

lies to go thither, desiring to establish a permanent colony; and he soon established a thriving and prosperous village. At first, the fur trade was placed in the hands of the Compagnie du Canada, or "Company of the Colony;" but in September, 1705, they surrendered the trade, in accordance with orders from the king, to Cadillac, who enjoyed this privilege during five years. He was appointed governor of Louisiana in 1710, but did not arrive there until 1712. He remained there about five years, and apparently went to France in 1717. Little is known of his subsequent life; he died in France, Oct. 18, 1730.

Regarding the establishment and early history of Detroit, see Burton's *Cadillac's Village* (Detroit, 1896); Whittlesey's "Indian Affairs around Detroit in 1706," in *West. Reserve Hist. Soc. Tracts*, vol. i., no. 8 (reprinted in Beach's *Ind. Miscellanies*, pp. 270-279); and articles by R. R. Elliott in *U. S. Cath. Hist. Mag.*, vol. i., pp. 345-365; vol. iii., pp. 264-273; vol. iv., pp. 113-124.

Cadillac, during his entire residence at Mackinac and Detroit, was engaged in quarrels with the Jesuits—partly because they claimed to be entirely independent of his authority, partly because of their opposition to the liquor-traffic. For their correspondence with him, his memorials and letters regarding affairs in that region, and various official documents, see Margry's *Découv. et établ.*, t. v., pp. 133-346.

37 (p. 215).—For many years,—since at least 1660,—the fur trade had been illegally carried on by wandering Canadian trappers and voyageurs, who were commonly termed *coureurs de bois*, "wood-rangers." Laws against this illicit traffic were enacted by the French government, but they were seldom effective; and it was openly charged that the Canadian governors and other officials were in collusion with the *coureurs de bois*, and sharers in their profits. In May, 1681, royal edicts granted amnesty to those who had disobeyed these laws; and the governor was authorized to grant twenty-five licenses for the fur trade, forbidding all other persons to engage therein. Each licensed person was allowed to send out twenty-five canoes, with three men to each canoe. These licenses (permits) also proved inadequate to suppress illegal traffic, and they were revoked by the king in 1696. They were restored in 1716, again revoked in 1719, and reissued in 1726. Regarding these matters, and the value and conditions of the fur trade at that period, see *Édits et Ordonnances* (1854), pp. 248-250, 341, 350, 401, 481, 504; Cadillac's and Callières's "Mémoires," in Margry's *Découv. et établ.*, t. v., pp. 138-156; *N. Y. Colon. Docs.*, vol. ix., pp. 152-155, 159, 160, 211, 214, 408, 662, 954, 958; and Turner's admirable monograph "The Fur Trade in Wisconsin," in *Wis. Hist. Soc. Proc.*,