

River) and the Chicago River was, owing to the southward current along the west shore of Lake Michigan, the usual route on the outward voyage from Mackinac and other northern points. The Des Plaines might also be reached by a similar portage to the Calumet River, which falls into Lake Michigan at the present South Chicago. On early maps the Chicago and Calumet rivers are sometimes confounded with each other. On the return trip, the voyager could reach the great lake not only by these routes, but by a third—via the Kankakee (the southern fork of the Illinois) and a portage (at the present South Bend, Ind.) to St. Joseph River, at the S. E. corner of Lake Michigan. This was often used when returning to Mackinac, as the lake current runs northward along the east shore.—See Winsor's *Mississippi Basin*, pp. 24–26.

The Chicago-Des Plaines route involved a "carry" of from four to nine miles, according to the season of the year; in a rainy spring season, it might not be over a mile; and during a freshet, a canoe might be paddled over the entire route, without any portage. A canal between these rivers was opened in 1848, which gave a strong impetus to Chicago's early growth; and the government drainage canal, now (December, 1899) nearing completion, follows the same route, from Chicago to Joliet, a distance of 36 miles southwest to the Des Plaines River—a waterway 14 feet deep, and 100 feet wide, which will not only insure proper drainage to Chicago, but greatly facilitate her commerce.

42 (p. 163).—These villages of the partly nomadic Illinois savages were not situated at the places afterward known by their names. The Kaskaskia village is placed by Shea (*Disc. of Miss. Valley*, p. 74, note) "near Rockport" (by which he apparently means the so-called "Starved Rock," on which La Salle built Fort St. Louis); and Parkman locates it (*La Salle*, pp. 65, 156) "about seven miles below the site of the present town of Ottawa [Ill.]."

43 (p. 167).—The portage by which Marquette crossed to Lake Michigan was that between Sturgeon Bay (in Door county, Wis.) and the lake. A ship-canal connecting these waters was opened July 4, 1879; it is 7,400 feet long, and saves 150 miles of navigation between the city of Green Bay and lower Lake Michigan ports. It is now owned by the U. S. government.

44 (p. 175).—La Toupine (Taupine) was the surname of a noted French fur trader, Pierre Moreau (Pierre Péré Moreau, according to Sulte—*Canad.-Français*, t. v., p. 16); he was born in 1639, near Xaintes, France. In 1671, he was with St. Lussou at Sault Ste. Marie (vol. lv., pp. 105–115); and his name appears in the *procès-verbal* drawn up on that occasion (published in Margry's *Découv.*