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**THE NINE MILE PORTAGE FROM KEMPENFELT BAY
TO THE NOTTAWASAGA RIVER**

Museum Bulletin no. 11 Museum of Indian
Archaeology
The University of Western Ontario
London Ontario 1956

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TABLE OF CONTENTS

<u>INTRODUCTION</u>	<u>REPORT ON RESEARCH</u>	<u>HISTORICAL SIGNIFICANCE</u>	<u>BIBLIOGRAPHY</u>
<u>APPENDIX</u>	1 Statement of provisions, Nov. 24, -1815	2 Statement of public stores, Dec. 19, 1815	
<u>MAP</u>	Nottawasaga Bay (and adjoining territory) 29 D. Map accompanying the report of Commodore Sir Edward Owen, 1816, probably dating from, 1815		

INTRODUCTION

The Nine-Mile Portage was an overland route from the head of Kempenfelt Bay in Lake Simcoe, where the town of Barrie now stands, to Willow Creek, a tributary of the Nottawasaga River which empties into Georgian Bay at Wasaga Beach. It was one of the early land routes between Lake Ontario and Lake Huron. The direction of the portage was east-west., through Vespra Township, Simcoe County. It leads to the site known locally as the "old Willow fort" or "the dump" where the military and naval storehouses were built during the War of 1812. The "old fort" is on a high promontory overlooking Minesing swamp which stretches to the north and west, farther than the eye can see. At the foot of the promontory, the portage continues for one mile through the swamp to a bend in Willow Creek, known as the Landing. Foundations of buildings and breastworks are still in evidence on the crest of the high hill and it is these breastworks that have given rise to the tradition that a fort once stood there.

In 1955, the Historic Sites and Monument Board of Canada erected a cairn at Wasaga Beach near the site of a blockhouse and storehouse that stood near the mouth of the Nottawasaga, scene of the [Nancy's](#) destruction. At an earlier date a similar cairn was erected on Highway 26 at the village of Edenvale, near the "Landing" on Willow Creek.

Interest in the Nine-Mile Portage has always existed in the Barrie district. The settlers of the past century were concerned with it and fortunately many of them travelled the route, pointing out to their descendants portions that remained, or were still in use.

Recent interest was developed when Mr. Norman D. Clarke was president of the Barrie Chamber of Commerce in 1947 Several members visited the site of the "old - fort" at that time. Through the efforts of Mr. Clarke, Mr. Sandy Coutts and others, this interest was sustained and in August 1954 the Barrie Chamber of Commerce, through its president Mr. Ralph Snelgrove, requested the University of Western Ontario to make a systematic search to establish in so far as possible, the exact route of the portage from Kempenfeldt Bay that is the heart of Barrie, to the landing on Willow Creek.

This project was closely allied, to the work that we had been conducting at the Military, and Naval Establishment at Penetanguishene, the Portage having been the supply line that was rushed into use in 1814-1815 until the building of the Penetanguishene Road made that post accessible. For sometime the Nine-Mile Portage and the base at the mouth of the Nottawasaga River functioned contemporaneously with the post at Penetanguishene, and in 1817 the Nottawasaga naval, post was removed to Penetanguishene..

REPORT ON SEARCH FOR NINE - MILE PORTAGE CONDUCTED IN SEPTEMBER, 1955

<u>KNOWN SECTIONS</u>	<u>PROVEN SECTIONS</u>	<u>CIRCUMSTANTIAL EVIDENCE</u>
<u>HOUSE FOUNDATIONS</u>	<u>THE LANDINGS</u>	<u>SUGGESTIONS</u>

The actual search for evidence of the old Portage began on September 1 and continued until September 30, 1955. W.W. Jury, Mr. Norman D. Clarke and Mr.

Grant Mayer of Barrie made daily trips to the area. Frequently the trio was accompanied by interested persons, young and old, some of them old residents or the descendants of early settlers in the district. On two occasions pupils from Grades VII and VIII of Hillcrest School, Barrie with their principal, Mr. Wm. Bell, accompanied us.

We were favoured with ideal September weather, cool and clear. As we crossed fields we often encountered a farmer harvesting the late crop, potatoes were being dug, and corn cutting and silo filling were in full swing. Tobacco farmers were working frantically in their race against early frost.

After first driving over the concession and side roads in south Vespra in order to understand the general topographical features of the area, we commenced our survey by foot, working, generally, from concession line to concession line.

Four methods were followed in the search for the old route:

1. Consultation of maps, especially the aerial survey maps, and John Goessman's map of 1835. The aerial maps showed traces of early routes, depressions, and former clearings in woods. All these were taken into consideration but it was our conclusion that generally these indications were roads of a later period probably used in logging. The very early 1814 route did not show on these maps. The aerial maps, however, did indicate the high ground upon which such a road would be built.
2. By conversation with old residents or the descendants of first settlers in the area, valuable information was gained. In one instance a portion of the old route still in evidence through a dense woods was pointed out, and in other cases our decisions were verified by such persons. Occasionally the information was confusing, caused chiefly by the fact that the old Sunnidale Road built between Barrie and Collingwood in places Paralleled the old Portage and in still other places fell directly over the old portage. There naturally has been some confusion of these two old roads in, recent times.
3. A systematic search in the known general area for physical proof of the road.
4. A study of the topography of the land between known points.

A, probe, a shovel, a tape-line, a compass, a camera and maps were our equipment. Our closest guide, we decided, would be the map made by Goessman. It is conceivable that slight alterations may have occurred in the twenty years that elapsed between the building of the road and the drawing of the map, but in the main we expected that the Goessman map would be substantially correct. Therefore, we proceeded to study every feature of the land for a half mile in either direction from the probable location of the Goessman line.

The topography of the land in this portion of Vespra consists of a series of high, flat plateau cut by deep ravines which act as watersheds and are sometimes of a swampy, wet nature. Skirting the south-west is low land, which gradually becomes the extensive swamp known as the Minesing swamp. Numerous creeks drain north-westward into the Nottawasaga River.

The soil of the area under examination is sand to light sandy loam. It has been cleared of virgin growth for some sixty or seventy years while some logging of second growth has been carried on, and in the vicinity of the swamp is still in operation. The area is mostly general farming land with an increasing number of tobacco fields.

The original forest was predominantly pine, red oak, and butternut. Cedar grew in the gullies and in the damp low lands. Present woods are maple, elms, cherry, beech, poplar, with some pine and silver birch interspersed. As we searched we took particular note of these latter with the old adage in mind that "you will never have wet feet if you follow the silver birch."

As we walked we studied the contour of the land in detail, noting the high ridges and the drainage. We interviewed farmers, and it was of interest that none of the present owners have been long in possession of their farms. Most farms had passed from old families into new hands rather recently.

Many of the fences were lined with stones and debris. We scrutinized these fence lines for indications of the tracks of an old roadway and also for objects that might have some historical significance.

As we travelled back and forth over the fields and in the woods our eyes were trained for the following clues: extended depressions and slight mounds in the soil, the result of the passing of wagon wheels; a passage marked by shorter growth of trees through a woods; old pine and oak stumps; blazing on old stumps; pine knots; old apple trees; white birch; early nineteenth century objects that may have been discarded or lost along the route; Indian remains, bearing in mind that the road had originally been an Indian trail; and, finally, foundations of buildings dating to an early period.

The route, we were certain, would be as direct as possible, therefore where any evidence remains, the compass became our most useful instrument in leading us to further clues.

KNOWN SECTIONS

At the time that our search began the only portions of the road known to us were at either end. It has been an established fact that the route of both the old Portage and the Sunnidale Road fell on the present Ross Street in Barrie. It was the obvious outlet from Kempenfeldt Bay, being the ridge or terrace of a high hill that skirts the shores of the bay and curves to the west. To the south and west of it is low-lying swampy land that would be impassable. The opposite extremity of the Portage was "Willow Fort", in Concession XI, well-defined by the foundations of old buildings and earth-works.

PROVEN SECTIONS

Concession X: Known through tradition to be related to "Willow Fort" was a roadway

cut through a ravine in the centre of Concession X, Lot 15. This is the most spectacular portion of the route. The road has been cut through a gully for 489 feet. Steep banks rise some 75 feet above the road bed, which, here, measures 6 feet in width. It is hard packed sandy loam with numerous large field stones from 1 1/2 feet to 3 feet in diameter interspersed.. On each side of the sloping banks, stones have been closely placed to act as a retaining wall. Over the years some of the stones have been dislodged and have rolled to the surface of the road bed, but it is obvious that the road had been cleared of stones, except very large ones, which were deeply imbedded in the soil. Throughout the 489 feet the stone side walls were in a good state of preservation.

At the base of the hill, the road is flanked on the south by a line of heavy stones, followed by earth-works. The stones extend for 80 feet, the earth-works 320 feet. The latter lies 12 to 14 feet distant, from the road bed; it is 6 feet wide narrowing to 2 feet, and averages in height 1 1/2 to 2 feet.

Early settlers have reported scars on large tree trunks beside the road bed in this cut. These had been caused by ropes or chains used to snub the wagons when descending the steep incline and to relieve the burden from the yoke of the oxen, a practice known as "tracking."

This portion of the road represents the greatest amount of labour expended on any part of the route. It had first been necessary to widen and deepen the narrow, steep, gully, and hundreds of large stones had been placed along the slopes to prevent the rains and frost from washing away the banks and filling in the road bed.

Concession IX: Mr. Norman Scott whose family has owned the property, (Lot 16), and who had lived on it in his youth, led us to a woods that borders on the Concession Line IX. In it he pointed out an old trail which was known to each generation of his family as the, "old military portage".

The area is overgrown with trees and underbrush, yet the trail itself is less overgrown than the woods on either side. In the soil the depressions of the two tracks are evident for 1,200 feet continuously.

Several profile cuts were made in this section by which it was determined that the road bed measured an average 8 feet in width, with average width between ruts of 4 feet 10 inches. The ruts average 3 inches in depth, after leaf-mould was removed on the surface, the ruts measured 6 inches in width. It appeared that the wagon wheels had been 2 to 4 inches wide and had sunk into the hard packed sod to depths of 1 1/4 to 2 1/2 inches.

The road was evident on the surface by parallel mounds that had been formed by the wheels and hoofs of the oxen, forcing the soil to the centre and to both sides. Sometimes all three mounds were in evidence; sometimes there was a mound on one side only; and in places there was only the centre mound.

The present growth of the woods is predominantly hardwoods chiefly oak with some maple. It was noted that many of the stumps of pine and oak are larger and better preserved than were those in other woods of the area, which leads to the conclusion that here the virgin timber had been removed more recently than was usual in this district.

Mr. Scott had informed us that in his boyhood there had been the remains of an old log house beside the old road. He searched for the house as he had remembered it with some logs still in place, but was unable to find it. On a later date, however as we continued our examination of the road and its environs, level with the ground we discovered the decayed foundations of a log building, 20 by 20 feet, 15 feet-south of the road. The walls had collapsed and were in a state of almost complete decomposition. One corner was comparatively well preserved. The log ends had been framed. Beside the house foundation was a depression that had probably been a root cellar.

Concession VIII: Another well preserved portion of the road was found after a lengthy search across fields in the centre of Concession VIII, in lots 17 and 18. For 400 feet through wood lots that stood at the back of the farms, it continues quite visible to the eye. It is crossed by a line fence between lots 17 and 18 that was once a pine rail snake fence, on top of which a barbed wire fence had been erected at a later date. The barbed wire too, is of a considerable age. This would indicate that the road probably had been used since the farms had been surveyed in the first half of the last century.

Profile cuts were made at various points along the 400 feet with results similar to those found on Concession IX portion. Here, however, the road is even more clearly discernible with ruts and mounds undisturbed. The soil of the road bed was dry hard sandy loam. Numerous pine and oak stumps, and pine knots indicated a former stand of pine and red oak. This portion of the road had not been known to exist before our search. As these 400 feet were the best preserved of any portion of the route we requested and generously were granted by the owners Mr. Dobson and Mr. Murphy the right to have this section posted by the Archaeological and Historic Sites Board of Ontario, thereby assuring its preservation for future generations.

Concession VI: fourth section of the road where the old tracks are yet in evidence was discovered after miles of walking through woods and climbing hills in that part of Concession VI known as Sandy Hollow. This is a particularly scenic area where several gullies with high sloping banks lead into one large ravine. It is heavily wooded with a profusion of small shrubs. Through the ravine runs Sandy Hollow Road. At the western end of the ravine where the road begins to climb and curve north-west, a track was examined that cuts off, to avoid the curve and climbs a steep incline to the corner of Concession Line VI and side road 20.

Features were found similar to those outlined in the portions already described. One determining factor of these oldest trails was a deposit of leaf-mould 1 1/4 and 1 1/2 inches deep. In later logging trails this was not the case. These then, are the four sections of the Portage that were established by our search and that may be readily discerned by any interested observer.

CIRCUMSTANTIAL EVIDENCE

The next phase of our project was to determine the route between these proven points. We studied closely the topographical map, the aerial maps, and the contour of the land between the known sections, walking and re-walking over the area, and we set our compass due west. Where our known sections terminated we erected high poles with red cloths attached, and from these landmarks we took our line westward.

Barrie to Sandy Hollow: We are satisfied that we can now map out the route of the Nine Mile Portage with a minimum margin of error. Towards the city of Barrie the features of land has been altered seriously, especially with the building of Highway 400 which crosses the Portage at right angles. However, if one studies the topographical map of this area it will be noted that when a straight line is taken from the corner of Ross and Parkside, it enters a ravine just beyond the Highway 400 cut, and this ravine leads to the corner of Letitia and Ann Streets. A search was made in the ravine. On the gently sloping north bank are numerous wild apple trees. A possible course for a roadway can be followed along the bank, allowing for natural drainage at the lowest level of the ravine. There was no grading of roads at the time, and drainage was an important consideration in road building, As we neared the corner of Letitia and Ann, evidence of an early trail began to appear. Mr. William Howe, a life-long resident of the immediate area for over 70 years, verified the fact that this trail was known in early years to be the old Portage.

It has been, a known fact that this section of the old Sunnidale Road was built over the Portage. To-day a woods borders the north side of the road. We consider it logical that where the Sunnidale Road swings to the south, the route of the Portage would lead directly west, to the entrance of Sandy Hollow.

The area is high, dry and flat, and was once the site of a commercial air port. It is now chiefly tobacco farms. There are no natural impediments between the ravine ending at Letitia and Ann Streets and the natural entrance to the Sandy Hollow ravine. This being so we may assume that the road lay in a straight line between these two points, with the possible exception of one or two shallow depressions which may have been avoided. Allowance too, should be made for particularly large trees, hollows made by fallen trees, and possibly other impediments met by builders in 1814. These considerations of course would have no effect on the Indian trail.

Through Sandy Hollow the ravine is so narrow that the original road bed would of necessity be substantially the same as the present road. As it curves through the ravine, however, there are indications in places of an earlier road bed built in slightly higher ground along the south bank, again allowing for natural drainage at the lower level. In the Sandy Hollow area we were given valuable assistance by Mr. Sandy Coutts who had driven over the route with his grandfather many years ago and who has continued his interest in the Portage since that time.

To Sandy Hollow Concession VIII: Between the point where the Portage left Sandy Hollow (Concession VI and side, road 20) to the 400-foot section in Concession VIII we were again confronted with a stretch of cultivated fields. Again the land was high and dry, and relatively flat, and a line due west from the trail's end at Sandy Hollow brought us to the entrance of the 400-foot section of Concession VIII. In the cultivated fields that, intervened however, there were some deviations from the due west line. The land here is not uniformly level and there are at least two depressions that would necessitate curves. In the main, however, the direction was westerly.

A clue found in this area was the base of a rum bottle similar to those found at the Military and Naval post at Penetanguishene. Another clue was a large granite field stone or boulder that had been used as a sharpening stone for the stone tools of the Indians. Too large for the farmer to dislodge, it remains, solitary testament to the thoroughfare that once passed it by.

Concession IX to Concession X: Similarly, between Concession X and the ravine that leads to the stone-lined cut in Concession X are cultivated fields that are reasonably flat. A broken rum bottle of the period was found near the probable route which we assume was as direct as possible, again with slight deviations caused by natural depressions.

HOUSE FOUNDATIONS

From place to place along this route substantiating evidence lay in the foundations of four old log houses. They are now situated at the back of farms or in the centre of fields, so that they definitely belong to a period that pre-dates the survey of the township roads. Their locations with relation to the route will be noted on the accompanying map.

There is also the occurrence of wild apple trees. They appear almost constantly along the route the occasional one remaining in fields and near fences, with most of them in woods and ravines. A pleasurable memory of the survey will be the variety of good eating apples which we enjoyed as we traversed the fields and woods, often wearying of the search and discouraged with conflicting evidence.

THE LANDINGS

East Terminus: The landing place at Kempenfeldt Bay has always been known to have been near The Canadian National Railway Station in the heart of Barrie. The land at the extreme head of the bay, i.e. from Bayfield Avenue to Allandale, is low and swampy. The location of the station was the most inland point of the bay to be bordered by dry land and from it rose a terrace of the high hill that skirts the bay and, leads to Ross Street. Much of the natural contour is lost as a result of building but the slopes are still evident at Clapperton and Owen Streets and on the property of the Anglican Church.

In early days the water of the bay came to Dunlop Street so that the station and warehouses must be built on fill. Thus, the actual location of the landing place would be rather between the Canadian National Railway property and Dunlop Street.

West Terminus: "Old Willow Fort" is situated on a high promontory that overlooks Minesing swamp. In the distance loom the Blue Mountains at Collingwood. A fresh-water stream flows through a ravine on the south, a deep gully skirts the north, while to the west the land falls suddenly to the level of the swamp. Along the hillside is the Canadian National Railway line to Penetanguishene.

At the brink of this promontory are earth works, extending 382 feet. The trench of the earth works varies in depth from 2 feet to 4 feet, with the earthen mound averaging 2 1/2 feet in height.

Skirting the brink are the cellars of six buildings, appearing as round pits 3 to 4 1/2 feet below sod level. Mounds of earth surround the pits. A few test holes were dug in the cellars yielding handmade nails bearing the broad arrow, gun flints, broken china, broken rum bottles, and chinking that bore the imprint of pine timbers.

At some distance from these buildings two foundations lie beside the old road. They are contemporary with, and may or may not have been related to the buildings at the "old fort".

The cut of the Portage is still visible as it descended the steep hillside on the north. Its course is interrupted by the Canadian National Railway and a 5-foot cement culvert, built under the railroad for drainage. Through the years erosion has occurred, and quantities of debris were deposited in the gully by Hurricane Hazel in the autumn of 1954.

Following the ravine, the road curved slightly south-west to the base of the promontory, then proceeded directly west through the swamp. To this point the road was dry except where two springs were encountered. They have been recently covered by corduroy for logging purposes.

The Minesing swamp commences at the base of the hill, and no more than 2 to 4 inches of soil overlies the watery muck. The area is a tangle of swamp grass, willow brush, and bulrushes, growing shoulder high, with willow and hemlock trees interspersed with some cedar and an occasional soft maple or elm.

A deep silence settles over the heavy atmosphere when one enters the swamp. We encountered little bird life but our path was crossed by numerous deer tracks and from a recently girdled tamarack an inquisitive porcupine peered down at us.

The cut of the old roadway can still be followed. Cedar corduroy remains in places, the soft woods used in the corduroy being long since decomposed. Over its route grows particularly dense grass and weeds. As we neared the landing the soil became even more wet. One misstep from the once timbered road bed meant immersion in the watery muck.

At the landing a small clearing is surrounded by heavy trees. The land is soft and wet, and any buildings that stood there must certainly have been erected on heavy log platforms. Allowance, possibly by stilts, would be made for spring flood waters.

Excavation in the area is practically impossible. As a spade of soil is removed, the hole is immediately filled with water. After the sod is removed the shovel sinks easily to its full length. However, on our second trip to the Landing we probed and dug as much as possible in the cleared area. Six burnt stones from 1 1/2 to 6 inches in diameter were found in a ridge that appeared to have been the partial outline of a building foundation. Near the ridge a quantity of carbonized wood was uncovered, the grain extending in the same direction as the ridge.

We suggest that sheds had been erected here for temporary shelter of goods being loaded on bateaux while the storehouse proper was erected on the high dry land where the dwellings were built. Most of the goods would be in the upper storehouse, protected by the defensive earth-works.

SUGGESTIONS

It is fortunate that the few remaining sections of the original Portage are situated near concession roads. They are all particularly attractive in any season of the year. Sandy Hollow is close to Barrie and can be reached without difficulty. It is a lovely wooded valley overhung with large trees and carpeted with ferns, mosses and wild flowers. One may drive through it and emerge at either end. The section that was shown to us by Mr. Scott, (Concession IX) provides an attractive walking path, framed on either side by pine and oak trees. There is no building near it. The stone-lined cut in Concession X is most spectacular and the earth-works at its base are of

particular interest. It can be reached over a flat field from a concession road and here too there are no buildings within sight . A pleasant picnic spot could be planned for the area.

On the opposite side of Concession X, the old foundations and earth-works of "Willow Fort" are some five hundred feet from the road. Here is a spectacular lookout of great scenic beauty, overlooking miles of green swamp land, and in the distance are the hazy Blue Mountains of Collingwood.

It is hoped that these portions of the old trail will not be lost again and that the Chamber of Commerce at Barrie will be able to make arrangements for their designation and protection.

It is suggested that the sections mentioned above be obtained in some manner and opened as public paths or picnic grounds. Further examination and partial reconstruction, especially at "Willow Fort" would add to their historic interest. Uniform signs should be posted at these locations and also at points where the Portage crossed present-day roads.

HISTORICAL SIGNIFICANCE OF THE PORTAGE

The Nine Portage had been used by the Indian for many years before the coming of the white man to the district. When, during the War of 1812, strategy demanded an immediate route to the west, military leaders turned to the old trail and speedily rebuilt it to play the role of a veritable life line between east and west.

A satisfactory route between Lake Ontario and Lake Huron had been sought by traders and explorers since the days of Etienne Brule who first spanned the land bridge between the two lakes in 1615. Such a route would be an obvious short cut to the west, obviating the circuitous passage through Lake Erie, and reducing costs appreciably. In later years the fur merchants of Montreal had reasons other than distance and cost to consider, in a Memorial signed by W. M. McGillivray, Angus Shaw and others of the North West Company it was stated: " We have been continually subjected to the vexatious interference of the U.S. Custom officials since 1796 and have had boats and property seized."

Other routes were considered, specifically the Coldwater River, and the one most in use, the Severn River, at the mouth of which was the most flourishing trading post of the area, owned by George Cowan. Both routes necessitated extensive portaging. The Nottawasaga route with its Nine-Mile Portage was the shortest; and although the river was shallow, sluggish and winding, it was navigable throughout and did not have the numerous portages of the Severn, or even of the Coldwater.

Early maps of the present province of Ontario indicate a portage, or carrying place, between Lake Simcoe and Lake Huron. However, too little was known of the territory for exactitude until in 1793 Lieutenant Governor Simcoe and his party followed the Severn route to Cowan's post and a sketch-map was drawn by his aide-de-camp, [Robert Pilkington's](#). This map bears a note at the head of Kempenfeldt Bay that reads, 'a Portage from hence of 9 miles to Nottawasaga which runs into Iroquois Bay, Lake Huron". This apparently is the first time that a definite location was recorded for the Nine-Mile Portage to the Nottawasaga.

Simcoe was concerned with the establishment of a route to the west, both in the interest of trade and as a military communication in the event of war in the lower Great Lakes, and it was on this visit to Matchedash Bay (Lake Huron) that he chose the harbour at Penetanguishene for a naval base and a trading depot, arranging for the purchase of the surrounding territory from the Indians and planning a road from York (Toronto) northward to which he gave the name of the British Minister of War, Sir George Yonge. Had Simcoe remained in Canada, the plan might have reached completion, but although interest in the project was never abandoned and sporadic attempts at development occurred, particularly on the part of the fur trading companies, little or nothing was accomplished, and passage between Lake Simcoe and Lake Huron continued along the old Indian portages to the Nottawasaga River, the Coldwater and the Severn Rivers.

Suddenly the eventuality that Simcoe had feared became a reality. On September 10, 1813, the small British squadron was defeated on [Lake Erie](http://www.brigniagara.org/battle.htm) (<http://www.brigniagara.org/battle.htm>) and Procter's army was forced to retreat from the Detroit frontier. British control for a time extended no farther west than the Niagara district. The British military post on the island of Michilimackinac was cut off from its source of supply, the route of the fabulous western fur trade was blocked; and communication was severed with hundreds of western tribes.

The garrison on Michilimackinac was more than a mere outpost. Sir George Prevost, discussed its significance and the necessity of maintaining communication with it, in a letter to Lord Bathurst: "Its geographical position is admirable, its influence exists and is felt amongst the Indian tribes at New Orleans and the Pacific Ocean, vast tracts of country look to it for protection and supplies, and it gives security to the great establishments of the Northwest and Hudson's Bay Companies by supporting the Indians on the Mississippi.

Appeals for help came down from the Commander of the post, Captain Richard Bullock. When Detroit fell there were at Michilimackinac, he wrote, only "Sixty-eight pounds of Salt Meat in Store and Flour only Sufficient to Serve the Small Garrison for One Month... and I directed Mr. Bailey of the Commissariat Department to proceed without loss of time to the Small Settlements in the Neighbourhood.....to purchase every species of Provisions he could procure of which he did at most exorbitant prices, and on which we have been existing since October; the provision of Animal Food purchased was so small that, I found it necessary on the 1st of November, to Reduce the Ration of Beef to half a pound per day, and since, on the 25th December, to limit the issue of Meat to days in the Week, at the above rate--so that the Troops, etc. might have a small proportion of that Food as long as Possible and which they will have until about the Middle of the ensuing month. We must then have recourse to Indian Corn and Fish, of the latter We have been fortunately successful in obtaining a good Supply, and on which We must exist until Provisions can be sent us... There is no Clothing of any description in Store and I send here with Returns of what is Wanted." In the spring Bullock expected 600 Indian warriors and 100 white people to arrive from the more western posts at Green Bay. "The Consumption of Provisions will of course be very Great", he concluded; "and should the People Arrive previous to the intended Supply I dread the Consequence."

In the meantime, Samuel Wilmot, Surveyor-General of Upper Canada, had been dispatched to run a line for the long proposed road between Lake Simcoe and Penetanguishene but by January 1814, it became obvious that this route, however desirable, was out of the question for the time being. Wilmot calculated that it would

take 200 men for at least three weeks, before it could be made passable and, in case of deep, snow it could not be done at all. "In consequence of the delay, and difficulty, attending such a measure, Mr. Crookshank has made arrangements for forwarding the supplies to Nottawasaga Bay, on Lake Huron, a distance only of 20 Miles from Penetanguishene. The opening of the road to the river, to Nottawasaga Bay, will take but 12 men for 10 days; and, in the course of a few days, as soon as a shed can be erected, on the other side of Lake Simcoe, he will commence sending the Stores across it, should a thaw not prevent." His advice was followed and it was determined to open the old Indian portage that ran eight miles from Kempenfeldt Bay over high dry land, and one mile through low wet swamp to Willow Creek, one of the headwaters of the Nottawasaga.

But at York not a person could be found to contract for the undertaking and finally the Commissioner of the Navy at Kingston agreed to furnish thirty workmen with an able foreman, despite the fact that work on much needed new boats would suffer. The party set out from Kingston furnished with "Tools, Nails, Oakum, and every other requisite for the occasion".

The thirty, shipwrights were closely followed by a military contingent which left Kingston under Lieutenant Colonel Robert McDouall of the Glengarry Light Infantry (formerly of the 8th Regiment), an officer of proven efficiency and capability, highly regarded by Prevost. With him were twenty seamen under Lieutenant Newdigate Poyntz of the Royal Navy, twenty artillery men under a non-commissioned officer, and ten officers with two hundred picked men of the Royal Newfoundland Regiment. For the expense of the undertaking McDouall was given 3000 pounds in specie and in small bills. Further equipment including provisions, blankets, billhooks, and axes were to be obtained along the route, probably at York.

Adjutant to McDouall was a young Newfoundlander, Andrew Bulger, who wrote of the feat in later years. "A small party of, workmen, including boat-builders, having been sent in advance, we commenced our route in the beginning of February (1814), in severe wintry weather, proceeded two hundred and fifty miles into a wilderness; erected huts in a grove of pine; assisted in opening a road through the woods for the conveyance of supplies; and, with timber cut down and prepared upon the spot, aided in the construction of twenty-nine large boats; embarked on the 22nd of April, having previously loaded the flotilla with provisions and stores; descended the, Nottawasaga River the ice in the upper part of which being still firm, we opened, a channel through it encamped on the night of the 24th of April, in a most dismal spot (Wasaga Beach) upon the north-eastern shore of Lake Huron; and, on the following morning entered upon the attempt to cross the Lake, covered as it was, as far as eye could reach, by fields of ice, through which, in almost constant, and at times terrific storms, we succeeded, with the loss of only one boat, in affecting a passage a distance of nearly three hundred miles, arriving at Michilimackinac on the 18th of May."

Would that Bulger had left more details of the undertaking, when, in the cold Canadian winter of 1814, almost 300 men, British and Canadian-born officers, English shipwrights, British Navy ratings, Newfoundlanders, with a few French Canadian half-breeds, made the 250-mile march from Kingston to Kempenfeldt Bay. Then sealed in by the dense relentless forest they cut their way along the narrow Indian trail, built a community of rude huts for living quarters, threw up earthworks, transported provisions for their party and stores for the needy garrison that was their goal. In the frosty atmosphere, the ring of the steady blow of the hammer must

have vibrated continuously through the woods, as the great pines and oaks crashed, and twenty-nine bateaux were constructed in the cold, damp fastness of the Minesing Swamp.

No better choice could have been made than these hardy men of the Newfoundland Regiment. Accustomed to a rugged, countryside and a cruel climate, they were well fitted for the task. Experienced in boat building and schooled to meet the challenge of the sea, they added their skill and ingenuity to the craftsmanship of the British and Canadian shipwrights and the trained Navy personnel.

And when the open lake was reached the worst of their travail was yet ahead. Of their heroic voyage across Lake Huron Prevost wrote to Lord Bathurst: "the difficulties which were experienced in conducting open and deeply laden bateaux across so great an extent of water as Lake Huron, covered with immense fields of ice and agitated by violent gales of wind, could only have been surmounted by the zeal, perseverance, and ability of the officer commanding the expedition. For nineteen days it was continually a struggle with the elements, during which the dangers, hardships, and privations to which the men were exposed were sufficient to discourage the boldest amongst them, and at times threatened the destruction of the flotilla."

McDouall took over the command at Michilimackinac on his arrival and immediately sent back orders for 400 barrels of flour and pork to be brought over the Portage to the mouth of the Nottawasaga - "otherwise this place will be in great danger from the want of that article, owing to the great issues to the Indians which I have curtailed as much as possible, even at the risk of offending them." He also requested immediately, 20 stand of arms; the stocks and clasps that had been ordered; 200 more pairs of shoes; 400 more American socks; a goodly supply of leather for repairing shoes and 10 casks of rum of about 16 quarts each.

Robert Dickson, Indian agent, added his plea that the Indians, deprived of the supplies of the fur traders, would indeed be in distress if the government did not send aid, and certainly their goodwill could not be maintained. In April, McDouall begged Drummond to calculate supplies for at least three hundred Indians as well as for the garrison. Fears for the loss of Michilimackinac and its dependent tribes were well founded. Prominent in American plans for the summer of 1814 was an attack on the British fort or post established at Matchedash Bay (i.e. Nottawasaga) on Lake Huron, and the capture of the garrison at Michilimackinac. In July, six American vessels and four gunboats approached the island, but McDouall, with supplies brought over the Nottawasaga route, was prepared, and with one hundred and forty men of the Newfoundland Regiment and Michigan Fencibles (recruited in the district), and about one hundred and fifty Indians, he successfully repulsed the attack of the enemy who were one thousand strong. The [Nancy](#), only British vessel in the area had made two trips laden with supplies between Nottawasaga and Michilimackinac, and was returning to the Nottawasaga for a third. When the American vessels had appeared in the district McDouall feared for the safety of the Nancy. There were, at the time, three bateaux, he wrote, transporting loads from the Willow Creek Landing to Lake Huron, and a fourth could be carried over the Portage from Kempenfeldt. These, he suggested, should be manned by the crew of the Nancy, and with one carronade mounted on them, they could bring 140 barrels of flour across the lake. This little squadron, he felt, might escape the enemy, while the Nancy, he warned, should be hauled far up the river and guarded by a subaltern with twenty men and

some Indians. The warning, however came too late.

Having failed in the attack on Michilimackinac, Commodore Arthur Sinclair commanding the American ships, had determined to cut off the line of supply to that base. From an "Intelligent prisoner" he had learned of the Nottawasaga route "a portage of three leagues over a good road to Lake Simcoe... This place was never known until pointed out to them by an Indian. This river is very narrow and has six or eight feet of water in it, and is then a muddy rapid shallow for forty-five miles to, the portage where their, armada was built and their store-houses are now situated. The navigation is dangerous and difficult, and so obscured by rocks and bushes that no stranger could ever find it. I have however, availed myself of this means of discovering it. I shall also blockade the mouth of French River until the fall, and those two being the only two channels of communication by which Mackinac can possibly be supplied, and their provisions at this time being extremely short, I think they will be starved into a surrender. This will also cut off all supplies to the Northwest Company who are now nearly starving, and their furs on hand can only find transportation by way of Hudson's Bay." Lieutenant-Colonel Groghan, military commander with the vessels, wrote at the same time: "I shall attempt to destroy the enemy's establishment in the head of Naw-taw-wa-sa-ga River, and if it is thought best erect a post at the mouth of that river." The head of the Nottawasaga, we interpret as Willow Creek Landing situated on the head waters of that river. As the site where boats were under construction, it would be considered the chief danger point by the enemy.

Sinclair's plan succeeded in that he did indeed trap the [Nancy](#) as she was reloading near the mouth of the river. After heavy firing on both sides, the Nancy and the blockhouse that was hastily erected above it, went up in flames. A gunboat, also loading supplies, was lost to the enemy and one seaman was killed. Lieutenant Miller Worsley, on his way to Michilimackinac lately arrived from York with twenty Royal Navy seamen, put up a gallant and vigorous defence with three cannon and 21 Indians, 9 Canadians, and 20 seamen against 500 of the enemy with 24 cannon. Sinclair was frustrated in pushing his victory farther, for Worsley and his men scattered through the woods, and the river was too shallow to enter. He satisfied himself, therefore, by barricading the mouth of the river with fallen trees and, returning to Detroit with the [Niagara](#), Caledonia and St. Lawrence, he directed the Tigress and the Scorpion to guard the river against an escape, but his orders were not followed. On August 16th, the two American vessels sailed north, and Worsley lost no time in effecting his escape.

Two bateaux and one canoe were at his command and these he loaded with supplies from the storehouse that had been built a few miles up the river., After chopping through the log barrier, the twenty-one men set out to row the heavily laden bateaux, 360 miles across Lake Huron through north-shore channels, in constant danger of discovery by the enemy.

The cargo sent from the Commissariat for the Nancy had been 157 barrels of flour of 196 lbs. each; 75 barrels of flour of 208 pounds each; 68 barrels of pork of 200 pounds each; and 6 barrels of salt of 280 pounds each; 70 pairs of shoes, 210 stocks and clasps; 24 upper leather sides; 243 pounds of sole leather sides, and 350 pounds of candles. Already loaded on the [Nancy](#), were 50 pounds of flour for the North West Company and Assistant Surgeon Sampson of the Royal Newfoundland Regiment. He lost his medical books, surgical instruments, groceries and liquors,

exclusive of his personal baggage.

On the two bateaux and one canoe, Worsley took with him 67 barrels of flour and 3 barrels of pork that had been stored "at the Storehouse at Nottawasaga Road", and the baggage of the twenty seamen. Remaining in the stores were 72 barrels and 155 100-pound bags of flour, and 34 barrels of pork. All this was but a part of the goods carried over the Portage up to August, 1814.

Welcome as was the sight of Michilimackinac at the end of the arduous journey the indefatigable Worsley allowed no respite. Having sighted the enemy ships along the route, he immediately set about preparing four boats for an attack, with McDouall's support and co-operation. On the following day they left at sunset and after two days cruising in the area, they maneuvered for the attack that ended successfully in the capture of the two vessels. With him were twenty navy seamen and fifty men of the Royal Newfoundland Regiment with officers, all seasoned boatmen.

The danger of attack was thus eliminated for the time being, but the transport of supplies across the lake continued to be a problem. Another bateaux had been sent across the Portage to Worsley but it was feared that it would be damaged in transfer. At all events it would have arrived too late. The Commissariat at York immediately promised three bateaux with men to take 606 pounds of flour to Michilimackinac. Drummond "directed as many bateaux as are necessary to be taken from York to Nottawasaga" -surely an unwieldy vessel to transport over the rough road bed of the Portage, and to navigate successfully across the open lake. The two captured American ships were at once put into service.

During the summer of 1814, barrels of flour and pork, cases of rum, bales of clothing and bedding, boxes of ammunition, tools and iron works were transported over the Nine-Mile Portage, under most primitive conditions. No substantial buildings were erected at the landings, and wharfs, if any existed, must have been of a temporary nature. In February, 1815, Colonel Sir George Head travelled to the head of Kempenfeldt Bay on his way to Penetanguishene to command the new post there, but he saw no "human habitation worthy of bearing the name" between Holland River and a hut, "nothing more than a few boughs raised up", some distance along the Penetanguishene Road.

In March he was recalled to Kempenfeldt Bay and there, with a group of Canadian labourers, he lived in isolation until May 23, when "several boat-loads of stores arrived from York, across Lake Simcoe, for the post of Michilimackinac and were landed at the head of the bay. In the meantime, his Canadian's had been "employed in making a sort of wharf, with pine logs, to facilitate the landing of the boats. It is probable that they erected a storehouse, and Head himself describes the building of his own log dwelling. For June 5th to the 15th, he wrote: "Boat loads of government stores were now arriving, as well as those of the North West Company on the way to Lake Huron, and the margin of the bay began to be a scene of active bustle. The house of the Canadians,... was crowded with casual lodgers, and it was with difficulty that I could now keep my own house to myself." Furthermore, "the deleterious spirits, called whiskey in the country" was dispersed by the newcomers among the Canadians and "long after I had retired to rest at night", he complained, " I heard the bursts of carousel and jollity, with a regret to think of the total change of affairs, and that the days of tranquility had too soon passed away."

From Head we learn that only a hasty slashing had been achieved on the Portage in 1814. In April, 1815, he determined "to make my way through the forest" with a French Canadian guide to the "head of the Nottawasaga River, on objects connected with the duty on which I was engaged," presumably the building of a more permanent wharf, storehouses, dwellings, and earth-works at Willow Creek. The road he discovered "in a rude state, being merely a track where the trees had been partially felled by the axe, and the stumps even of these very imperfectly removed." Captain W.F.W. Owen travelled the route in the fall of that year and wrote, "that the road from the Willow Creek Landing to Kempenfeldt was completely causewayed the spring before last, since which time there has been continued transport on it. Each wagon, he continued, carried full one ton, the wagoner being paid about, 3 pounds 15 shillings a trip.

In December, 1815, a complete report was made by Assistant Commissary General Crookshank on the buildings along the route -- at Holland landing; at Kempenfeldt Bay; at Willow Creek Landing; and near the mouth of the Nottawasaga. The storehouse at Holland Landing was sixty by twenty-four feet, built of round logs and shingles. There was a house, sixteen by thirty feet with two rooms. At Kempenfeldt there were two temporary stores of round logs and "splits" for the roof; also a house. At the Willow Creek Landing there were two temporary stores built of small round logs, and a store, sixty by twenty feet of "flatted" timber and shingled, and a house of two rooms for the person in charge. Near the mouth of the Nottawasaga, there was a storehouse, forty by twenty feet, built of flatted timber and cedar-bark roof. There was also a small log house. The stores and house at Kempenfeldt were in want of repair and the house required a chimney.

The temporary stores at Willow Creek, were not reparable but the large store was in good order. The house was in process of being built by the boatmen while awaiting loads. The storehouse and the house at the mouth of the river were in good order.

Extensive docks were built at Holland Landing and a description of the complete route is found in a letter from Captain W. F. W. Owen to Sir Edward Owen. "From York to Holland River, by Yonge Street Road, thirty-six miles by land carriage; to Kempenfeldt, thirty-two miles by Bateaux; to the Creek Landing, 8 miles Land Carriage and to the mouth of the Nottawasaga River including the windings forty-five miles." Four times, therefore, the heavy cargoes were loaded and unloaded, from wagons to bateaux, and from bateaux to wagons.

In December 1815 Crookshank had found over 260,000 pounds of flour, biscuits, salt pork, salt beef, salt, sugar, peas, coffee; and 1,215 gallons of rum, in the storehouses along the route. There were also 4 carriage wheels and 2 gun-carriages, for the Navy; 320 packages of Indian presents; 6 stoves, 10 boxes of candles, and 1 box of sheet iron for the Army. (See [APPENDIX](#)) Traffic along the Portage was varied and colourful. Much of the Iron from the Nancy, Owen discovered, had been floated up the river to the Commissary storehouse at Willow Creek Landing. Prisoners of war from the American vessels were marched down, over the route, to York, and thence to Quebec.

British seamen, and in July 1815, men of the Newfoundland Regiment returned over the, road that they themselves had built some eighteen months earlier. In August a contingent of the Glengarry Light Infantry Fencibles were at Michilimackinac, doubtless having travelled the Nottawasaga route.

Fur traders and Indians continued to use their traditional route, in peace and war. On the 24th of May, 1815, Sir George Head met with an Indian family setting out for Lake Huron. For the journey the Indian "fixed a broad strip of birch to the centre thwart, making the ends fast to each opposite gunwale. The thwart then rested on his shoulders, and, having placed a piece of bark doubled under it to prevent its galling, he contrived to lay the greater part of the weight of the canoe on his forehead by means of a strip of bark, which at the same time kept all steady. The canoe once poised, was nearly horizontal, and on he marched, caring little for the weight. Before he set off, however, the squaw stuck his gun and the fish spear under the thwarts, and then made up her own bundle. She carried this, much in the same way, by means of a forehead strap; and on the top of it the little baby rode upon its board, having been first safely tied by the little girl with strips of bark, so that it could not possibly fall off. The three children brought up the rear, and the whole party soon disappeared."

The new naval establishment was under way at Penetanguishene, and men and supplies were transported there over the Portage and thence by bateaux on the river and across Nottawasaga Bay. In fact, it was during the winter previous to the building of the Portage road by McDouall that a Captain Douglas with a small party travelled north to Penetanguishene, leaving York in November 1813. Lake Simcoe was crossed in an open boat and in the bitter fall weather one young English officer died of exposure and was buried at the Kempenfeldt Landing. A miserable winter was spent at the mouth of the Nottawasaga River, Douglas and his men living in a hut built of spruce boughs. Supplies ran out and the party were forced to subsist on bread baked in ashes and hemlock tea. In the early spring, presumably a short time before the arrival of McDouall, they crossed the bay, and portaged overland to Penetanguishene harbour, where at least one fur trading post was already established. There is, also, the story of the two judges who, on their passage to Fort William to adjudicate in the lord Selkirk troubles in the winter of 1817, were frozen in along the Portage and finally returned to York.

In the summer of 1817, sixteen or seventeen, vessels, laden with stores brought over the Portage, made the trip from the Nottawasaga to Drummond Island where the garrison at Michilimackinac was moved after the war.

Fur traders used the route extensively, especially the firms of Peter and William Robinson, and Andrew Borland and William Roe of Newmarket. The North West Company maintained a storehouse at Willow Creek Landing, and possibly one at the river's mouth although there is no known record of such. Head visited the house of a North West trader near Kempenfeldt. The feud between the two great fur companies had repercussions in the territory and the naval clerk at Penetanguishene, in 1819, reported damage done "to the storehouses on the Kempenfeldt Portage (for the reception of Military and Naval stores in their Transport to Lake Huron) by the trading parties of the Hudson's Bay Company."

After 1815, the new Penetanguishene Road seems to have been, used in winter months while the Nottawasaga route continued to be the chief artery of transportation to Lake Huron in the summer season. Early settlers used the route to penetrate northwards, many of them following the procedure of Jacob Gill, who, in 1829 travelled the Penetanguishene Road with his family and forwarded his furniture and baggage by the Nine-Mile Portage and Nottawasaga Bay to the base of Penetanguishene harbour by bateaux.

The two most famous travellers over the Portage seem to have been Sir John Franklin and David Thompson. Franklin, followed the route on his second Arctic expedition, 1825-27. Officers and goods followed the Portage and proceeded by water to Penetanguishene, while their French Canadian voyageurs travelled on the Penetanguishene Road.

David Thompson, his years of exploration with the North West Company, behind him, was from 1816 to 1826 employed as a commissioner to survey the boundary line between Canada and the United States. He returned to Montreal by the Nine-Mile Portage in 1824, in "beautiful bark canoes--two of them--one propelled by ten men, the other by eight North West voyageurs... I never in my life saw such complete outfit for comfort in travelling as with this party. Their tents, when set up, impressed me as luxurious--everything to contribute to comfort and taste in such a life. I was also much interested in the members of the party the commissioner, (Thompson), his son and secretary, "the Colonel", a long, lank American, but a very interesting gentleman, and their three servants besides the eighteen canoe-men or voyageurs.

After the close of the war a corporal from the detachment at Penetanguishene was stationed at Willow Creek Landing. Jacob Gill, who built the first barracks at Penetanguishene was one of McDouall's party in 1814 and "was left there (at the mouth of the Nottawasaga) with two other men to care for the things that belonged to the Government. Some time before spring their provisions gave out, and they could get nothing short of Penetanguishene. After waiting four days they started on a breakfast of one biscuit each. About two miles before they got to the barracks, (trading - post?) one of the men gave out and had to be carried most of the way." This probably refers to the winter months of 1814-15 during which, as we have already learned from Head, no travellers passed over the routes.

A small settlement grew up at Willow Creek Landing and near the mouth of the river.

The town of Barrie developed at the Kempenfeldt Landing. In the first years after the war the mouth of the Nottawasaga was utilized as winter headquarters for the British vessels on the upper lakes and in October, 1815, Owen found "a Midshipman Mr. Dobson and four men left behind from the Surprise", building huts there for officers and men. In the same month 16 tents and 20 camp kettles were forwarded from Kingston. This little settlement became known as Schooner Town and consisted of navy personnel, an occasional army man, a canteen run by Asher Mundy, and a handful of French-Canadian traders, bateaux-men and Indians. The location of Schooner Town is probably that known locally as the "Fort", about four miles from the mouth of the river, a name that has come into use as a result of the earthworks that have been evident through the years, and even to-day may be traced in places, forming a fort-like enclosure with corner bastions. The crumbling stonework of a fire place stood two and three feet high until lately removed by cottage builders, and quantities of objects -- iron tools and utensils, parts of copper kettles, many bearing the broad arrow, as well as naval and military buttons and other insignia, broken china and glassware have been found, and may yet be picked up in the soft sand.

The Nottawasaga however, was not suitable for shipping purposes. It was shallow, winding, and overgrown with shrubs and trees. "No vessel drawing more than 5 or 5 1/2 feet can be employed on this service," Owen wrote in 1815, "and such as have been hitherto built of this draft carry but little cargo, so, in this season we have not been able to clear the stores of many cargoes."

The building of the Sunnidale Road to Collingwood and finally the Northern Railway joining Barrie and Collingwood in 1855, wrote finis to the old Nine-Mile Portage, and the settlement at Willow Creek. As the country developed, and new surveys opened new township and concession roads, almost every portion of the old trail was closed off, falling as it did, diagonally across the township survey.

Worsley and McDouall were the heroes of the war period yet many are the unknown heroes who pushed through the road, built storehouses and bateaux, and kept up the constant movement of stores. The penetrating cold of the winter would be difficult enough, but who can imagine the torture of men and beasts labouring under the heavy loads within the hot, moist, mosquito-ridden swamp where the boats were constructed and where loading and reloading took place. Today it is beyond men's endurance to fight their way through to the landing in the summer months, and a stay of any length is unthinkable. The storehouses must have been built on rafts of logs, so watery is the terrain. The dwelling houses were a mile away, on the high promontory, protected by earth-works.

Two men, perhaps, above others, should be noted in the story of the Nine-Mile Portage.

Assistant Commissary General George Crookshank was the man most responsible for the building of the road and maintenance of the supplies that passed over it. He examined the territory before the work was commenced and he spent some time in the early summer of 1814 overseeing improvements upon it. He was on the Nottawasaga and spoke with Worsley soon after the burning of the Nancy. He was again on the road, visiting the storehouses, in December 1815. Drummond in fact, drew the attention of the Governor to "his indefatigable and unremitting exertions in procuring and forwarding to the post of Michilimackinac, every article of the various stores and provisions required of him, and through a communication, which by his personal observation and perseverance, was completed when scarcely imagined to have been commenced upon."

Robert Livingston, originally of the British Navy, fur trader on the island of St, Joseph, and later a Lieutenant with the Indian Department, accompanied McDouall and the Newfoundlanders to Michilimackinac in the winter of 1814 as guide. He conducted the Nancy to the Nottawasaga when "no other person in that country could be found who was capable of undertaking the service; he passed by canoe through the enemy fleet of Michilimackinac to warn the Nancy of imminent danger; he collected the Indians of the district around the mouth of the Nottawasaga to help Worsley in the defence of the Nancy, later claiming the credit of saving that brave officer and his gallant little crew from falling into the hands of the enemy." He then guided Worsley to Michilimackinac and served under him in the capture of the Tigress and Scorpion. Finally, it was Livingston who with a guard of Indians, conducted the prisoners of war from these vessels over the portage to York.

APPENDIX

1. STATEMENT OF PROVISIONS ETC. REMAINING AT HOLLAND RIVER, KEMPENFELDT BAY, NOTTAWASAGA AND NOTTAWASAGA BAY UPPER CANADA 24th NOVEMBER 1815

	Flour Lbs.	Biscuit Lbs.	Salt Pork Lbs.	Salt Beef Lbs.	Salt Bus.	Sugar Lbs.	Pea B.	Pea G.	Coffee Lbs.	Rum Gals	Rum Oz.
At What Place											
Holland River	21,934	10,561	21,708	3,776	9		1	A		719	
Kempenfeldt Bay	11,771	3,033	200	2,899		1129	56	A	1108	483	
Nottawasaga	50,192	377	64,669							13	A
Nottawasaga Bay	31,360		35,305								
TOTAL	115,257	13,971	121,882	6,635	9	1,129	58		1,108	1,125	
of which is damaged	226	377									

A true Copy

York 19 December 1815
Signed Geo. Crookshank A. C. G.

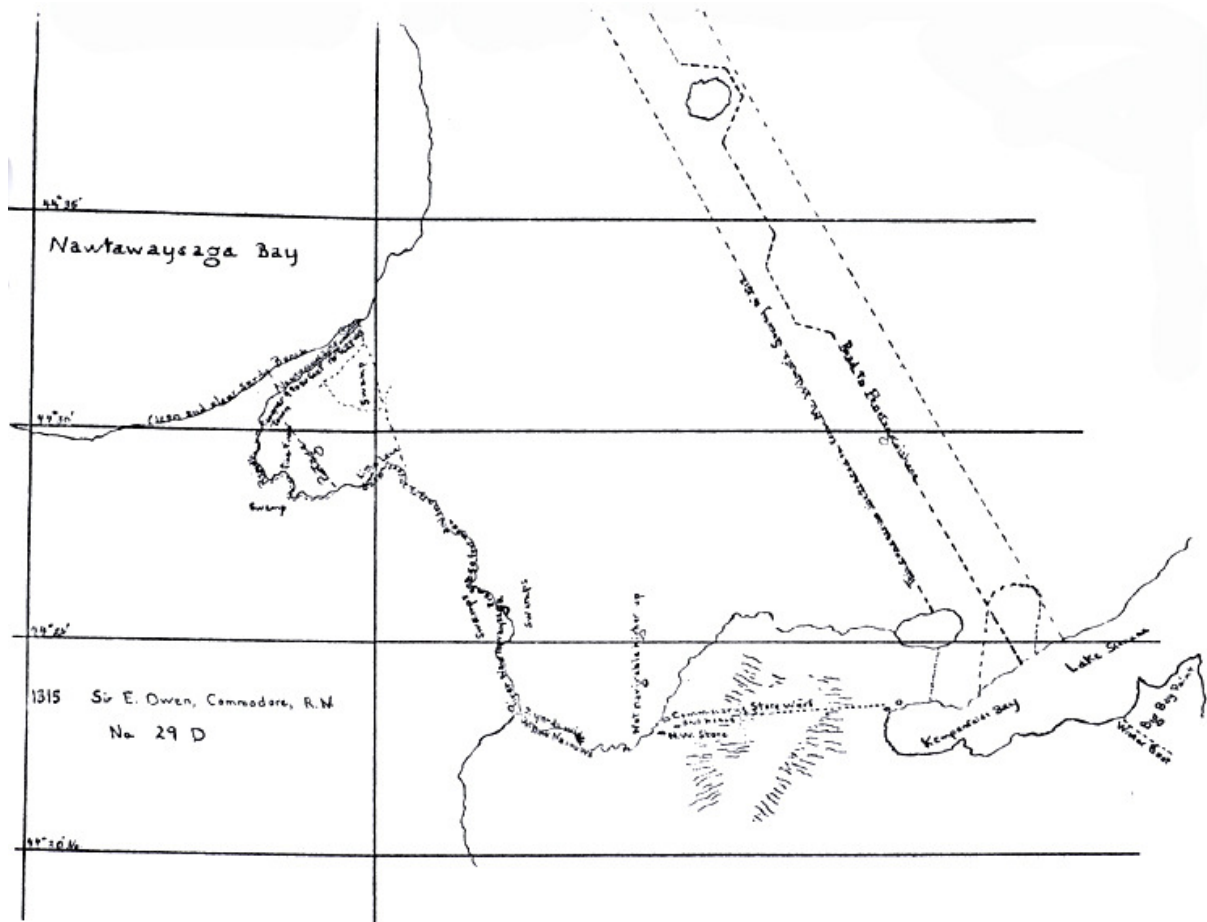
STATEMENT OF PUBLIC STORES REMAINING AT THE DIFFERENT STORE HOUSES ON THE COMMUNICATION FOR DRUMMOND'S ISLAND

At What Place	Naval Department	Indian Department	Barrack Department
	Gun Carraige Gun Carraiges Wheels No. No.	Indian Presents No.	Stoves Candles Sheet Irons No. Boxes Boxes
Holland River			6
Kempenfeldt Bay	2		10
Nottawasaga		177	
Nottawasaga Bay	4	143	1

A True Copy

York 19th December 1815
Signed Geo. Crookshanks A. C. G.

MAP 29D Edward Owen 1815



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