

did not disappear until after 9 o'clock at night. It was the same at Mackinac.

At 4 we got on board above the Saut, and in rather less than a mile passed the White rock, the upper boundary of the cession made by the Indians. We steered S. 60 W. 3 miles to a point, and continued the same course across the river to point au Pins on the British shore, 3 miles farther where we encamped near 3 or 4 Indian lodges. On the spot where we encamped it appeared several dwelling houses had formerly been erected, but long since destroyed. This was the ship yard of the company formed in England for working the mines of Lake Superior.¹ The bed of the river at the saut is white, red and grey sand stone. There is no lime stone seen. The land back of the settlement is good—timber pine, hemlock, cedar, spruce, birch & soft maple. From the point on the American shore the course up the shore was S. 80 W.

Day 6 miles.

(Copy of Let. to the Editors of the *Detroit Gaz. St. Ste. Mary* June 17, 1820.)²

SAUT OF ST. MARY

June 17, 1820.

GENTLEMEN:—A Treaty of cession at this place was yesterday concluded by the Governor, with some of the chiefs of the Chippeway nation. The absolute necessity to the preservation of peace and friendship with the upper nations, renders this cession highly important and advantageous to our Government. The facilities which this point has always afforded to men not well disposed towards the American Government, to enter its Territory, and disturb its tranquility by poisoning the minds of the Indians with the most insidious counsels and with presents, have been too long and effectually practised. By establishing a

¹ See Butler's "Early Shipping on Lake Superior," in *Wis. Hist. Soc. Proc.*, 1894, pp. 88, 89.—Ed.

² Paper found folded within the leaves of the journal.—Ed.