

AGREEMENT made and entered into in duplicate
 this 29th day of December A. D. 1917.

Between HIS MAJESTY KING GEORGE THE FIFTH as
 represented by the Superintendent General of Indian Affairs,
 of the First Part;

And THE ~~MUNICIPAL~~ CORPORATION OF THE CITY OF
 FORT WILLIAM,

of the Second Part;

WHEREAS the Chief and Principal men of the
 Fort William Band of Indians for and acting on behalf
 of the whole people of the said Band in Council assembled,
 have surrendered to the Crown certain parcels or tracts
 of land situate, lying and being in the Fort William Indian
 reserve, to be disposed of on the terms and conditions in
 said surrender, attached hereto.

AND WHEREAS it has been decided to carry out
 a sale to the said City upon the terms and conditions set
 out in said surrender.

NOW THIS AGREEMENT WITNESSETH that the said party
 of the first part hereby agrees to sell to the said party
 of the second part the lands specified in the said surrender
 for the sum of Twenty-five thousand dollars, on the terms
 and conditions contained in said surrender, upon payment
 of one-half of the purchase price and the balance in three
 years after the war is over, with interest payable half-
 yearly at the rate of five and one-half per cent., and
 that in accordance with the provisions of section fifty-two
 of the Indian Act, Chapter eighty-one, Revised Statutes
 of Canada, a receipt will be issued by the said the Deputy-
 Superintendent General for the cash payment when made,
 entitling the party of the second part to hold the land sold

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from the Crown, until such time as said Letters Patent issue upon completion of sale.

IN WITNESS WHEREOF the parties hereto have hereunto set their hands and seals.

SIGNED, SEALED and DELIVERED)

In the presence of)

W. Adams)

John Selwyn)



As to the signature of the ^{Acting} Deputy Superintendent General of Indian Affairs.

Deputy Superintendent General of Indian Affairs.

As to the signature of the Municipal Corporation of the City of Fort William.

The Corporation of the City of Fort William

per St. Murphy Mayor
Quinlan Clerk

KNOW ALL MEN BY THESE PRESENTS that We, the undersigned Chief and Principal men of the Fort William Band of Indians, resident on our reserve at Fort William, in the district of Thunder Bay, in the Province of Ontario, and Dominion of Canada, for and acting on behalf of the whole people of our said Band in Council assembled, do hereby release, remise, surrender, quit claim and yield up unto Our Sovereign Lord The King, his heirs and successors forever, ALL AND SINGULAR those certain parcels or tracts of land and premises, situate, lying and being in the Fort William Indian Reserve, in the District of Thunder Bay and Province of Ontario, containing in all Two hundred and seventy and one-tenth acres, more or less, and being composed of:-

1. That part of the said reserve being Road Number 1, comprised in a strip of land one hundred feet in perpendicular width extending from the southwesterly limit of lands granted to the City of Fort William under patent dated the 4th February, 1909, to the northwesterly limit of lot thirty-two (known as the Mission lot) in the Mission Village, as shown on a plan of survey by A. Loughheed, O.L.S., dated February 15th, 1906, of record in the Department of Indian Affairs at Ottawa, the easterly limit of the said strip being more particularly described as follows:- Commencing at a point in the southwesterly boundary of the Grand Trunk Pacific Railway Company's Terminal property distant one thousand and one hundred and eighty-nine and two-tenths feet measured south forty-one degrees and twenty-seven and a quarter minutes east thereon from Post Six in the said boundary; thence on a curve to the right with a

boundary at point of commencement through an angle of twenty-five degrees and fifty-five minutes; thence, south fifteen degrees and thirty-two and a quarter minutes east, eight hundred and three and seventy-six one hundredths feet; thence, on a curve to the left with radius of eight hundred feet through an angle of thirty-one degrees and twenty-two and a half minutes; thence, south forty-six degrees and fifty-four and three quarters minutes east nine hundred and seven and ninety-six one hundredths feet; thence on a curve to the right with a radius of one thousand feet through an angle of seventeen degrees and nine and a half minutes; thence south twenty-nine degrees and forty-five and a quarter minutes east one hundred and twenty-one and fifty-four one hundredths feet; thence, on a curve to the right with a radius of five hundred feet, through an angle of forty-four degrees and twenty-seven minutes; thence south fourteen degrees and forty-one and three quarter minutes west eight hundred and seventy feet; thence on a curve to the left with radius of three hundred feet through an angle of forty-five degrees and twelve minutes; thence south thirty degrees and thirty and a quarter minutes east, one hundred and three and eighty-one one hundredths feet; thence on a curve to the right with radius of three hundred feet through an angle of forty-two degrees and seventeen minutes; thence, south eleven degrees and forty-six and three quarters minutes west one hundred and ninety-seven and thirty-five one hundredths feet; thence on a curve to the left with a radius of one thousand feet through an angle of six degrees and five minutes; thence south five degrees and forty-one and three quarter

one hundredths feet; thence on a curve to the right with a radius of one thousand feet through an angle of twenty-five degrees and thirty-three minutes; thence south thirty-one degrees, fourteen and three quarters minutes west, two hundred and thirty and thirty-seven one hundredths feet; thence on a curve to the left with a radius of one thousand feet through an angle of six degrees and fifty-two and three quarters minutes; thence south twenty-four degrees and twenty-two minutes west, nine hundred and sixteen and thirty-nine one-hundredths feet; thence on a curve to the left with a radius of five hundred feet through an angle of fifty-four degrees and thirty minutes; thence, south thirty degrees and eight minutes east five hundred and fifty-two and forty-six one hundredths feet; thence on a curve to the right with radius of three hundred feet through an angle of thirty-three degrees and forty-seven and a half minutes; thence south three degrees and thirty-nine and a half minutes west thirty-six and nine-tenths feet; thence on a curve to the left with a radius of three hundred feet through an angle of forty-nine degrees and thirty-nine minutes; thence south forty-five degrees and fifty-nine and a half minutes east forty-four and thirty-two one-hundredths feet; thence on a curve to the left with a radius of three hundred feet through an angle of sixteen degrees and twenty minutes; thence, south sixty-two degrees and nineteen and a half minutes east two hundred and nine and ninety-two one hundredths feet; thence, on a curve to the right with a radius of three hundred feet, through an angle of thirty-seven degrees and fifty-one and a half minutes; thence south twenty-four

degrees and twenty-eight minutes east three hundred and thirty-three and twenty-two one hundredths feet; thence on a curve to the left with a radius of five hundred feet through an angle of fifteen degrees and fourteen and a half minutes; thence, south thirty-nine degrees and forty-two and a half minutes east seventy-seven and two-tenths feet to Point "A"; thence continuing south thirty-nine degrees and forty-two and a half minutes east four hundred and seventy-four and seventeen one-hundredths feet; thence on a curve to the right with a radius of five hundred feet through an angle of thirty-six degrees and twenty-seven minutes; thence south three degrees and fifteen and a half minutes one hundred and ninety-one and twelve one-hundredths feet to Point "B"; thence continuing south three degrees and fifteen and a half minutes east, one hundred and twenty and seven-tenths feet; thence, on a curve to the right with a radius of two hundred feet through an angle of fifty-eight degrees and fifteen and a half minutes; thence south fifty-five degrees west, fourteen and fifty-three one hundredths feet; thence on a curve to the right with a radius of one hundred and fifty feet through an angle of eighty-four degrees and twenty-five and a half minutes; thence north forty degrees, thirty-four and a half minutes west four hundred and eleven and five one hundredths feet; thence on a curve to the left with a radius of three hundred feet through an angle of fifty-seven degrees eighteen and three-quarters minutes; thence south eighty-two degrees and six and three quarters minutes west two hundred and sixty-five and ninety-seven one-hundredths feet to Point "C"; thence south sixty-

one hundredths feet; thence on a curve to the left with a radius of one thousand feet through an angle of sixteen degrees, and thirty-four and one-half minutes; thence south fifty-three degrees and five and one quarter minutes west, four hundred and ninety-three and fifty-four one-hundredths feet; thence on a curve to the left with a radius of three hundred feet through an angle of sixty degrees and seventeen and one quarter minutes; thence south seven degrees and twelve minutes east fourteen and eight tenths feet to the northerly angle of the said lot 32.

2. That part of the said reserve (being Road Number 2) comprised in a strip of land one hundred feet in perpendicular width extending from the hereinbefore described easterly limit of Road Number One to the westerly shore of Thunder Bay, the southerly limit of the said strip being more particularly described as follows:- Commencing at a point distant one hundred feet measured on a course south eighty-six degrees and forty-four and one half minutes west, from said Point "B"; thence on a curve to the left having at point of commencement a radius of three hundred feet, running through said point "B", through an angle of sixty degrees and fifty-nine and three quarter minutes; thence south sixty-four degrees and fifteen and one quarter minutes east, two hundred and thirteen and eighty-seven one hundredths feet; thence on a curve to the left with a radius of five hundred feet, through an angle of twenty degrees, and ten and a half minutes; thence south eighty-four degrees and twenty-five and three quarter minutes east, eighty-three and ninety-eight one hundredths feet; thence on a curve to the right with a radius of five hundred feet through an angle of thirty-eight degrees and thirty-two

minutes; thence south forty-five degrees and fifty-three and three-quarters minutes east, three hundred and twenty-two and eight tenths feet; thence on a curve to the right with a radius of five hundred feet through an angle of thirty-eight degrees and twenty-three minutes; thence south seven degrees and thirty and three-quarters minutes east one hundred and fifty-two and eighty-three one hundredths feet; thence on a curve to the left with a radius of five hundred feet through an angle of fifty-one degrees and thirty-four minutes; thence south fifty-nine degrees and four and three-quarter minutes east five hundred and twenty-seven feet more or less to the said shore of Thunder Bay.

3. All that part of the said reserve more particularly described as follows:- Commencing at the point of intersection of the said hereinbefore described easterly limit of Road Number One, with the said southwesterly limit of lands granted to the City of Fort William, under Patent dated February 4th, 1909; thence in a general southerly direction, following the said hereinbefore described easterly limit to the said Point "A"; thence north eleven degrees east one thousand four hundred and thirty-three feet more or less, to the said shore of Thunder Bay; thence in a general northerly direction, following the said shore, to a point distant one hundred feet measured perpendicularly southerly from the production of the southerly boundary of the said terminal property; thence south eighty-nine degrees and fifty-nine and a half minutes west parallel to the said southerly boundary, to a point in a line drawn on a course south forty-one degrees and twenty-seven and a quarter minutes east from the
point

point of commencement; thence north forty-one degrees and twenty-seven and a quarter minutes west to the said point of commencement.

4. That part of the said reserve which is bounded on the north by the hereinbefore described southerly limit of Road Number Two and that part of the said hereinbefore described easterly limit of Road Number One lying between the said southerly limit of road and the said Point "C"; on the east by the said shore of Thunder Bay; on the south by the northerly shore of Brulé Bay, and on the west by a line drawn from the said Point "C" on a course south twenty degrees thirty-three and three-quarters minutes west, a distance of four hundred and seventy-nine feet, more or less, to the said shore of Brulé Bay.

(NOTE: The said southwesterly boundary of Terminal property - between Posts six and seven - is taken as south forty-one degrees and twenty-seven and one quarter minutes east, to govern bearings herein.)

Also ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the Fort William Indian Reserve, in the District of Thunder Bay and Province of Ontario, containing three and thirty-nine one-hundredths acres more or less, and being composed of that part of lot number thirty-two as shewn on a plan of the Mission Village by A. Loughheed, G.L.S., dated the 15th Feby. 1908 of record in the Department of Indian Affairs at Ottawa, comprised in a strip of land one hundred feet in perpendicular width extending from the northwesterly limit of the said lot to the southeasterly limit thereof,

the easterly limit of which may be more particularly described as follows:- COMMENCING at the northerly angle of the said lot: thence south seven degrees and twelve minutes east, three hundred and forty-two and fifteen one-hundredths feet; thence south eight degrees and fourteen minutes west, four hundred and eighty-six and nine-tenths feet; thence, south six degrees and thirty-nine minutes west, six hundred and sixty-two and four-tenths feet to a point in the said southeasterly limit distant one thousand two hundred and ninety-three feet measured southwesterly thereon from the most easterly angle of the said lot: the said southeasterly limit being taken as "E. 49° 43' E." to govern bearings herein.

TO HAVE AND TO HOLD the same unto His said Majesty The King, his heirs and successors forever, in trust to dispose of the same to the Corporation of the City of Fort William for park purposes, on the terms and conditions hereinafter set out.

AND upon the further condition that all moneys received from the disposition thereof, shall be placed to our credit and dealt with as hereinafter provided.

AND We, the said Chief and Principal men of the said Fort William Band of Indians do on behalf of our people and for ourselves, hereby ratify and confirm, and promise to ratify and confirm, whatever the said Government may do, or cause to be lawfully done, in connection with
the

the disposition of the said lands and of the moneys derived therefrom.

This surrender is granted on the following conditions, namely:-

(a) That that portion of the said lands shown on plan and description as roadway shall be used as a boulevard drive and roadway with provision for a street railway thereon, with the intent that the land bordering on one side of the said roadway and having a frontage thereon shall wherever the other side of said roadway is composed of property to be acquired for park purposes be Indian Mission land.

(b) That there shall be two further roadways established from the roadway mentioned in the previous paragraph to the edge of the bay fronting the land to be acquired for park purposes, through such land, the location of such roadways to be determined by the Indian Department.

(c) That the members of the said Band of Indians resident on the said reserve shall be entitled to the same rights and privileges in respect of said roadways and the portions of said lands designated for public use, subject to the same rules and regulations as the residents of the City of Fort William.

(d) Notwithstanding anything herein contained to the contrary, the lands so to be acquired are intended for and may be used by the City for the establishment thereon and thereof of such parks and boulevard drives; also for such roadways, highways and street car purposes; and for such amusement, play and recreation grounds; and for such summer hotels, boarding houses and cottages, and

as the City may from time to time deem desirable

and that such lands will be applied to those purposes; provided, however, that no intoxicating liquor shall be sold on said lands at any time.

(e) That in the letting of contracts for clearing of right of way for main roads or street car lines, a tender of an Indian or Indians shall be given the preference, all other things being equal, and in the employment of labour Indians shall be given the preference when suitable for the work to be performed.

(f) That the City of Port William will maintain the telephone line to Squaw Bay already constructed under the preliminary agreement with reference to said lands, and continue to maintain one 'phone at Squaw Bay for the free use of the Indians.

(g) That the Indians shall have any timber cut on the roadway shown on the plan when the same is being constructed, but are to remove same when requested, so as not to delay or interfere with construction.

(h) That the City will construct when and as financial conditions and its finances permit:-

(1) A roadway (from the present junction of the City road south of the Canadian Government Railway's right-of-way, with the mountain road through the Indian Mountain Village) along the south side of the right-of-way of the Canadian Government Railway and the westerly side of the Canadian Government property fronting on Thunder Bay, to the lands to be acquired hereunder.

(11) A roadway along the roadway allowance, shown on plan, to Squaw Bay.

(iii) A street railway for summer traffic from the point where the City's present system turns towards the Canadian Government Railway elevator to the lands to be acquired hereunder, and along the roadway shown on said plan to that portion of said lands to be acquired for park purposes on the shore of Forbes or Brule Bay.

(iv) Also a spur track from said main line to the quarry of the Indians adjacent to said roadway shown on said plan, if required in connection with the operation of said quarry.

(1) That the Indians shall have the privilege at any time when the street railway is in operation to purchase eight single fare tickets for twenty-five cents, for transportation from any point on the reserve which the railway reaches at the present time or may reach in the future, to and within the limits of the City of Fort William, and from any point within the limits of the City of Fort William to the reserve.

(j) That the City of Fort William will, in addition to carrying out the proposals hereinbefore set forth, pay the Indian Department for said lands to be acquired hereunder the sum of Twenty-five thousand dollars and settle any claims for compensation in respect of any improvements which may have been made on any portion of the said lands so to be acquired, including the portion taken from the parcel of land in use in connection with the Rectory at Squaw Bay, such compensation to be determined in case of disagreement, by arbitration.

(k) That fifty per cent of the money derived from the disposition of the land shall be distributed to the

Indians

Indians in one payment.

IN WITNESS WHEREOF, we have here-
unto set our hands and affixed our seals this 15th
day of October in the year of our Lord One Thousand
Nine Hundred and Seventeen.

SIGNED, SEALED and DELIVERED,)

In the presence of

Signed W.R. Brown

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Alex McCoy,
Councillor,
Frank Pelletier,
Councillor,
Joe Collin,
Andrew Bannan,
Joe Bouchie,
Peter Louis,
Frank Williams,
A. Bannon,
Peter Bannon,
Luke Bouchie,
Michael Boucher,
Louis Cadieux,
Simon Penassie,
Alex Shabb,
Henry Scott,
Xaiver Bushy,
Joe. Thos Penassie,
Eli Louis,
J. B. Penassie,
Joe Belangie,
Paul Boshie,
John Christie,
Frank Oga'ma.