 9 - carpenter shop | |
| 10 - cookroom | |
| 11 - servants' apartments | |
| 12 - warehouse | |
| 13 - fur warehouse | |
| 14 - officers' flanker | |
| 15 - sheds and gateway | |
| 16 - men's flanker | |
| 17 - slop shop, trading room, and keg shed | |
| 18 - meat shed and officers' room | |
| 19 - oil shed, cookroom, cooperage, blacksmith shop | |
| 20 - boardwalk to the wharf | |

21

22

20

23

24

25

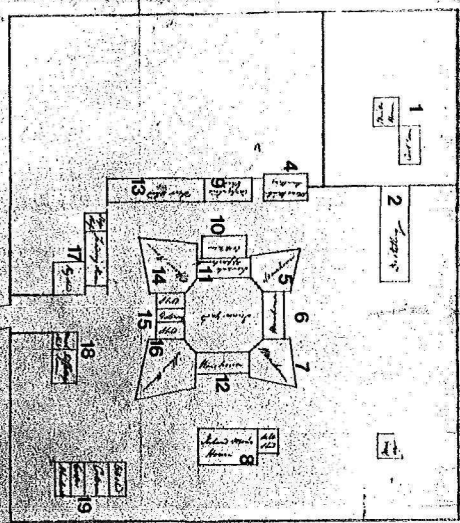


Fig. 3 York Factory, 1853, Rupert's Land Collection,
No. 13, Provincial Archives of Manitoba (Repro-
duction of a lithograph by "Ford & West").

- 1 - fur warehouse
- 2 - summer mess house
- 3 - bell tower
- 4 - flagpole
- 5 - "Depot" warehouse
- 6 - inland officers' dwelling (clerks' house in right background)
- 7 - saleshop building
- 8 - Red River Settlement warehouse (formerly the "inland outfit" warehouse)



Fig. 4 "1st & 2nd Floor, Floor Plans." "As Found -
York Factory," Report (1971), No. 9.

Compare this with the floor plan illustrated
in Figure 39. Also see Figures 10, 14, & 18.

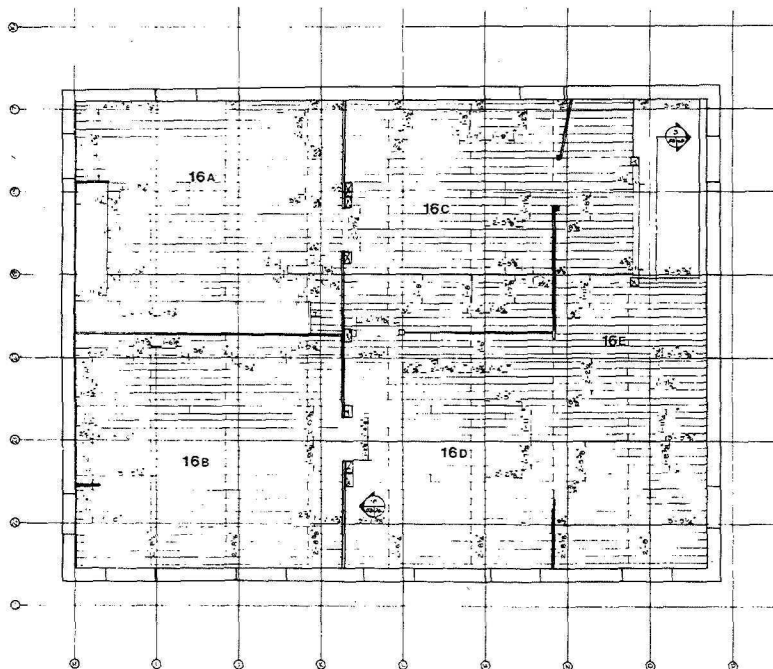
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FIRST FLOOR PLAN



SECOND FLOOR PLAN

Fig. 5 "Floor Plan 3rd Floor." "As Found - York
Factory," Report (1971), No. 53.



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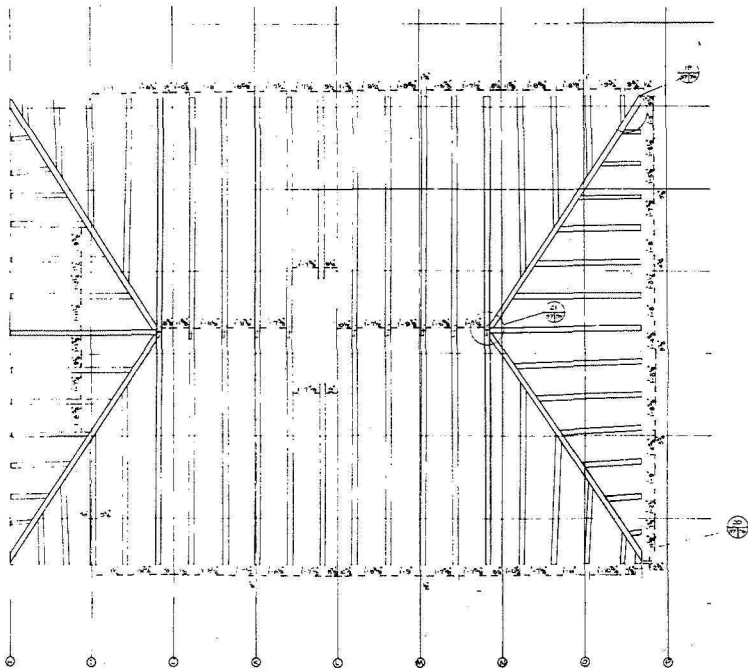
FLOOR PLAN

3RD FLOOR

AS FOUND

YORK FACTORY

Fig. 6 "Rafter Plan 3rd Floor." "As Found - York
Factory," Report (1971), No. 57.



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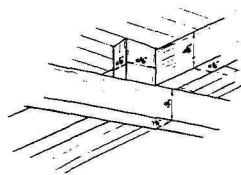
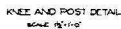
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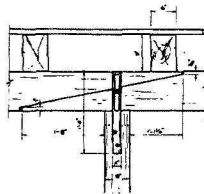
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Fig. 7 "Structural and Stair Details Room 3 & 4."
"As Found - York Factory," Report (1971),
No. 74.



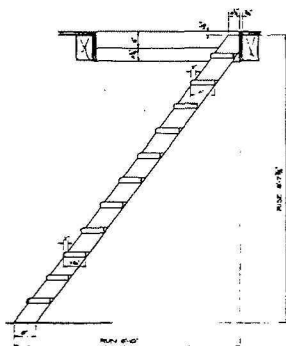
TYPICAL SECOND FLOOR POST
RESTING ON FIRST FLOOR BEAM
SECOND FLOOR FLOOR JOIST IS
ALSO SHOWN

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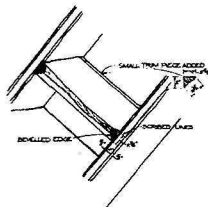


TYPICAL BEAM SPACE AT TOP
OF FIRST FLOOR POST FROM
BRACKET ALLOWS FOR ADJUSTMENT
IN THE CONNECTION

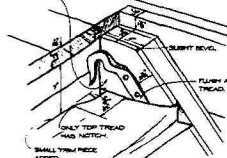
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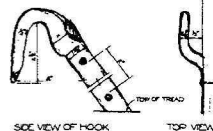
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SIDE VIEW OF HOOK

TOP VIEW

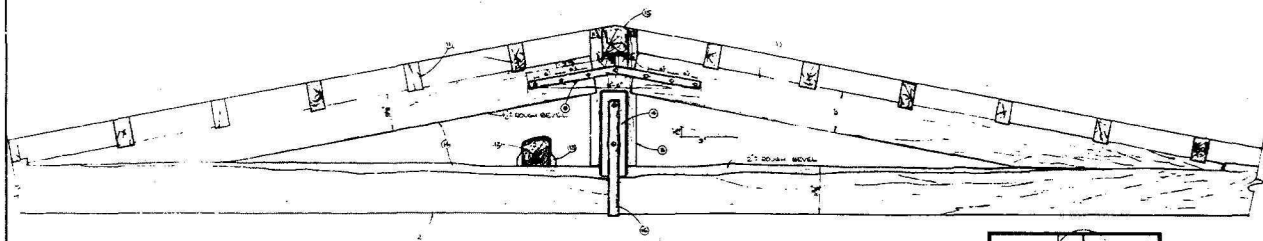
DEPARTMENT OF
INDIAN AFFAIRS &
NORTHERN DEVELOPMENT
NATIONAL CENTER

MINISTÈRE DES
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ET DU NORD CANADIEN
DIRECTION DES SERVICES TECHNIQUES

AS FOUND
YORK FACTORY

STRUCTURAL
STAIR DETAILS
ROOM 3 & 4

Fig. 8 "Roof Truss Details Room 14." "As Found - York
Factory," Report (1971), No. 78.

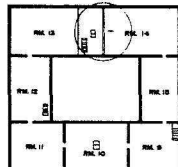


DETAIL NO. 1

NOTES

- 1-UPPER CHORD
- 2-LOWER CHORD
- 3-VERTICAL POST
- 4-3x6x8 BOARD NAILLED TO VERTICAL POST CARRIING THE STAIRWAY
- 5-WROUGHT IRON BRACE BOTH SIDES RECESSED INTO UPPER CHORDS UNDER THE NORTH OF THE UPPER CHORDS ENDS THE VERT. OF THE VERT. CH. POST
- 6-LOWER CHORD 1x6x12x18x30x4
- 7-UPPER CHORD 1x6x12x18x30x4
- 8-VERTICAL POST 1x6x12x18x30x4 WITH WEDGES CUT ON ANGLES TO ALLOW LOWER CHORD TO BEAR UPON ROOF THE DESIGN SLOPE
- 9-UPPER CHORDS ARE HELD IN PLACE WITH WROUGHT IRON BRACES
- 10-WROUGHT IRON BRACES 2x12x18x30x4 SPRUNG TO UPPER CHORDS IN A VERTICAL POST
- 11-3x6x8 PLANKS AT 2' O.C. NOTCHED INTO UPPER CHORD
- 12-BEAR BEAMS ON TWO LOWER CHORDS AND CONTAINS WROUGHT IRON STEPS FOR A RAILWAY TRUCKS WHICH EXTENDS DOWN THROUGH THE FLOOR TO THE MAIN FLOOR

- 13-WROUGHT IRON STRUT 1x6x12x18x30x4 SECURES BEAM TO LOWER CHORDS
- 14-THE ROUGH ROUNDED BEVEL ON UPPER AND LOWER CHORDS IS OUTSIDE SURFING OF TREE WITH THE BARK REMOVED
- 15-ROOF PLANK 1x6x12x18x30x4 REVEALED ON TOP TO SUIT SLOPE OF ROOF
- 16-WROUGHT IRON STRUT 1x6x12x18x30x4 SECURES VERTICAL POST AND CORRESPONDINGLY SUPPORTS THE LOWER CHORD AT THE CENTRE
- 17-ROOF SLOPE IS 1/2 IN 8'
- 18-INTERIOR WALL TRUSSES
- 19-INTERIOR DETAILING NOT DETERMINED DUE TO DIFFICULTY IN REMOVING VERTICAL WALL BOARD
- 20-WALL THICKNESS IS 11"



KEY PLAN (2ND FLOOR)

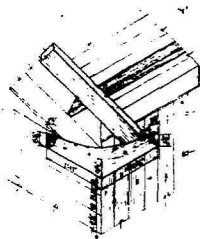
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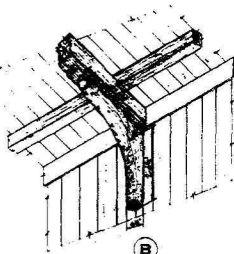


GRAPHIC SCALES

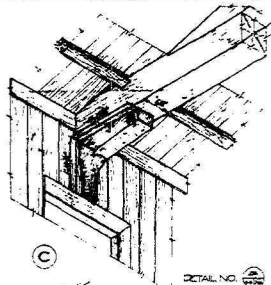
Fig. 9 "Knee Brace Details." "As Found - York Factory,"
Report (1971), No. 79.



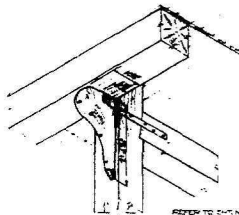
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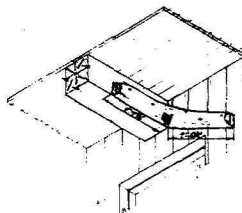
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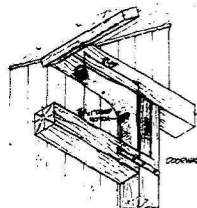
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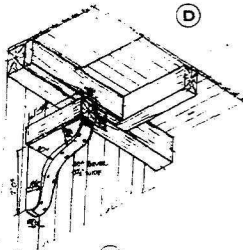
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DETAIL NO. $\frac{27}{31}$



DETAIL NO. 3



G

NOTE:-

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Fig. 10 West wall of present room 1, Bruce F. Donaldson,
August 1981.

Note the shelf supports, as well as the "nailer"
board between the ceiling beams, which indicates
the former existence of a partition wall.

Fig. 11 Third ceiling beam from the north wall, room 1,
Bruce F. Donaldson, August 1981.

This structural member was evidently salvaged
from a previous structure, possibly the "Octagon"
building.

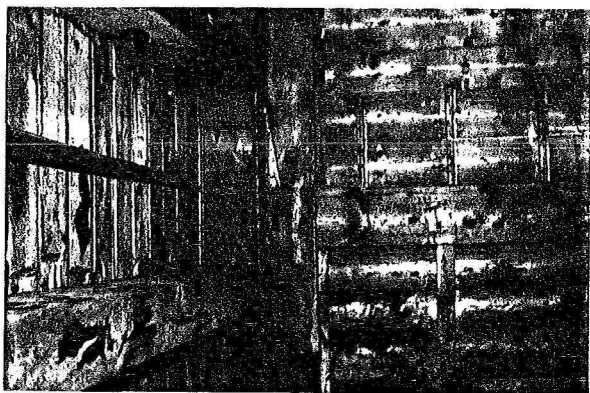
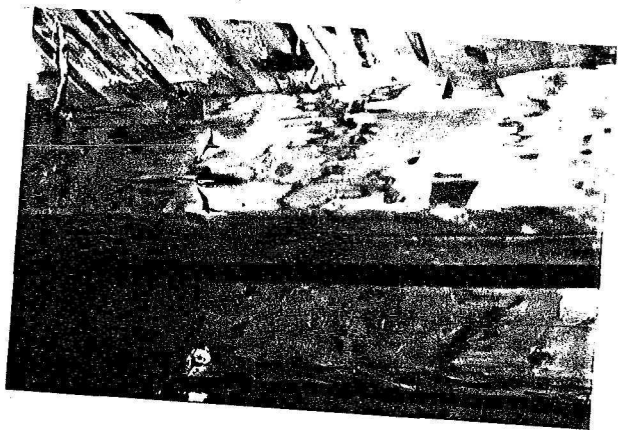


Fig. 12 Shelving along east wall, room 2, Bruce F. Donaldson, August 1981.

Fig. 13 Courtyard entrance, room 3a, Bruce F. Donaldson, August 1981.

The framework around the trap door to the second floor is visible in the top foreground of this photograph. Note the "knee" braces and what appears to be the original ironwork on the doors. The machine at the base of the doorway is placed there as a security measure.

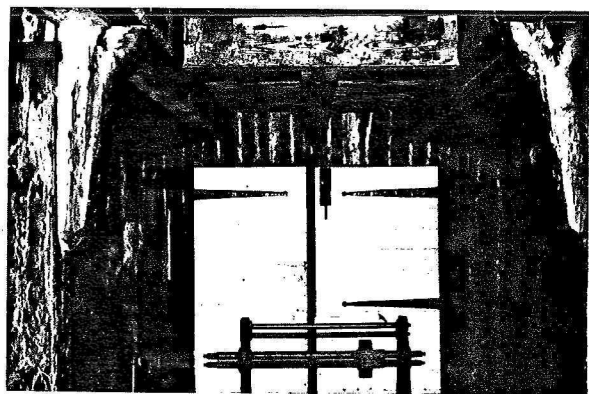
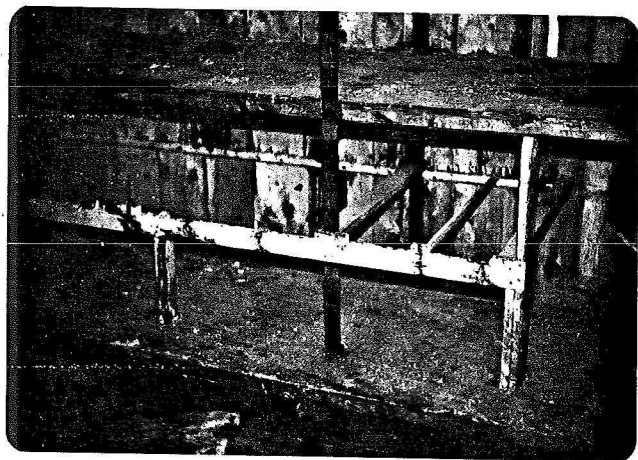


Fig. 14 Evidence of a former partition wall between rooms 3a and 3b-c, Bruce F. Donaldson, August 1981.

Note the modern ceiling material in the former saleshop area, as well as the cut-off support post.

Fig. 15 Southeast corner, room 3b, Bruce F. Donaldson, August 1981.

The walls were originally painted blue, and then white after the shelving was installed. The shelves were, therefore, probably left here after the saleshop function was removed from this area in 1912, and used during the second saleshop phase from 1914 until 1940.

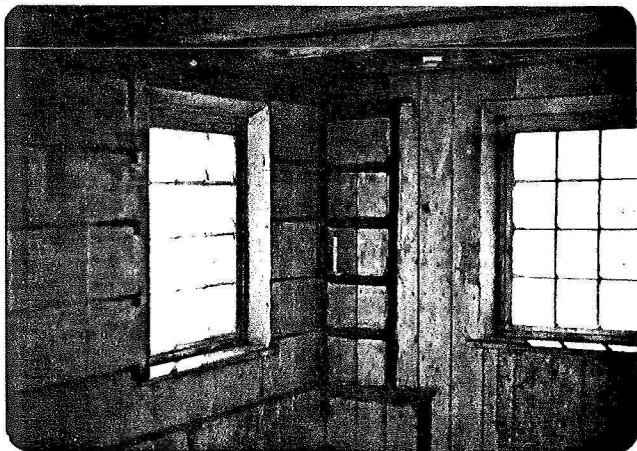
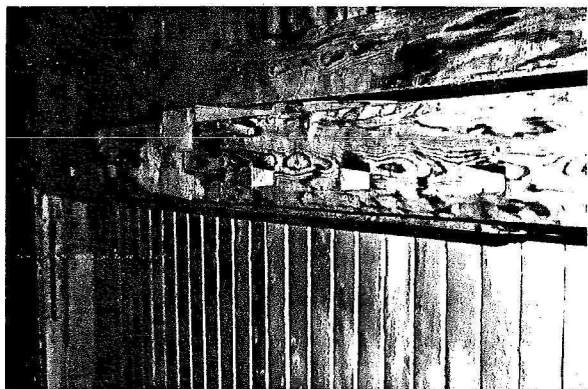


Fig. 16 Ceiling beams, room 3b-c, Bruce F. Donaldson, August 1981.

This seems to indicate that room 3b was not ceiled when the first saleshop (1911-1912) was installed in this area. The partition wall that existed here (Figure 39) was probably removed, and the entire area ceiled, in 1914.

Fig. 17 Partially closed in entrance between rooms 3c and 4, Bruce F. Donaldson, August 1981.

Note the wall markings which suggests that this modification occurred prior to 1923.

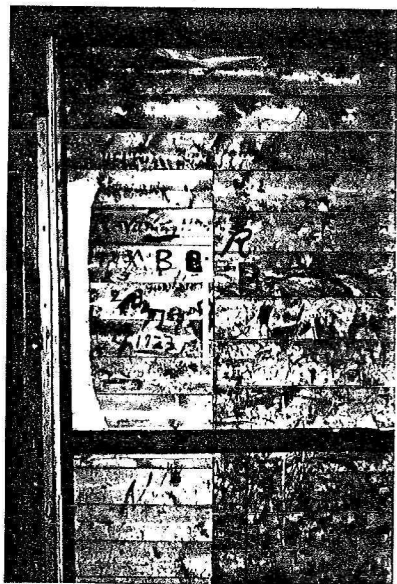


Fig. 18 Evidence of a former partition wall on the north side of the alleyway in room 7, Bruce F. Donaldson, August 1981.

Non-original shelving and the rear courtyard door are also visible in this photograph.

Fig. 19 Entrance to room 8 from room 7, Bruce F. Donaldson, August 1981.

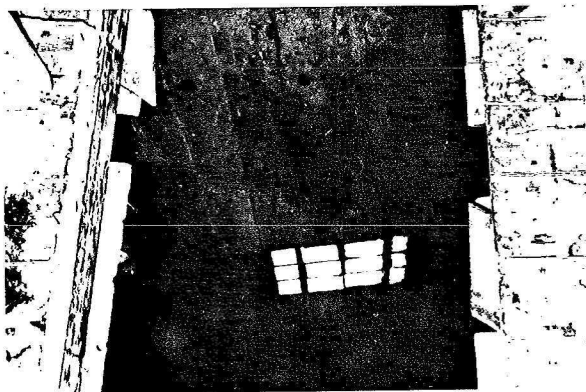


Fig. 20 Structural remains, room 9, Bruce F. Donaldson,
August 1981 (28 mm lense).

Note the numbers on, and the mortices in, what
are apparently the remains of shelf supports.

Fig. 21 Entrance to room 10 from room 9, Bruce F.
Donaldson, August 1981.

These doors are not fastened by original hardware.

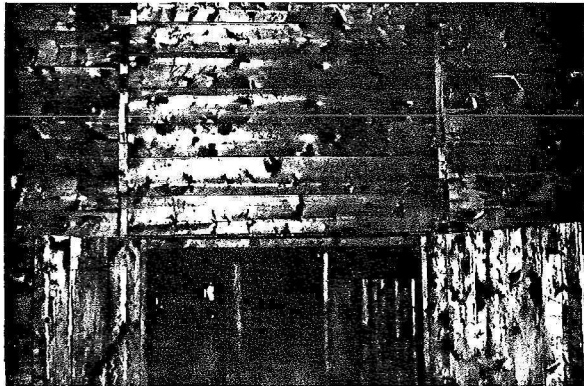


Fig. 22 Ceiling beams, room 10, Bruce F. Donaldson,
August 1981.

Fig. 23 Wall shelf evidence, southwest corner, room 10,
Bruce F. Donaldson, August 1981.

The windows shown in this photograph belong to the former Anglican church which was located upstream of Parks Canada's property. This church was built in 1933-1934 and was recently demolished.

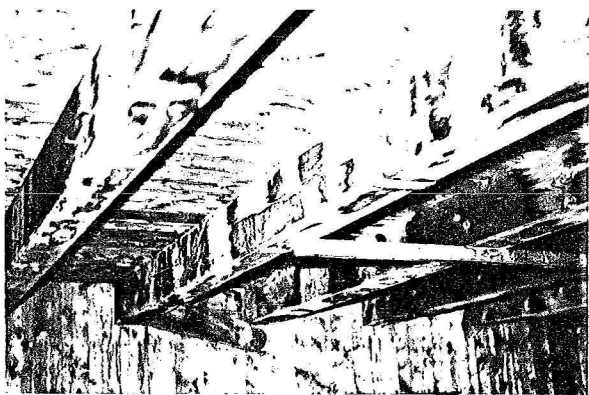


Fig. 24 Floor repairs, room 11, Bruce F. Donaldson,
August 1981.

Fig. 25 Ceiling detail, room 12, Bruce F. Donaldson,
August 1981.

Note the horizontal "knee" above the courtyard
window and support pieces attached to the roof
trusses and purlins.

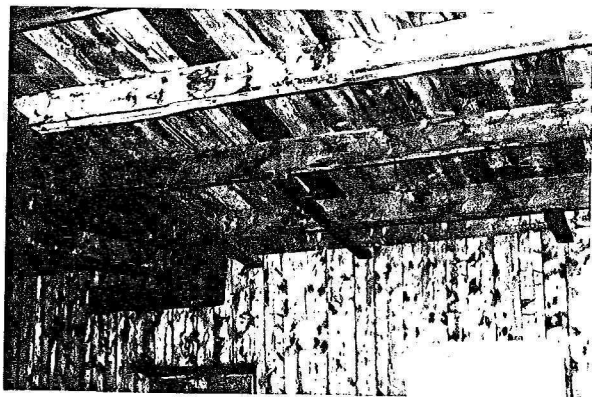
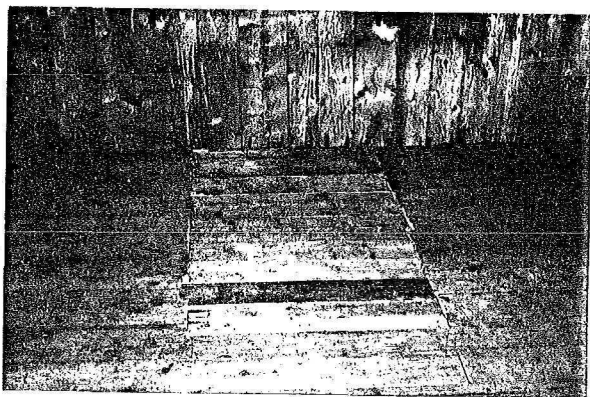


Fig. 26 Southwest corner, room 12, Bruce F. Donaldson,
August 1981.

Note the morticed pieces, possibly shelf supports,
attached to the purlins.

Fig. 27 Entrance to room 13 from room 12, Bruce F.
Donaldson, August 1981.

Note the original hinges. Also, one door is
smaller than the other. The floor of room 13
was raised in 1941-1942 to provide a higher
ceiling for the new salesshop in room 5.

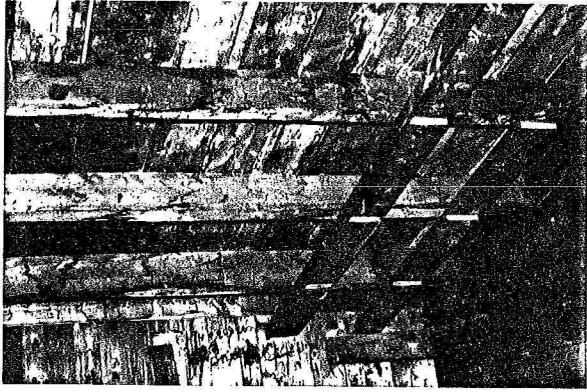


Fig. 28 Foundation repairs on the north side of the main entrance at the rear, or west side, of the building, Bruce F. Donaldson, August 1981.



Fig. 29 "Fort William, circa 1812, from a water-colour by Robert Irvine," Hudson's Bay Company, No. F-67.

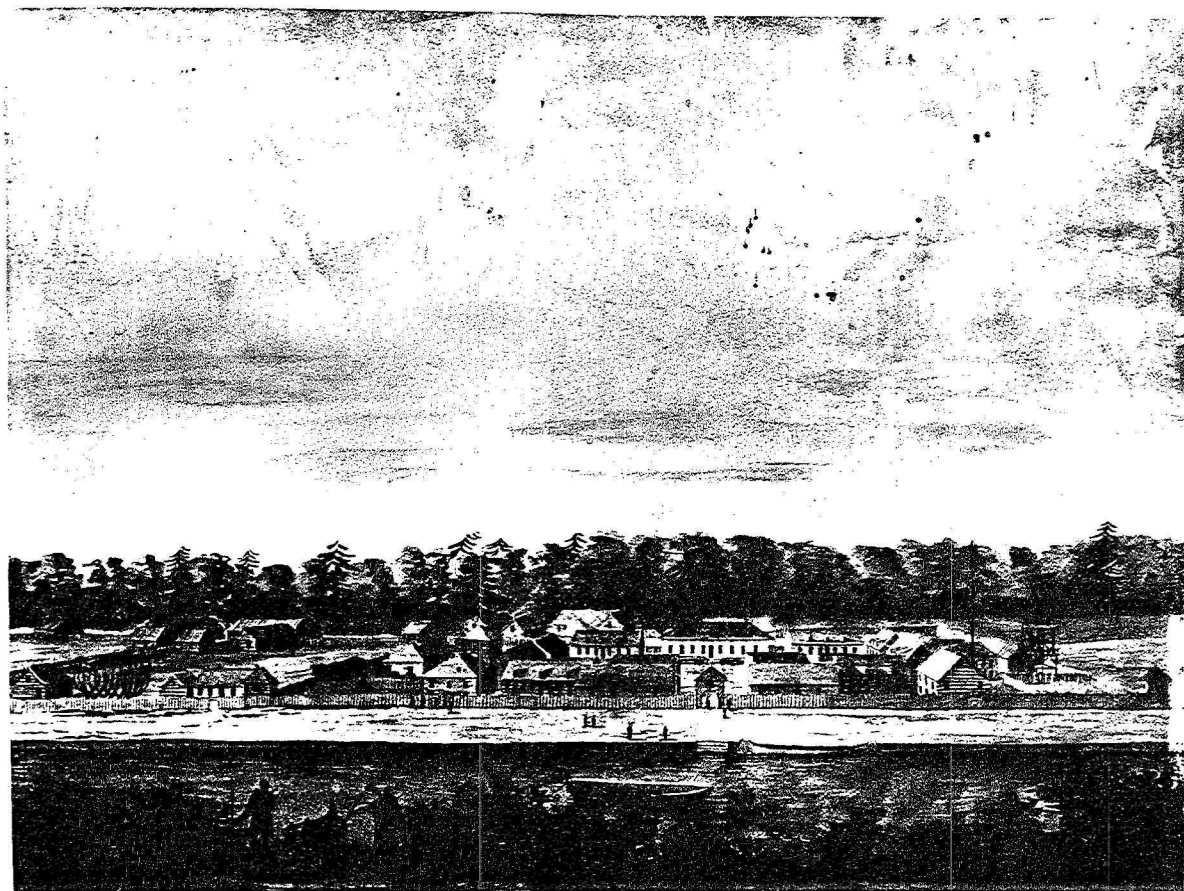


Fig. 30 "Water-colour of Fort Vancouver by Lieut. T. P. Coode," Hudson's Bay Company Archives, No. 78/53.

John A. Hussey states that this painting was probably produced between 18 June 1846 and 3 May 1847. "This colored photograph was made in 1928 from the original painting then in possession of Lieut. (later Vice-Admiral) Coode's son, Rear-Admiral C. P. R. Coode. The photograph is now in the Hudson's Bay Company Archives ...". Note the absence of gabled dormers to light the second floor.

- 1 - warehouse
- 2 - "receiving store"
- 3 - "new" store
- 4 - warehouse and saleshop .

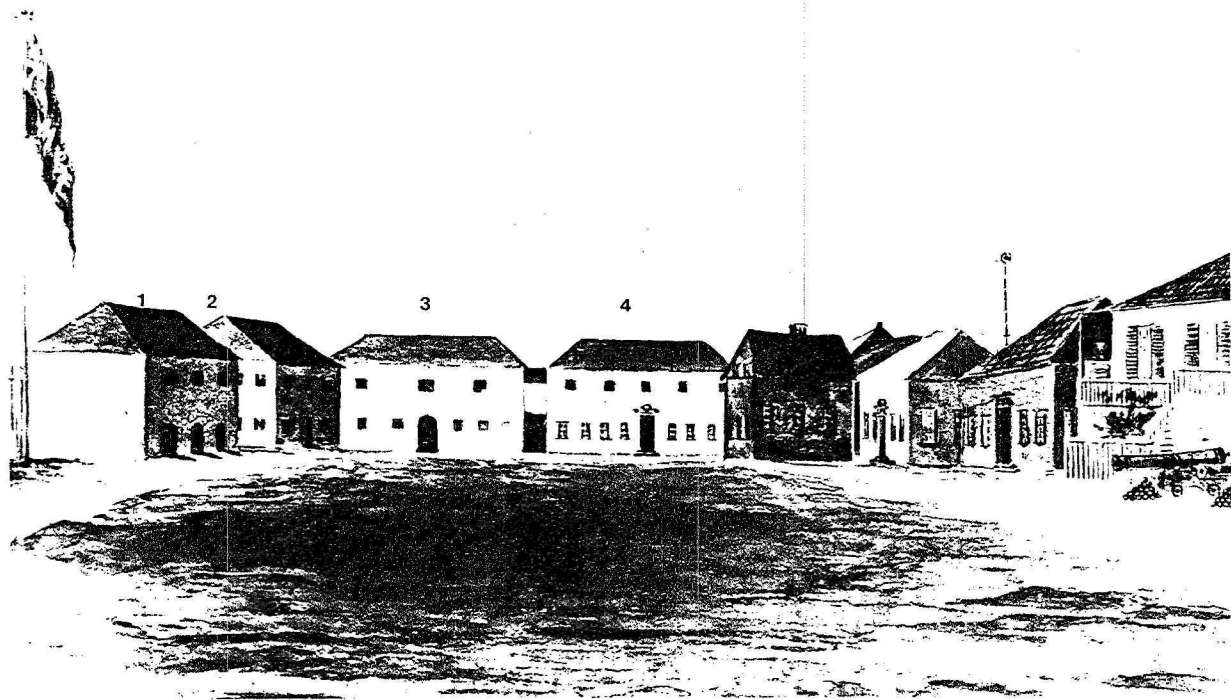


Fig. 31 "Officers Quarters from Assiniboine Ave. entrance,"
Fort Garry 45/5, c. 1878, Provincial Archives of
Manitoba.

The warehouses are located on the left side of the photograph. The three story warehouse in the left foreground appears to be of "half timber" construction, while that next to it is frame and weatherboard.

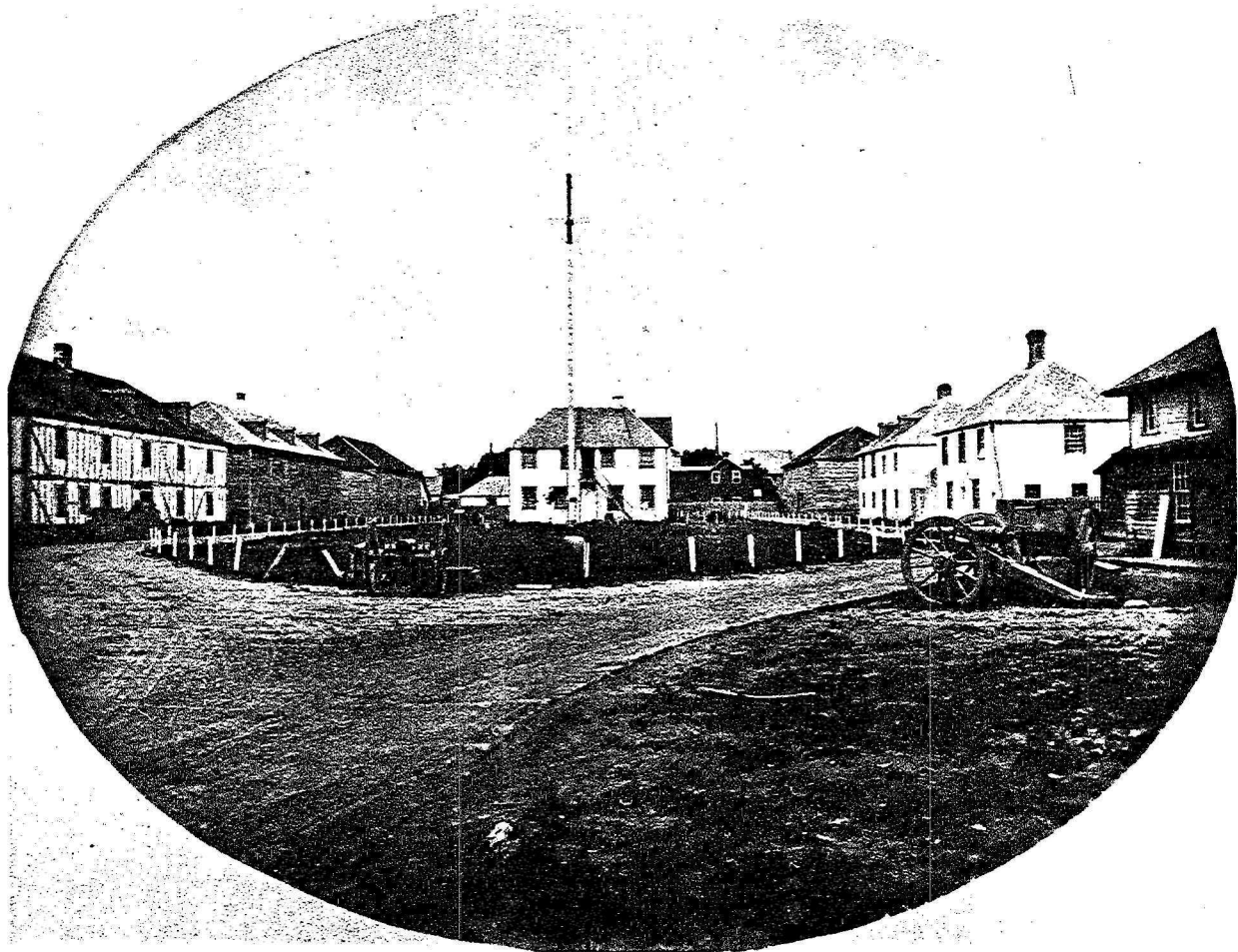


Fig. 32 "Closeup of "Archway" warehouse at Norway House,"
undated, Charles Cuthbert Sinclair Albums, Hudson's
Bay Company Archives.

Note the partially installed weatherboarding.

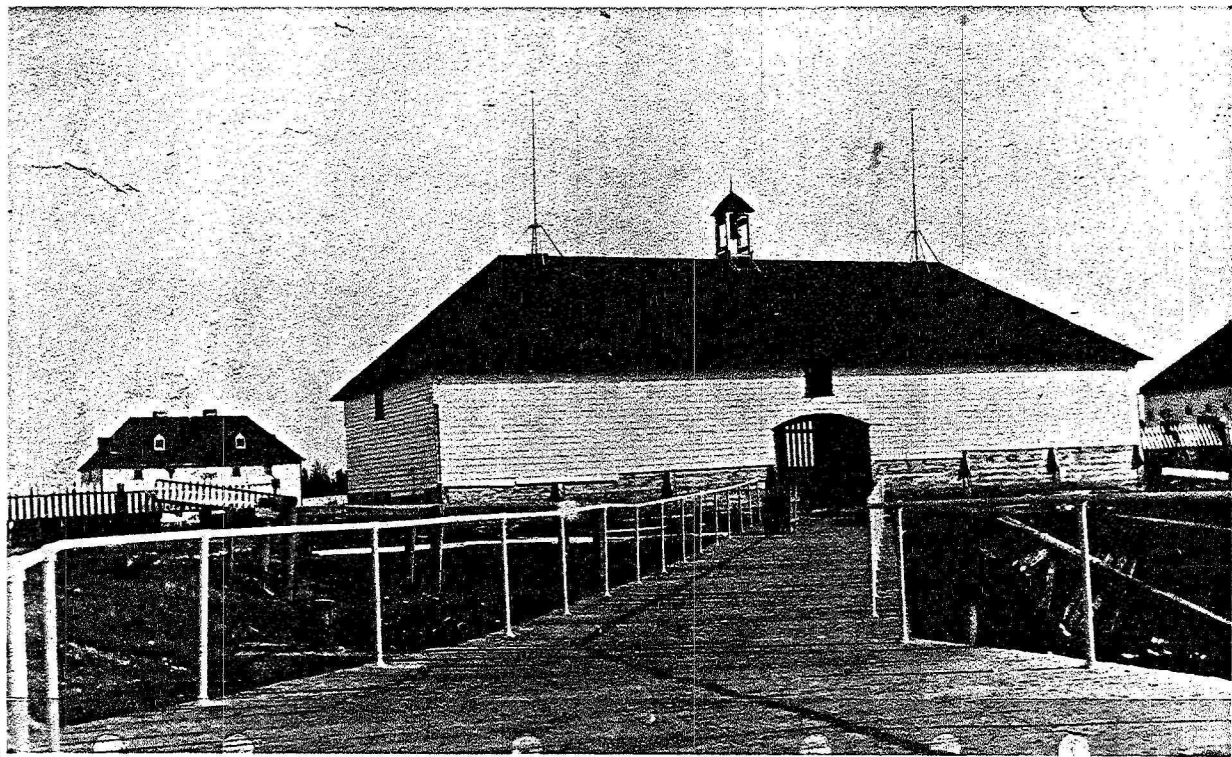


Fig. 33 "Plan of unidentified building proposed warehouse at York Factory by James Hargrave ,"
1857 , A.67/1, fo. 406, Hudson's Bay Company
Archives.

This building was never built at the site. Note the absence of dormers to illuminate the second story and the elaborate wooden foundation.

404

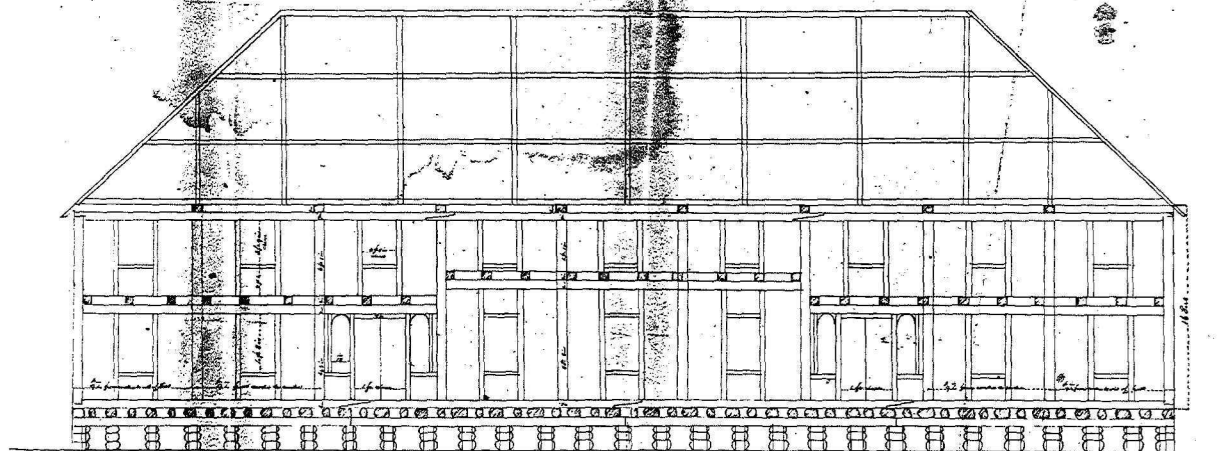


Fig. 34 "Plan of unidentified building proposed warehouse at York Factory by James Hargrave," 1857, A.67/1, fo. 404, Hudson's Bay Company Archives.

This second intended warehouse was also never constructed at the site.

406

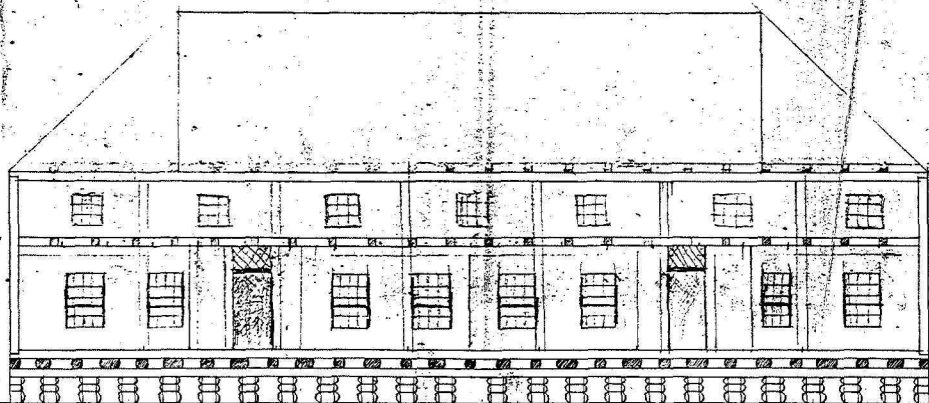
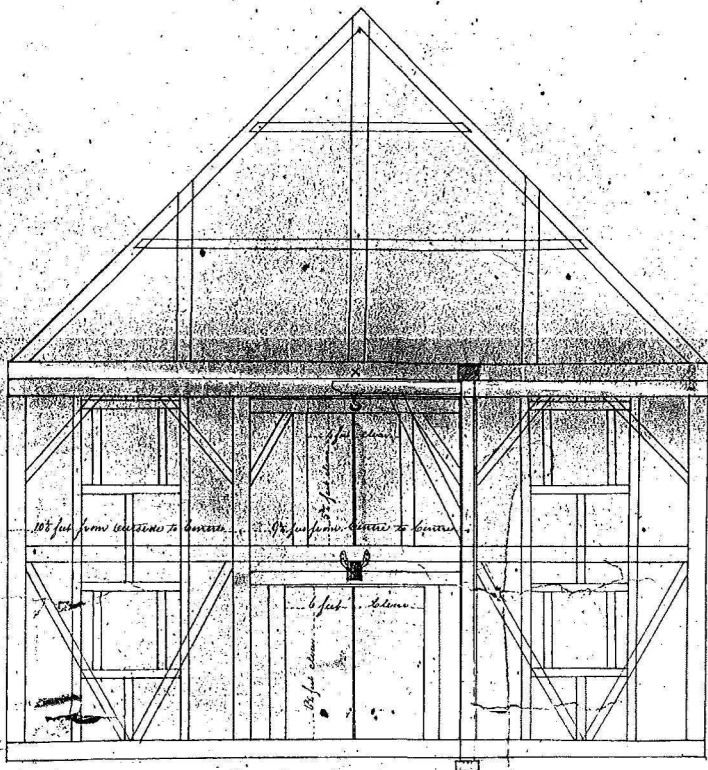


Fig. 35 "Plan of east end of New Store, showing the doors of Lower and upper Flats, - also position of the crane for the latter ... , York Factory, by J ames H argrave 23rd September 1857," A.67/1, fo. 403, Hudson's Bay Company Archives.



11 of east end of New Storey showing the doors of Lower and Upper Storey, also position of the beam for the latter ^{floor}. - Perhaps the better plan would be, to have a beam of wood projecting about 3 feet from the center of the head wood over the relation pointing at the point marked with X, 120' from end of the same being attached by knees or shown to the center, the nearest beam of the timber truss, from whence a small cord could depend, and the main the beam altogether unnecessary. -

293rd of April 1860

Fig. 36 "York Factory, in the 1870's. Taken by W. Youker," Hudson's Bay Company, No. 58A131.

Note the absence of the lookout which was constructed atop the three story section in 1876. The three story section is also not covered with the sheet lead which is clearly visible on the rest of the building. The front of the "Depot" appears to be painted white, with darker trim around the windows and doors and at the corners. The rear portion is a darker colour. The exterior entrances to rooms 1 and 2 (north-east corner) are also visible. The building to the left of the "Depot" is the summer mess, while that on the right is the inland officers' residence. This latter structure was later used as a saleshop. The anchor visible in the foreground has recently fallen into the river.

1870's



7890

Fig. 37 York Factory in the 1870's (looking south),
Hudson's Bay Company, No. 58A-128.

The rear portion of the "Depot" is clearly
painted a dark colour. The trim appears to
be white.



Fig. 38 York Factory, G. Goodman Collection, No. 140,
c. 1890, Provincial Archives of Manitoba.

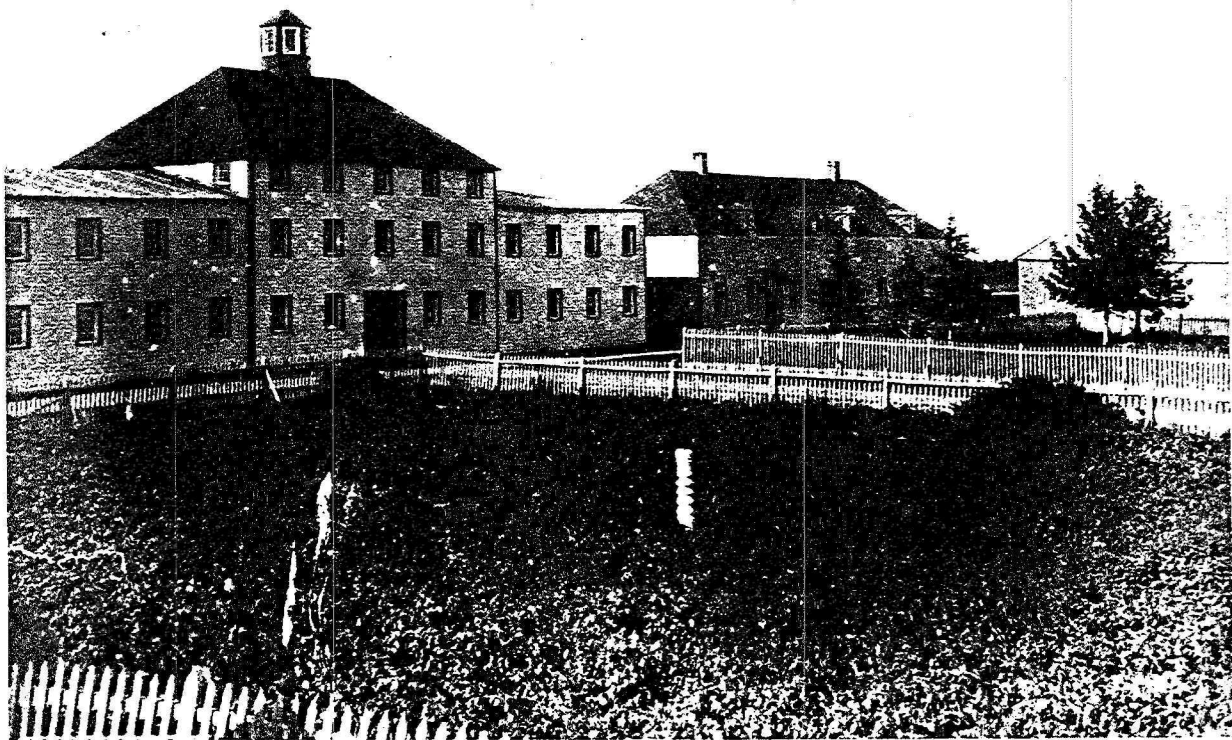
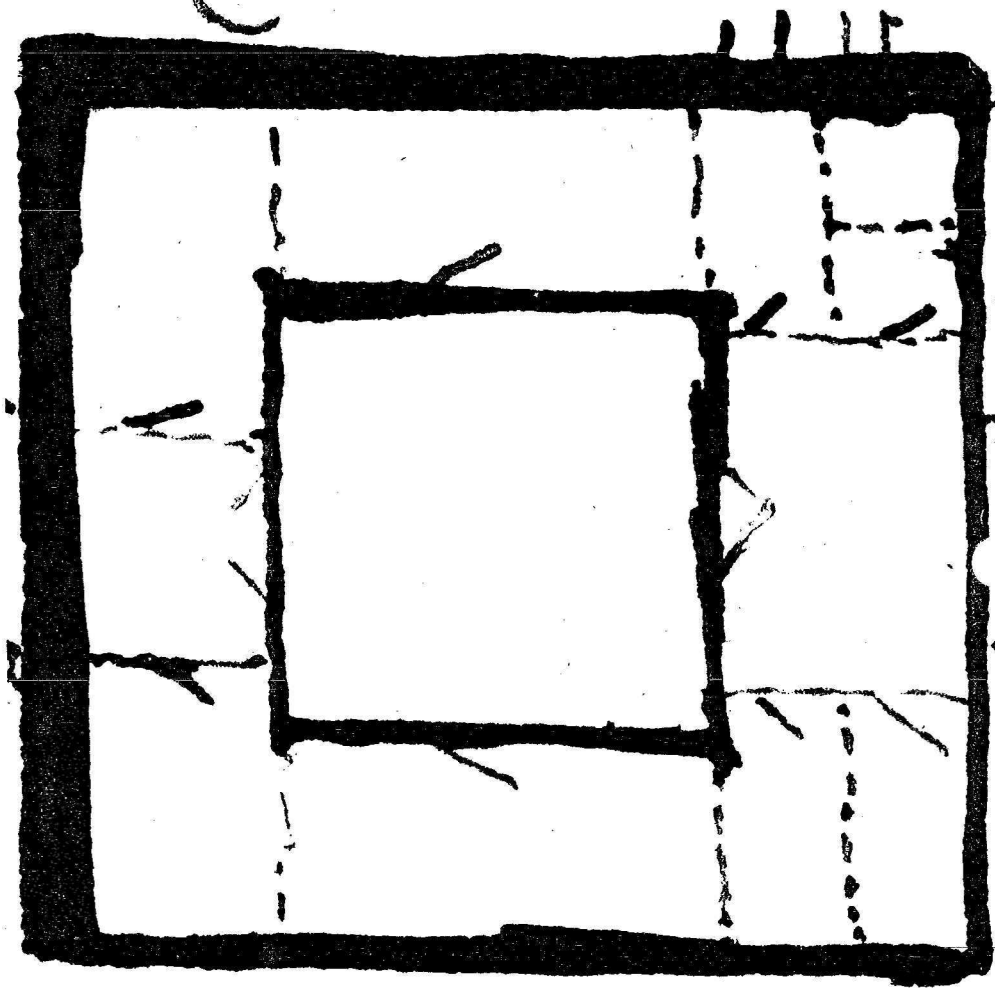


Fig. 39 "Enlargement of floor plan of warehouse at York
Factory, 1900. Dimensions of original 1.8 cm x
1.8 cm," B.239/aa/56, fo. 37, Hudson's Bay Company
Archives.

Note the presence of the original partitions in
rooms 1, 3, and 7 (Figure 4). Also note the
absence of interior entrances to room 8, and
exterior entrances to rooms 3b and 5.



1905

Fig. 40 "York Factory "Depot" & Salesshop," undated,
Charles Cuthbert Sinclair Albums, Hudson's
Bay Company Archives.

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The colour scheme appears identical to that used
in the 1870's.



Fig. 41 "Interior of H.B.C. store - York Factory," 1910,
A. V. Thomas Collection, No. 98, Provincial
Archives of Manitoba.

The saleshop was still located in the former
inland officers' summer residence at this time.

1910

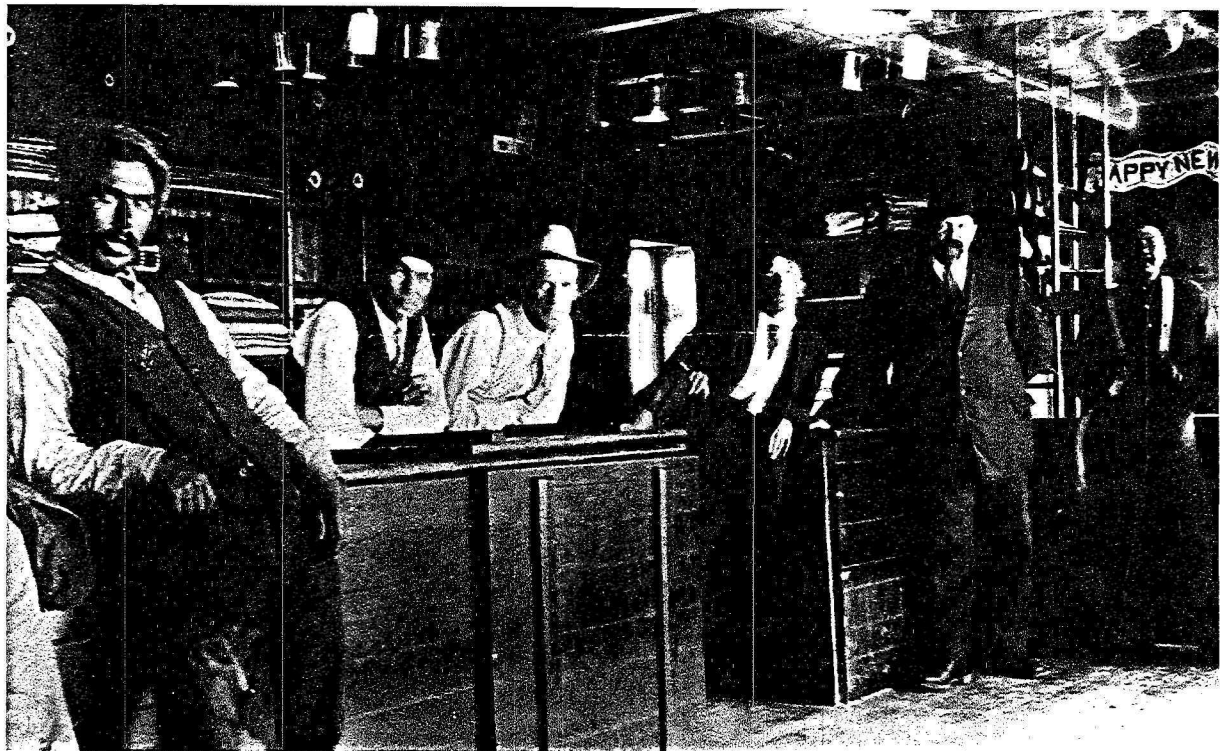


Fig. 42 "York Factory," 1910, A. V. Thomas Collection,
No. 106, Provincial Archives of Manitoba.

Note the roof repairs on the two story sections.

1910

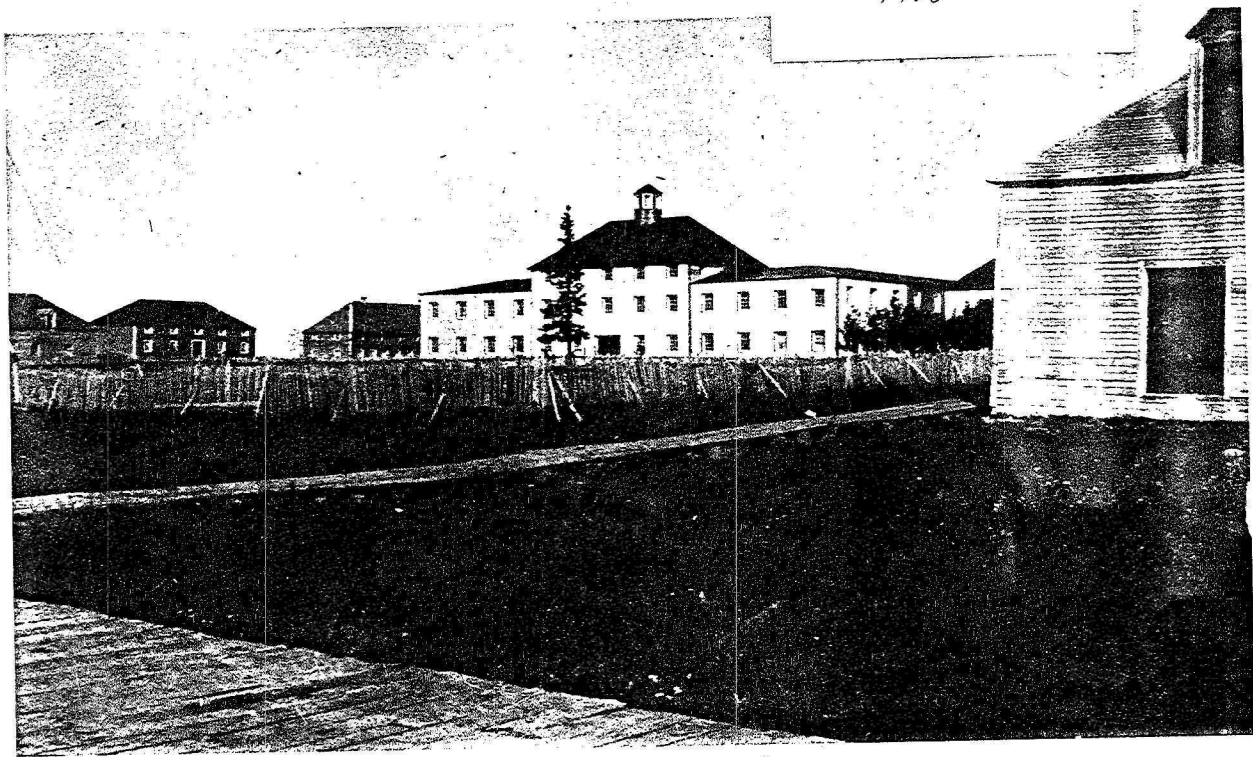


Fig. 43 "Depot, York Factory," 1912, J. B. Tyrrell Collection, Thomas Fisher Rare Book Library, University of Toronto.

Note the removal of the delapidated fence shown in Figure 42. The framework of the new saleshop building is visible on the upstream side of the "Depot".



Depot, York Factory.

Fig. 44 "Main H. B. Company buildings York Factory, Man.,
1915," P.A.23099, Public Archives of Canada.

Note the presence of the chimney for the heating
stove in the saleshop in room 3b-c. The structure
to the left of the "Depot" was the Nelson River
District office.



Public Archives
Canada

Archives publiques
Canada

PA - 23099

Fig. 45 York Factory "Depot", undated, Hudson's Bay Company, No. A.439.

Note the bell assembly beside the chimney. This was installed in the summer of 1915.

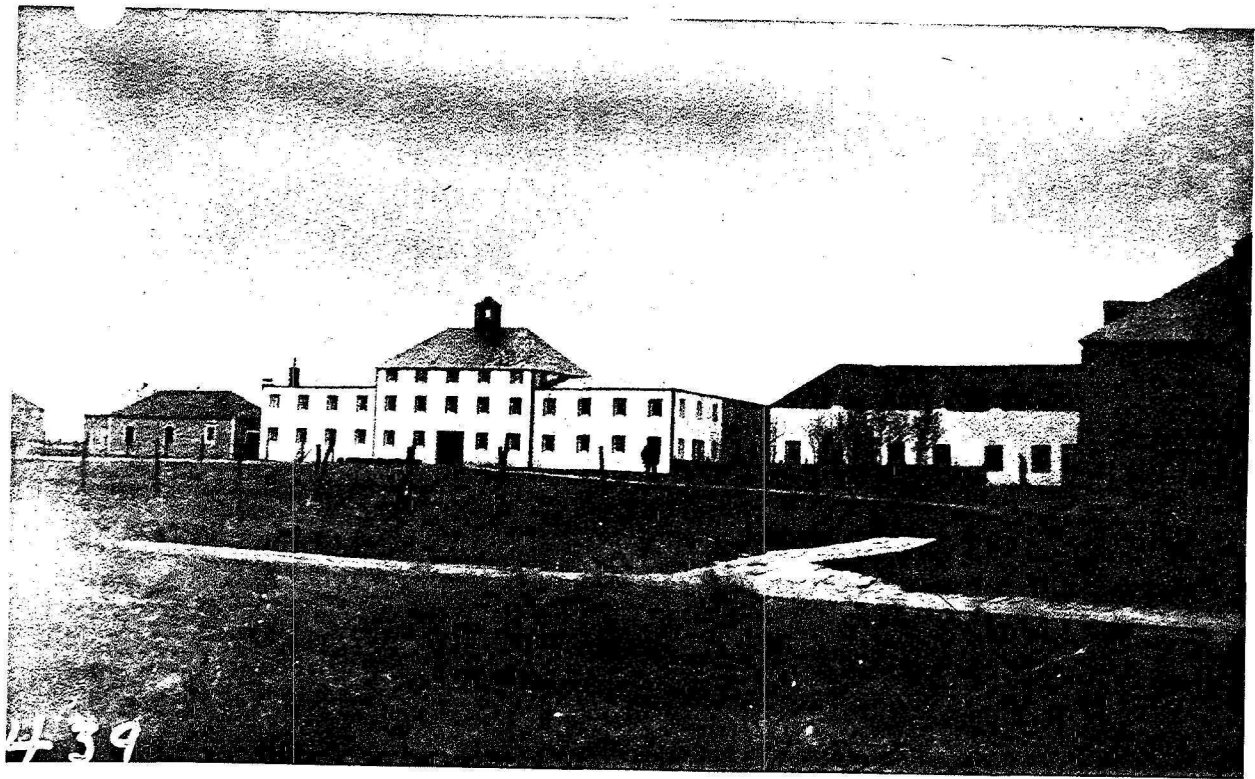


Fig. 46 York Factory "Depot", 1923, Hudson's Bay
Company, No. 80/10.

This photograph shows the interior of rooms
13-14 looking south. Note the block and
tackle apparatus shown in the centre of the
photograph.

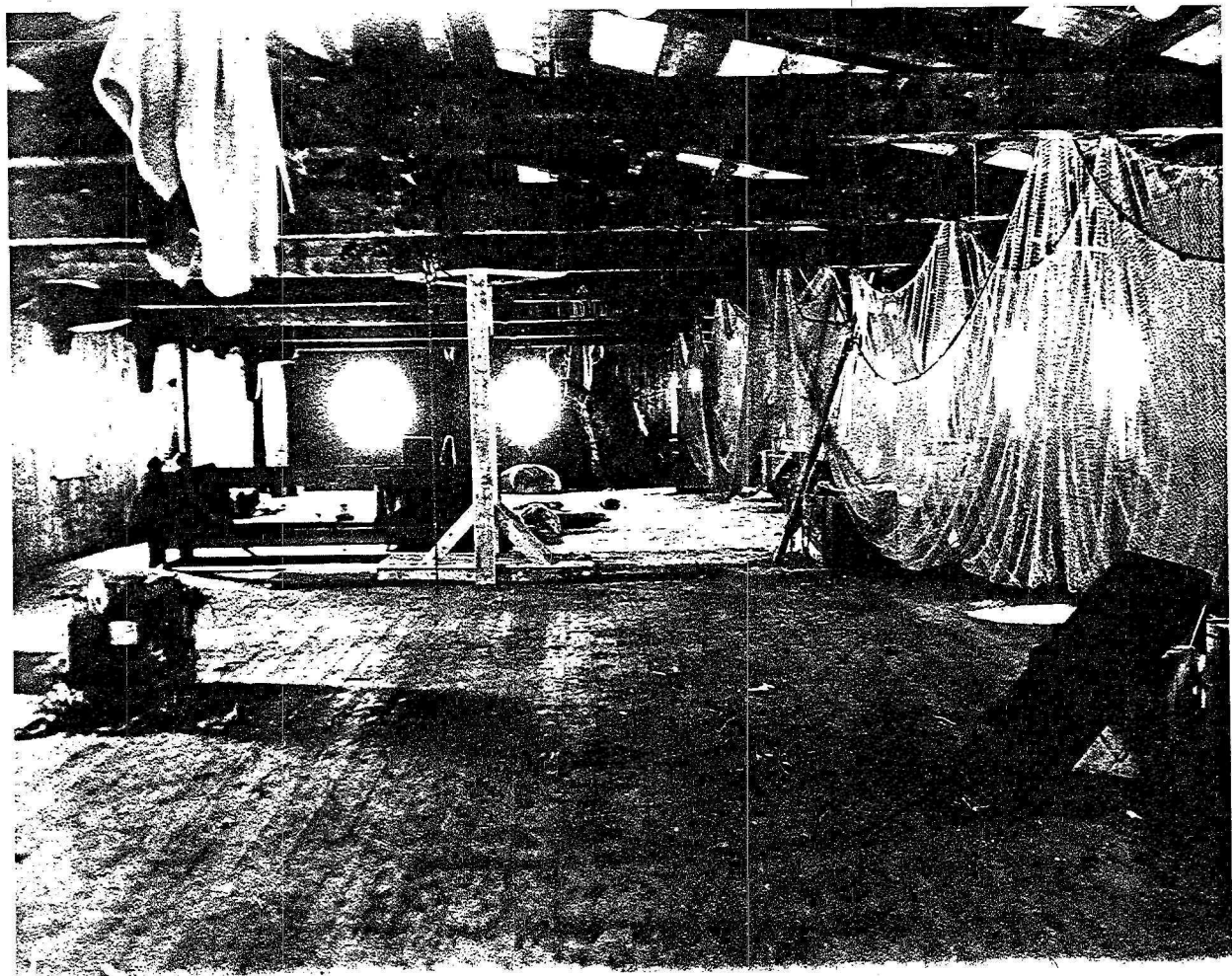


Fig. 47 York Factory, c. 1925, J. A. Campbell Collection,
No. 64, Provincial Archives of Manitoba.

Note the exterior entrance to room 3. In addition, there appears to be a small chimney, possibly for a stove in room 4, near the southwest corner of the building. The bell assembly near the front chimney is also clearly visible.

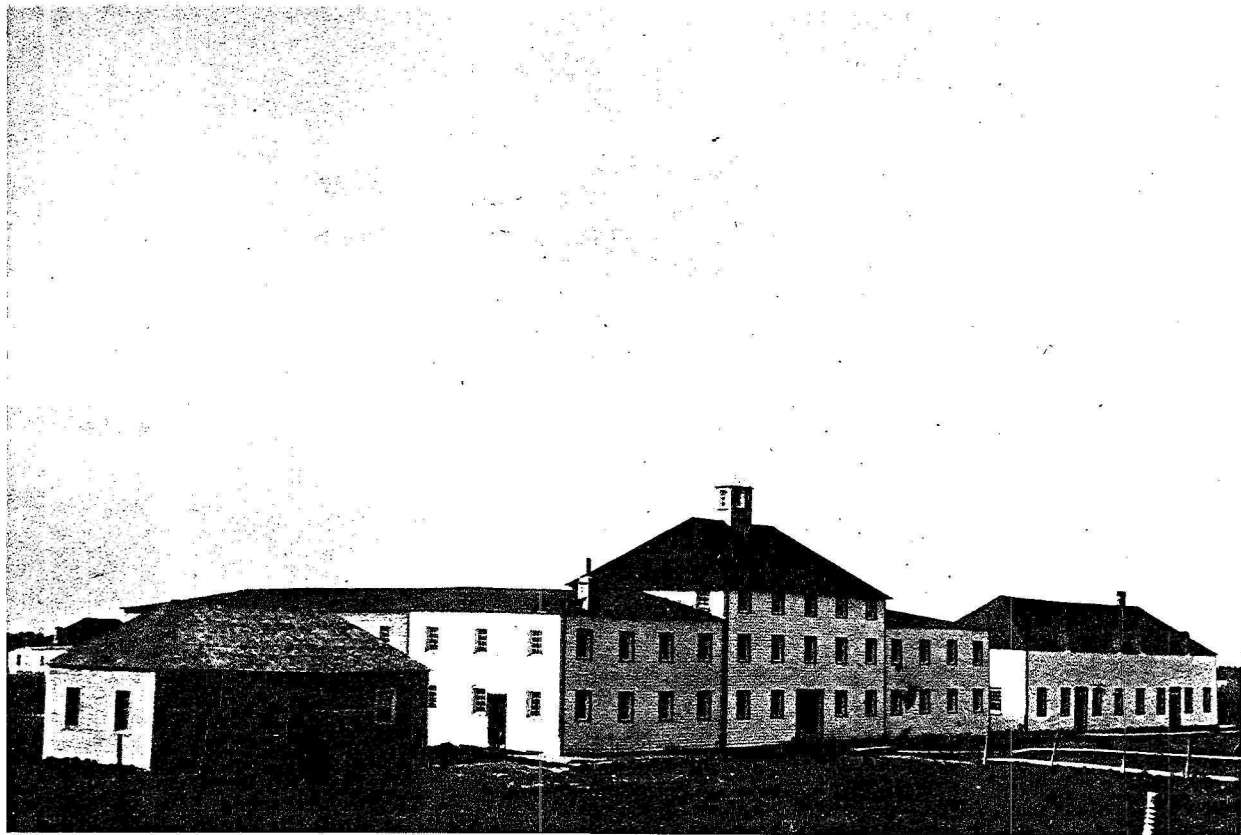


Fig. 48 "York Factory Hudson Bay Co Post (Taylor Third),"
1929. Original photograph owned by Mr. G. A.
Third of Strasbourg, Saskatchewan. Reproduction
courtesy of the Hudson's Bay Company Archives.

L 229 7

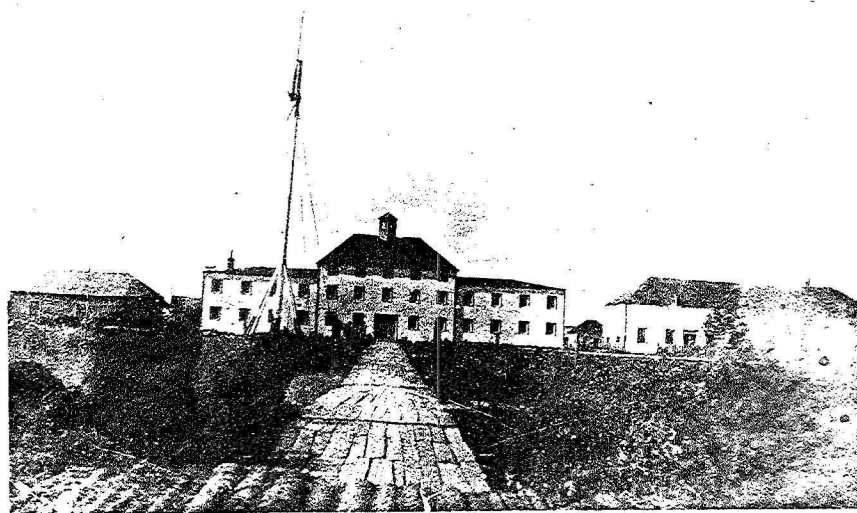


Fig. 49 York Factory "Depot", c. 1938, No. 82-276, by
Y. H. Schoales for the Hudson's Bay Company.

Note the presence of two chimnies which were probably used for heating stoves located in rooms 4 and 5. Also, the entire building is now painted white. In addition to this, a large sign has been placed above the main entrance. The bell is no longer located beside the front chimney.

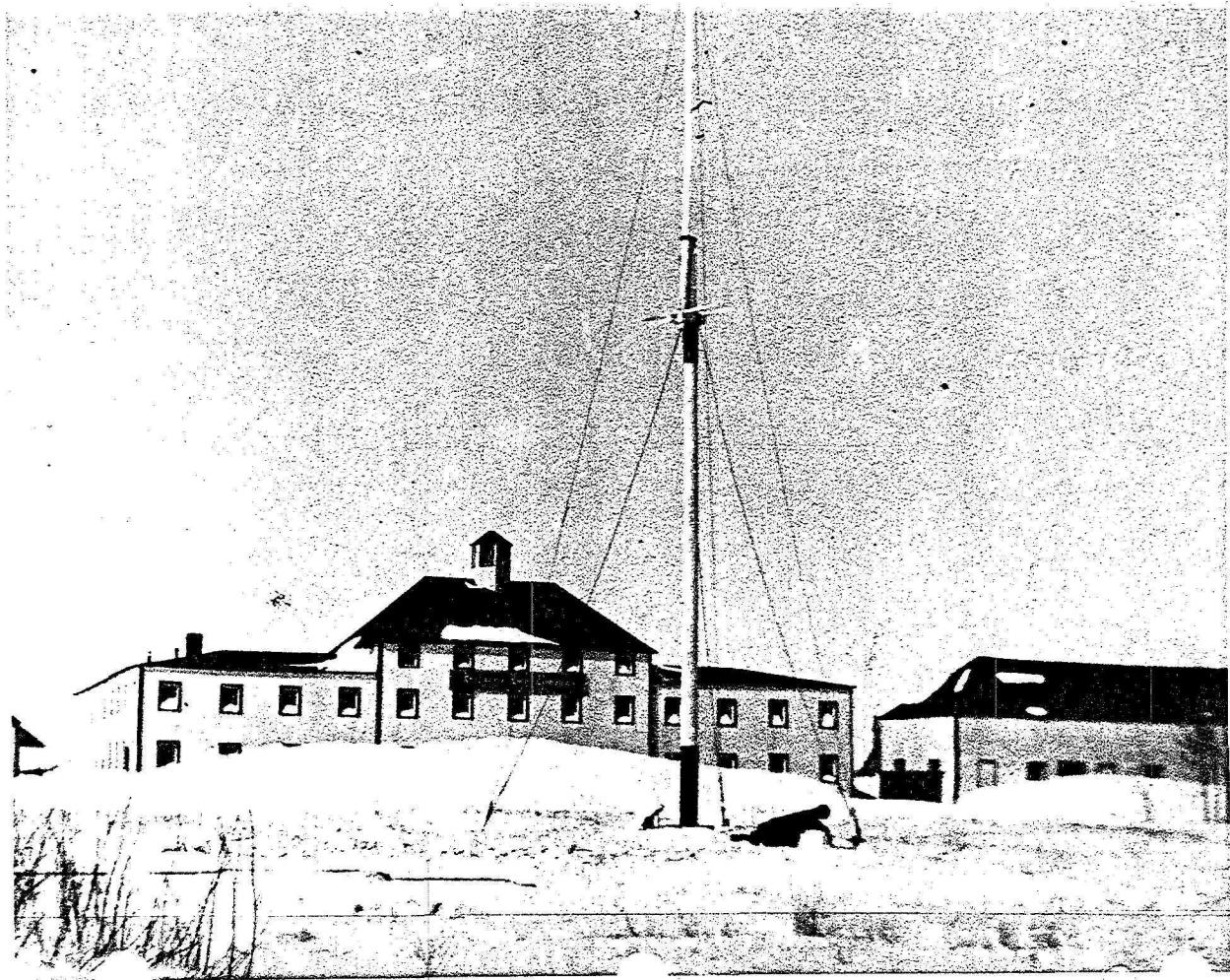


Fig. 50 "Hudson's Bay post at York Factory, 1946," No. 81-171, Hudson's Bay Company.

Note the absence of other structures and the desolate appearance of the site as a whole. The front chimney also no longer exists. A small mast, or radio antenna, has been placed atop the lookout.

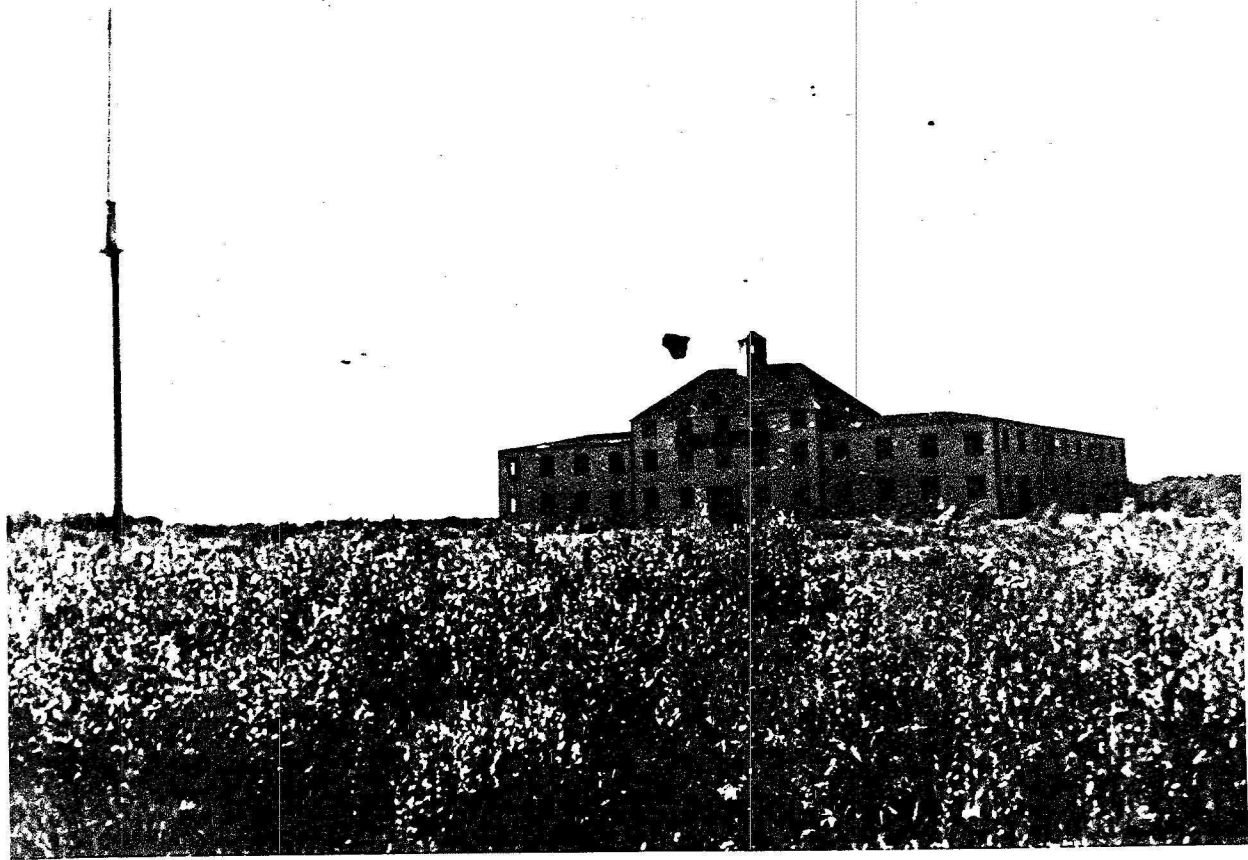


Fig. 51 York Factory "Depot" warehouse, c. 1951-1954.
Courtesy of Mr. R. E. Howell, former Nelson
River District Manager.

The porch attached to the saleshop entrance no longer exists. Also note the two chimnies atop the south wing.

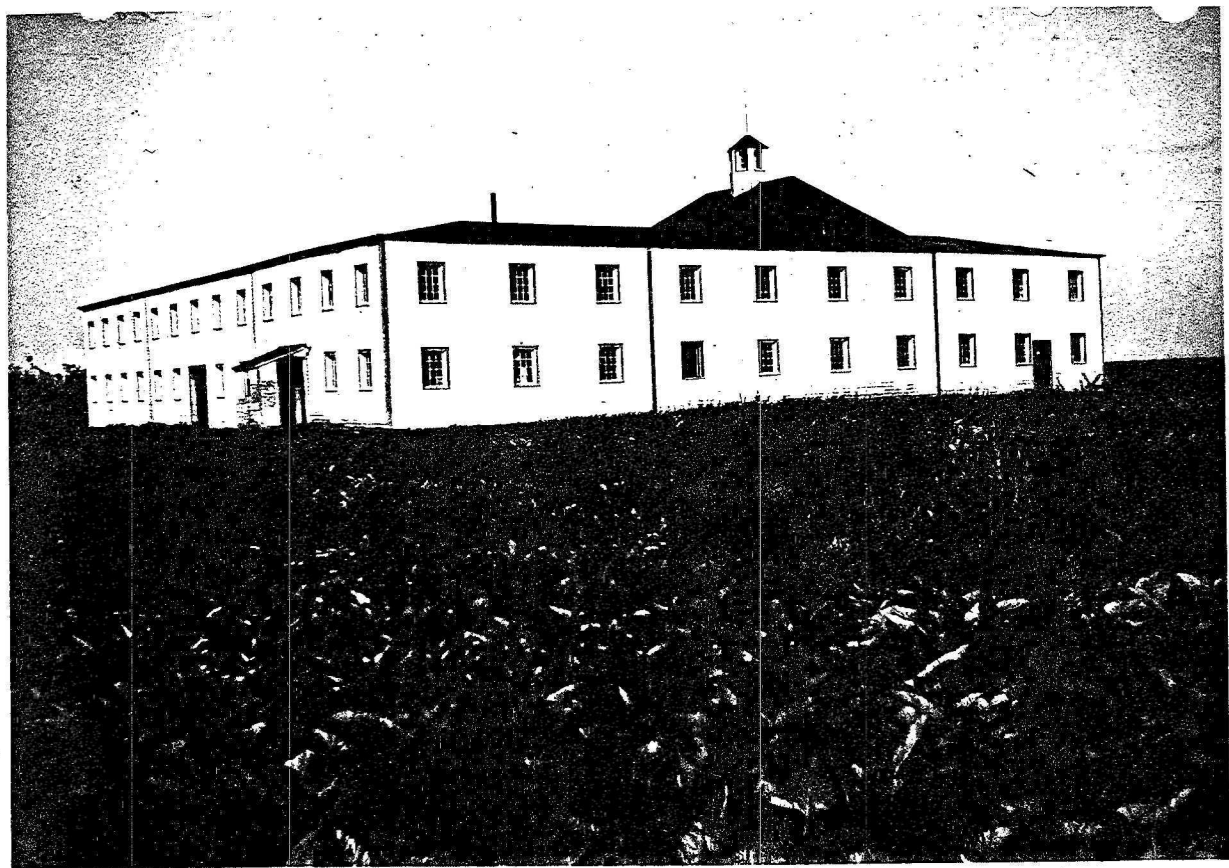


Fig. 52 "York Factory interior - upper hall at back of building showing knees supporting beams," 1956, No. McI-110, Hudson's Bay Company.

The raised ceiling over the saleshop in room 5 is clearly visible in this photograph.

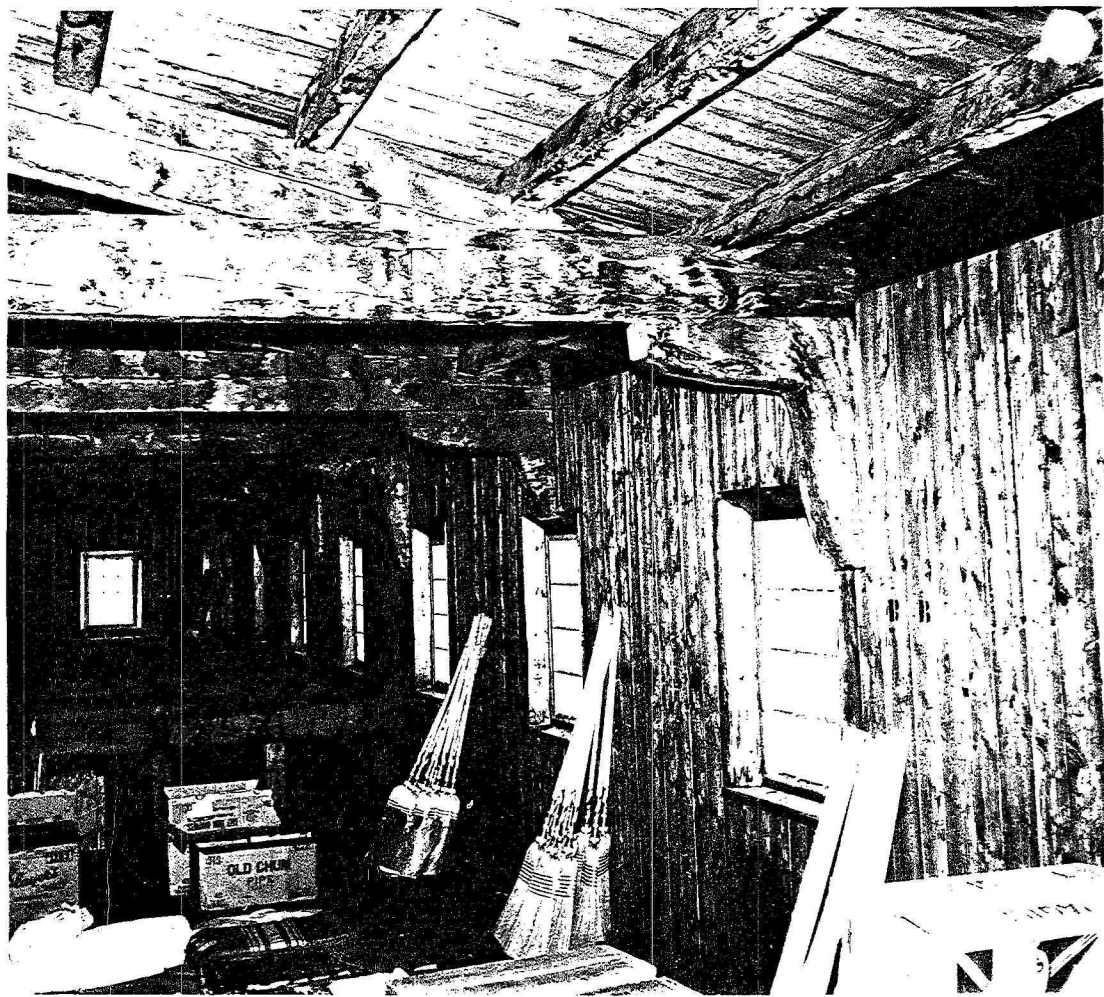


Fig. 53 "Interior of store at York Factory," 1956, No.
McI-17, Hudson's Bay Company.

This photograph shows merchandise along the
north and east wall of the saleshop in room
5. The vertical boards in the counters were
varnished.



Fig. 54 "Modern Indians trading at the little store in the HBC depot building at York Factory, June 1957," No. McI-7, A. B. McIvor for the Hudson's Bay Company.

This photograph shows the north and west walls in the saleshop area. Note that the heating stove is different from that pictured in the previous photograph.



Fig. 55 "Mr. Frank Hughes, Superintendent, Indian agency,
in HBC store, York Factory, 1957," No. 82-277A,
A. B. McIvor for the Hudson's Bay Company.

This photograph shows the east and south walls in
the saleshop area.



Fig. 56 "Department of Indian Affairs officials making arrangements for moving Indians from York Factory, in HBC store. (L to R) John Beardy, Councillor - Acting Chief, Mr. Frank Hughes, Superintendent of Indian agency; Mr. P. Fisek, Clerk, Indian agency," 1957, No. 82-277B, Hudson's Bay Company.

Once again, the east wall of room 5 is shown, as well as the entrance to room 4.



Fig. 57 "District manager G. A. Beare in the office at York Factory having final talk with two York Factory members of Council. (L) David Massan, Councillor; (C) John Beardy, Acting-Chief. June 1957," No. McI-27, A. B. McIvor for the Hudson's Bay Company.



Fig. 58 "York Factory, Manitoba Inspection Report Depot," August 1967, No. 155-53, Parks Canada, Prairie Region.

Note the rapid growth of underbrush and the poor condition of the windows and roofing material just prior to the government's acquisition of the site in 1968.

