

being able to go to the former would go to fort presqu'île, which is the entrepôt for the stores sent to the different posts on Belle River.

The voyageurs would only have to carry their merchandise up to fort Frontenac, where they would embark on vessels which traverse Lake Ontario, going and coming to Niagara—a passage of seventy leagues, and at the latter place the portage of this merchandise and other goods, might be made by horses; and a regulation might be made of how much the voyageurs should pay for goods and merchandise from fort Frontenac, which would be much lower than the expense of bark canoes and engagés as I will demonstrate.

A large canoe costs	.	.	.	.	500 fr.
Six engagés at 250 fr.	.	.	.	.	1500 f.
One hundred livres of biscuit per man at 20 fr.	.	.	.	.	120 f.
Twenty-five livres of lard per man at 60 c.	.	.	.	.	90 f.
For tools for the canoe	.	.	.	.	20 f.
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Total	.	.	.	.	2260 fr.

It should be noted that a bark canoe carries about four thousand weight. Thus, all the goods that the voyageurs carry up to the Upper Country for trade cost more than ten sols per livre for transportation. It is true that a part of their return comes down with the same men and canoe. Thus the king could charge twenty francs per hundred weight to carry merchandise from fort Frontenac to detroit, and twelve francs a package from detroit to fort Frontenac. The voyageurs who would follow their packages, could go down to Montreal on their own account; the king would lend them only canoes or bateaux.

These same transports could likewise by crossing Lake Huron communicate with Michilimakina, which is the entrepôt of the northern posts; and even go through Lake Michigan as far as La Baye a hundred leagues from Michilimakina, and even as far as Saint-Joseph.