

provisions and cattle for the Colony at the Mines. I shall bring the said vessel to the foot of the saut Ste Marie, and I shall re-embark the Effects and cattle in my vessel which is above the saut, at a distance of half a league from the other, which I can do both by land and by water.

I have already at that place a mare and two good Horses which are now working at the Mines establishment, and when the cattle arrive The Colony will be flourishing; for there are no better lands nor meadows throughout Canada, and there is an abundance of the same, while the Climate is very mild, the place being on the 46th degree of Latitude.¹

My intention would be on starting from saut Ste. Marie to go to a River near Machidache, which can be ascended for a distance of about five Leagues and in which there is sufficient water for the vessel of 80 tons that I shall build. In this River there is neither current nor rapid. After this we go by land about eight leagues. The Road is quite practicable for Carts and close to the village of the Missisagués we come to Lake Ontario; the barks on this lake go to la galette where you take Bateaux du Cent to go down to Montreal, and by this means avoid a portion of Lake Huron, Lake St. Clair, and Lake Herié, which is very shallow and has no harbors.² Starting from the Niagara portage at a distance of six leagues there is a Rapid called the

¹In reality, it is about on the 47° of latitude.—Ed.

²La Ronde is here describing the Toronto portage from Georgian Bay, by way of Matchedash Bay, the Severn River, Lake Simcoe, and the land route to the site of Toronto, where there was a Mississagua village. David Boyle, of the Provincial Museum at Toronto, thinks the river without current or rapid must be Holland River, but that the whole passage is obscure. La Ronde probably reported this from hearsay, rather than actual observation. La Galette was at the exit of Lake Ontario. The phrase "Batteaux du Cent" has given rise to various explanations. Benjamin Sulte thinks that without doubt it meant boats that would carry packages of one hundred pounds weight, the ordinary birch bark canoe holding "pieces de cinquante"—that is, of fifty pounds weight. Crawford Lindsay thinks it is probably intended for "Bateaux des Cente," or "Bateaux de descente"—those for descending the rapids.—Ed.