

me the agreeable news of your promotion. I'm sincerely glad of it, & I beleive it must be allowed, that your long & faithfull service merited such a Reward. M^{rs} Askin & I are both sorry for You & M^{rs} Grants loss, however as the child was Young & M^{rs} Grant received no Injury it lessens the misfortune much.

I return you many thanks for your Intelligence & advice to my Clerk. I have [had] a very considerable cargo on the way all last year & no part of it arrived here which is a severe Stroke to me. I must beg your assistance in ordering it to be forwarded in the Kings Vessells (as no others are permitted to Sail)²⁵ as I could not think of giving your Clerk so much trouble, I have wrote M^r Sterling to receive for me what may arrive at Detroit in the Vessells, & I should take it as a particular favour that you would order to be taken on Board the Vessells for this Post, what Liquors or Provisions M^r Sterling may have to send me. I would also represent to you that one Vessell is not capable of bringing to this place from your Post all the Provisions necessary to Support the trade of the Country, not even the *Dunmore*, what I mean by Provision is Corn & Flour, & should the Quantity fall Short, even one-third, some of the People in the Back Country in all probability will perish for want. I thought it necessary to give you this information that you

married Therese Barthe of Detroit, whose sister, Marie Archange, was the wife of John Askin. He subsequently developed a fine country home of some 240 acres, known as Grant Castle, in modern Grosse Pointe Farms, later known as P. C. 231. It is a somewhat curious fact that although he continued his naval command until his death, served as lieutenant of Essex County militia, as legislator, and, even for a time as acting-governor of Upper Canada, he continued to reside at Grant Castle on the American side. Here he died, May 8, 1813. His body was carried by canoe to Sandwich and there interred in the churchyard. A memorial tablet on the wall of the present church recites the principal facts of his career. Information adapted from George F. MacDonald's biographical sketch of Commodore Grant, in *Ontario Hist. Soc., Papers and Records*, XXIII, 167-81; P. J. Anderson, *Major Alpin's Ancestors and Descendants* (Aberdeen, 1904). On Grant's naval career see, also, *Burton Hist. Coll. Leaflet*, II, No. 5.

²⁵ In the French period, save for one or two isolated exceptions, there was no shipping on the upper lakes. With the transfer of Canada to British rule, a naval establishment was begun and maintained as an integral part of the military control of the western country. Prior to the Revolutionary War it was the policy of General Gage to permit the traders to maintain private vessels on the lakes; but early in that war, with a view to controlling more effectively the Indian trade and to maintaining a more effective defense against the Americans, the sailing of privately owned vessels was prohibited. This measure entailed, naturally, constant complaint on the part of the traders.