

Observations upon the Commerce of Canada, particularly that part which explains the Indian or fur trade.

The Commerce of Canada may be divided into two branches, one of which is supplying the Canadians with European articles, the other which is the most considerable is the many expeditions that are made by the Indian traders, to the West and North West parts of America, who barter with the Savages such articles as they have for skins & furs — the former trade is carried on principally at Quebec as is the shipping business — the latter at Montreal which is more advantageously situated, being at the head of the navigation of the river St. Lawrence, and 200 miles above Quebec — here the principal traders live, and from thence they send their Canoes or Battueaux, with various merchandize exported to their connections at the several Posts which voyages and journeys I shall treat of separately as they may occur in the course of this relation, but at present I shall for the better understanding this trade enumerate the several articles which are necessary for it, and then give the names of such skins as they receive in return I shall afterwards trace these expeditions and endeavour to convey some idea of the difficulties and dangers that attend them, with such other remarks as may elucidate the subject —

Articles necessary for the traders to barter for furs

Gunpowder, Ball, Shot & Lead, Firearms,
Hatchets, Knives, Tomahawks,
Scalping Knives, Kettles, Flint,
Stubs, needles, Scissors, Ear Rings,
Pendants in gold & silver for the
nose, Rings, Braulets, Concave
round metal plates, ornaments
of various sorts with figures
of Birds & beasts &c. Beads
Continued

Skins & furs received in exchange for goods

Bear skin young and old,
Raccoon skins prepared, unpre-
pared & tanned, Pecans, Cats
Moles, Lynxes, North Pichoua,
South Pichoua, Red Foxes, Black
Foxes, Gray Foxes, Cross Foxes,
Southern Foxes, White Foxes, from
Tadousa, Martins, Visons,
Black Squirrels & various other
kind
Continued

2) Articles Necessary for the traders
p. 8. Continued

Wampum made of Shells and
Porcelain, the former ^{very} valuable, the
latter is imposed upon for them.
Clothes, particularly blue & scarlet
Shrouds, Blankets, Ribbons, Hats,
Feathers, Garterings, painted linen
& calicoes, Vermillion & Wadeground
to paint their faces & bodies,
Brazil Tobacco - but Rum is
the great article and so fond
are the Savages of it that they
will frequently sell every thing
useful & valuable to procure it.
This & ammunition are the prin-
cipal things w^{ch} are required
for this trade

Skins & furs received in Exchange
for Goods - Continued

kind of Squirrels - Raw and prepa-
red Stag skins - Raw & prepared
Elk skins - Raw & prepared Hind
skins, Rein Deer skins, Carcajou
musk Rats - Otters, musks, Fishes
Raccoons, Wolverine, Mus-quash,
Rabbits, Timber Ermine, Deer
skins, half dressed, dam &
Ordinary, in hair & shaved -
Open & cased Cats, Beavers,
dam & staged - the Canadians
call them, fat winter Hummer
Beavers - Dry summer &
winter ditto - & Cold winter
Hummer ditto

These articles of ^{the} Island exports and imports, will serve
to give a tolerable good idea of the general outlines of this com-
-merce - the export conveyance is so tedious & laborious as to add
human credibility, and consequently must enhance the value
of each article very considerably - to convey some knowledge of this
I shall pursue that part of the Indian trade which is carried on
by way of Lakes Ontario & Erie to Detroit - the Merchants of
Montreal as circumstances require, dispatch a certain number
of Battureux which are small flat bottom vessels and will
carry from 3 to 4 Tons of Goods - they are furnished with
a mast & sail & five oars & poles for each - these boats lay
generally at La Chine about 9 miles from the Town and
from thence the expeditions are made, under the command
of some person who has been long acquainted with this
navigation and to whose experience and orders the whole
submit - this is absolutely necessary to prevent confusion
as well as to avoid Accidents in this perilous voyage which
is replete with every inconvenience and danger, which
various

various impediments present to the Navigation, such as currents rapids, rocks, shoals, ^{Tree} Posts &c. - they direct their course when the weather is calm from point to point - that is from one head land to another, for the river in many parts and for a long continuance is several miles wide - this they call a straight course for they never venture into the open channels for fear of tempestuous weather, in which case they keep close in with the shores, which renders it peculiarly tedious, besides the currents & Rapids are so violent as to oblige them to drag their Boats with ropes, and sometimes to unite the crews of five or six Battians to enable them to overcome the force of the current, which at many points of land runs at the rate of 10 to 30 miles an hour - I have seen them in some situations oblige to fasten the rope round a tree, to stay or secure the Battians when twenty persons could not effect it by their natural strength. In smooth waters, the men make use of their oars, but when the current has a force equal & superior to the motions of advancing by rowing, they have then recourse to their poles, which are 10 to 15 feet long forked & spiked, they all get to one side of the Battian and take their several movements from the leading man and this they do all at once and with so much exactitude that their whole strength is made use of, and impels the boat forwards - frequently the boats get fast amongst the rocks, in which case they are obliged to go into the water to lighten the Boat by landing part of the goods & in some places they are constrained to transport the cargoes for some distance by land, and in one or two parts of the river it is not possible with a loaded Battian to advance more than six to ten miles in a days incessant labour from sun rise to sun set, these obstructions and fatigues continue with little intermission from Montreal to As-wagotchu, being 130 miles, we were ten days in making this part of the voyage, which was esteemed a remarkable passage as they are often 15 to 20 days in effecting the same another hardship which it is necessary to remark is the small allowance of provisions for these expeditious and

and which consists chiefly of soup & biscuit each night they make to some point of land or some convenient landing place, where they cook their victuals and make their most hearty meal - which when they have completed, they wrap themselves up in a Blanket and repose upon the ground with a fire in the center, until break of day when they continue their voyage with a cheerfulness & alacrity that would astonish any person, who could enter fully into their fatigues, which appear too much for human strength to endure - the very appearance of these difficulties would deter an European from the attempt, though by degrees they have many of them been engaged in this service particularly during the war - but of all persons, the Canadians are best calculated to complete these voyages, being brought up to it from an early period, they are hardy and persevering and it is thought a disgrace for the equipage of any Pattaw to be excelled by the others, this spirit of emulation stimulates them to make exertions that are incredible and which nothing but habit could reconcile - In this manner do they continue the same routine of labour, varying only according to the difficulties which they meet with, and days description will suffice therefore - and what I have already said will be fully satisfactory after this digression I shall resume the course of the voyage from Oswegatche, where the navigation of the River is not interrupted - there is only a strong current from Lake Ontario which when the weather is mild can easily be stemmed by rowing, and they will advance 3 miles each hour, sometimes more and in other situations less, before the late war vessels of 100 & 200 Tons burthen were built at the head of this channel and were kept running between it and Niagara, but this has been found very inconvenient, the shipping being now at Cataragui and the mercantile as well as Government stores are now conveyed either to that post which is situated at the East end of the Lake Ontario, and upon the North side, from whence they are transported

in a Ship and three Brigs which are continually traversing the Lake, as the Battaux proceed to Carlton Island (57 miles from Oswego) which is at the entrance of the Lake on the South side, from which place they pursue their voyage coasting the southern shores which is very tedious and dangerous from the boldness of them, in bad or tempestuous weather they are much afraid and many are wrecked but few lives lost being generally near enough the land to save themselves - no one can have an idea of the sudden rise of these waters which in a storm may be justly compared to the troubled Ocean for horror and effect and in case of accident nothing but a high wild and inhospitable shore for temporary relief - The Brigade of Battaux keeping within shore are obliged to coast each Bay, which makes the voyage very tedious - they touch at the Port of Oswego, distant from Carlton Island 121 miles - and from thence to Niagara Fort 141 miles, which makes the traverse 262 miles when the direct course which a ship takes with a fair wind from Cataragui to Niagara is only 170 miles, so that the latter would be much preferable, if there were vessels enough to transport the stores and Merchandise, but that not being the case the merchants are obliged to make use of the long and circuitous navigation or have their goods delayed which has been the case during the war - by which it is evident they must suffer essentially - The Battaux are here examined and then are permitted to continue their voyage up the River Niagara to the landing, which is nine miles more here the expedition or voyage of these Battaux finishes, having made the distance 458 miles though it is computed 480 to 500 miles, here they discharge their loading and it is conveyed in Waggons over land 9 miles to the River Erie, where it is put into other Battaux to Fort Erie 36 miles - from hence it is transported either in vessels of 150 to 200 tons or then over the Lake Erie which is 330 miles long - or in Battaux who are obliged

to coast it and which makes the distance of the part of Detroit at least 450 miles - it would be needless to enter into a minute detail of each fatigue and hardship which would be only a repetition of what I have remarked before - I cannot omit observing that the whole of this voyage being at least 900 miles is effected by five men in an open Boat, a thing almost incredible was it not a truth that cannot be controverted - at Detroit the factors or partners of the Montreal Merchants reside and have their Magazines of goods, which they make up in small apartments, they have Clerks or perhaps one of the partners who engage a certain number of Canadians to accompany them, and having prepared every thing they direct their course in Canoes up some of the Western Rivers - when the waters communication ceases they carry every thing upon their backs until they arrive at some other navigable waters, in this manner they proceed until they arrive at their wintering place, which is some convenient place near to the large tribes of Indians that live in these Countries, here they build themselves a house or huts, which they surround with high palisades, which serves them for defence against the savages, as well as a place of residence for the winter months - during this period the Indians are employed in hunting, the different skins of the animals they kill are collected & brought to the traders post, where they make an exchange or barter for such articles as they want - this traffic is continued until the spring of the year, when the trading party proceed through the Western forests, until they arrive at another wintering post - those who are regularly engaged in this business have their fixed and established posts, to which, & from which they are always sending supplies of Goods, Recovering Skins & Furs in return - many of these traders will penetrate the Country for 2 or 300 miles West of Detroit in which journey they experience every hardship that can attend these wild and inhospitable parts - as their object is profit, so they burthen themselves with nothing but what

what is useful and which ~~would~~ ~~be~~ will turn to good account. They carry very little provisions, trusting mostly to chance for procuring them, their gun stock furnish them with flesh, fowls & fish, of liquor they take but little, it being the great hate of the Indians, the limpid stream furnishes them with wholesome & refreshing drink, though from their fatigues, they must stand in need of something to fortify their minds and give them spirits, they depend upon a preparation of meal, which is reduced to a small compass by frequent boiling - it being rendered to a kind of essence, by which it becomes more portable, a very small bit of it put into water will serve as bread for a meal, and is I am informed a strong food they are from one to four or five years upon these expeditions, a period one might imagine too long for men to endure such severities as they are exposed to - they suffer hunger, thirst, cold & heat, in the extremes - they have only the cold ground for a bed, the branches of some large tree serving as a protection from the inclemency of the weather & a log of wood for a pillow - they are subject to the bites of gnats, musketoes and other venomous or teasing insects - they are in danger from the great variety of snakes that infest these forests & places through which they pass - all these with many other inconveniences incidental to such situations, they endure with astonishing fortitude & perseverance, many lose their lives - yet nothing will discourage the people from adventuring - though the advantages of this business is very circumscribed and lately, many have been ruined - this proceeds from the increasing difficulties of procuring furs, which have diminished considerably, except they penetrate very far to the Western parts or to the South West - which makes the value even of common skins very high, and there is not any difference made in the price given for the same articles whether it comes one mile or one thousand I shall now proceed to give an account of the North West trade which varies in some respects from that which I have described - it is carried on in bark canoes, the particular construction of

of which may be found in any general remarks and observations upon Canada - this branch of the Indian trade is by much the most valuable and from the great capital which is required to carry it on is confined to a very few merchants of Montreal - the principal houses are Messrs. Jacobstun, Todd & M. Gilv - Peter Pond - Ellis - M. Henry & a few others - to these gentlemen I am indebted for my information and as they have been many years engaged in this business, as well as being men of character and judgment I may venture to assert the following remarks will be found very correct -

According to the plan & resources of any of the merchants for prosecuting this trade, they prepare a certain number of Bark Canoes, which are about 35 feet long 4 1/2 feet broad and 30 Inches deep, having 3 men and a clerk to each canoe - they are loaded with an assortment of Goods, and every canoe carries the same articles, which as it will serve at once to convey an idea of these expeditions as well as the great buoyancy of these vessels, which though so small, and light will carry from 4 to 5 tons - I shall transcribe the particulars of one cargo -

16 Bales of dry Goods, assorted weighing each 100 th	is	1600	Shel
12 Kegs of Rum each 8 Gallons	80	960	
2 ditto of Wine ea. 8 Gal.	80	160	
4 ditto of Pork & Beef	70	280	
2 ditto of Lard 1/3 tallow & 2/3 hoglard each	70	140	
1 ditto of Butter		70	
3 Cases of Iron work	ea. 100	300	
1 ditto of Linn		90	
6 Kegs Gunpowder	ea 80	480	
4 Bags Shot & ball	85	340	
4 d. of flour	100	400	
4 Rolls of Brazil Tobacco	90	360	
4 ——— of Carrot - d.	90	360	
9 Men, say at an average will weigh	140	1260	
amts. Carried forward		6800 th	

Amount bro^t forward 6800⁰⁰

9 Bags of	each 30 ⁰⁰	270
1 Keg of Rum		80
6 Bags of Bread & Cheese	each 100	600
4 Kegs of Beef & Pork	70	280
1 Traveling case		80
Bottles, Pots, Paddles, Oil cloth, Gum, Barks &c.		110
Total		8250

One would scarce think it possible that a Canoe of the dimensions I have mentioned, could carry such an astonishing weight, but I have been told they will carry even 5 tons of some sorts of goods - the Brigade of Canoes assemble at La Chine from whence they take their departure under the care of a conductor, they ascend the river St. Lawrence about 15 miles where the waters of that river by some called the Sagouois river, meet those of the Ottawa or Grande Riviere which runs nearly West & derives its source from Lake Nipissin, these Canoes take their route and after meeting with innumerable Rapids & Shoals as well as other impediments similar to what I have described in the voyage to Detroit, they arrive at Lake Nipissin which they coast, and then enter the river de Francois, which conducts them to the North entrance of Lake Huron, which they also coast on the North shore until they arrive at the Western extremity, here Lake Michigan & Lake Superior meet and between the three Lakes near that of Lake Michigan you arrive at the post of Michilimachinae - this is the place where the Magazines for merchandise &c. are established for the North West trade. In the course of this voyage notwithstanding the small draught which the canoes take they are obliged to unload them 36 different times, these are called carrying places from the necessity of transporting the goods over land upon their backs until they arrive at deep water - in many places they carry the canoe upon their shoulders - these

These carrying places are of different lengths, but the fatigue
 is incredible - they complete this voyage which is upward of
 700 miles in 26 to 30 days this being esteemed a common
 passage. - sometimes they are much longer - after reading
 the description of the construction and strength of these boats
 Canoes, which are not above the eighth of an inch between
 wind and water, we cannot but be surpris'd how they escape
 the innumerable dangers with which they are continually
 beset if they were from accident or inattention to strike
 against a rock or stone or the branches of a tree that
 might be concealed in the water, they must inevitably
 split their canoe & frequently they are lost, but being near
 the shores the equipage is often saved - accidents happen
 but as they are provided with bark, Gum and other things
 necessary for repairing the damage, they obviate in some
 degree the dangers and inconveniences which attend it
 as I have before explained the principles and manner of
 carrying on the Indian trade it will be unnecessary to
 repeat it here for this part of it differs in no other respect
 than in the distance of the expeditions and in the value
 of the furs, this will be seen by comparing them in the
 general estimate I shall make hereafter - I shall therefore
 content myself with remarking that from Mischilimach-
inae, and the Grand Portage which is situated upon Lake
Superior, all the Indian expeditions are made to the north
 West - I cannot give a more perfect idea of them than
 repeating the account of M^r. Peter Pond, one of the most
 extraordinary characters of the present age - He is a native
 of New England, soon after the conquest of Canada from
 the French he with many other adventurers settled under
 the British Government, nature seems to have form'd him for
 enterprise, with a constitution extremely robust, the most
 undaunted courage and a persevering disposition he was
 well calculated for an Indian trader, he pursued it with
 unremitting spirit and the ambition of being thought the
 greatest terrestrial traveller seems to have been nearer
 to

to his wishes than any profit he could derive, after many
 expeditions into the North West parts, his last was com-
 pleted in the year 1784, having upon his return to Montreal
 been absent near 4 years, & made a distance of upwards
 of 4000 miles - he ascended the waters of the Lake as far as
 they had been explored, he found that the waters of the Lakes
 of the woods had an Eastern course, that is they were dis-
 charged by the river St. Lawrence into the Atlantic Ocean
 but that proceeding Westward, he found the waters took the
 same course, which made him conjecture that they emptied
 themselves into the Pacific Ocean; he continued his route pass-
 ing the Hudsons Bay companys wintering post, and went
 as far as 130 degrees of West longitude & between 60 & 70
 degs. of North Latitude - Approaching the arctic circle
 in the progress of this astonishing journey, he met with
 many tribes of savages who had never seen a white
 person - they had not ^{even} the least idea of them from tradition
 - he found them generally in a state of innocence, that is
 unacquainted with many of the crimes & vices that are
 to be found amongst those Indians who have had
 any communication with the white inhabitants of the
 Continent he found them tractable & civil, always ready to
 assist him and his people, they would even conduct
 them and their baggage from one Station to another, by
 which means the great fatigues they must have encountered
 would have prevented their advancing so far as they did
 Mr. Pond gave an account of several monuments of
 an old date, which appeared to be the work of an enlightened
 people, such as stone or masonry work - how far this may
 be correct I leave to some future period, when those objects
 may be better ascertained - Mr. Pond had from sickness
 & fatigue lost many of his people and those that remained
 emaciated, so that he was constrained to return before he
 could accomplish his favourite object of discovering
 the sea by a North West course, he met however with
 some

travelling or wandering savages, with whom he conversed by signs and language for he had a wonderful facility in acquiring the languages as he passed along, from habit and experience he seemed to be able to assimilate his ideas with theirs - these people informed him that there were great waters at so many days journeying, representing that they had seen vessels descending them upon the sands - he was desirous of proving the fact - thinking with some degree of probability that these ships were those under the command of Capt. Cook, but for the reasons I have advanced before the certainty of this was to be left for an after period - Having in the year 1783 received considerable support from the Government of Canada as well as instructions that he might be enabled to make more accurate experiments, he set out upon this expedition with a full determination never to return without discovering the full extent of the continent - I think from every information from the best informed as to the practicability of it - there is a great & probable presumption he will, if his life is spared effect it - He brought many very valuable furs with him and was obliged to have immense quantities of horses to convey them - after this digression which I think nevertheless from its importance and affinity to the interests of this branch of Indian commerce it will not be thought useless - I shall return to Montreal without any other remarks than that of observing the Canoes return loaded with the most valuable furs by the same water communication as they ascended, but with much greater ease and rapidity as they have a good current almost all the voyage -

The furs are brought to Montreal in the months of July August & September where they are sorted and prepared for exportation - there are generally 2 or 3 vessels of 500 to 700 tons burthen which lay there all summer for the

the purpose of taking them - they sail always the beginning of
 October, as the early winter in these parts closes the navigation
 in November - how far the fur trade is advantageous I
 will not absolutely determine, but from many circumstan-
 ces I am induced to think that the traders are not much
 benefitted, those who have been engaged in the North West
 trade have been fortunate upon the whole, though they
 meet with many severe losses - I am fully persuaded, few
 have, or will make fortunes, the expences of their expeditions
 being so great as to preclude a possibility of making
 large or rapid profits - if they are enabled to make
 returns for the value of the imports, it is full as much as
 is effected by the general average - though some individuals
 will be more immediately benefitted than the general
 body of traders, but this partial advantage can have no
 weight in the estimate of public advantage which in
 the course of the following remarks I will venture to prove.
 But however when I consider the Canadian commerce as being
 carried through the channel of Great Britain only I must
 then say that the British Merchants are considerably bene-
 fitted by it - for as the articles exported to Canada are of
 the manufactory of England, & those principally wanted the
 staple articles of the Country, so the profit arising from it
 settles in that Kingdom, for if they only get paid for their
 exports - the advantage is certain - besides the encouragement
 of the manufactures and labour which it takes to furnish
 the articles required - But whether the Nation is politically
 benefitted, it is very difficult to say - the great expence of
 the Government and Garrisons must take away pecuniary
 which the trading interest might derive from this commerce.
 If it was not foreign to the plan I have prescribed to myself
 in these remarks, I would enter more fully upon this subject.
 I shall however introduce it - with better advantage in my
 general observations - I am particularly obliged to several
 of the Merchants of Montreal for the following calculations

and remarks - I shall endeavour to reduce them into some form, that they may be more expressive of the meaning and be rendered more intelligible, as well as to serve for proofs of the real advantage of this commerce - for which purpose I shall divide the skins & furs into three parts, viz. are those from Detroit, Minchilimachinac & the Grand Postage their value and sorts are different and are for the sake of calculation averaged by the value of a pack, the quantity of skins & furs which are collected at Detroit from the West North West parts of the continent are estimated to be 3000 Packs though some years they are more, in the year 1784, no less than 5000 packs were brought from these parts, owing to the severity of the winter of 1783, which obliged the deer and other beasts to herd in places where they could get food, by which means the savages were enabled to destroy greater numbers, than in mild winters, when they are more scattered - this extra quantity is not to be made a rule for an estimate as it very seldom happens -

At Minchilimachinac they collect from 5 to 6000 packs annually of superior skins & furs, to the farmer - but the most valuable furs are brought from the Grand Postage, which being so distant the traders only take such valuable furs as will pay the expences of the expedition for which reason they are seldom more than 700 Packs - though in the case mentioned under the Detroit head, there have been 1000 Packs sent down upon a moderate computation therefore we shall find that the probable quantity and amount of Furs & skins will be as follows -

	Packs	Price	Value
From Detroit	3000	at 10 ^s / pack	£ 30,000
Minchilimachinac	5000	15 ^s / d.	75,000
Grand Postage	700	40 ^s / d.	28,000
	<u>8700</u>	Packs Value	<u>£ 133,000</u>

But I am from farther information induced to think that the average sales would amount to near £150,000, Sterling though from an account of sales made in London in the year

year 1777 it appears that the amount was only £133,941, but in the year 1784 the sum was £226,000, this great surplus was owing to the severe winter of 1783 which I touched upon before and cannot therefore be admitted, as any substantial objection to the above calculation, for upon taking the average sales for many years, it would appear that £150,000 will be near the truth - I shall transcribe the sales of 1777 as it will at once give you an idea of the prices of the several sorts, furs & skins - for an account of the construction of Canoe, a description of the Savages, and other objects of curiosity, as well as reflections I shall refer you to my general observation contenting myself with this public attempt to describe a subject which might have been better done, however my friends will excuse the inaccuracies as well as imperfections they will find -

Copy of Account Sales of skins & furs, made in London in January 1777.

40,044	Raccoon	Skins	£ 494. 14. -	
36,748	ditto	ditto damaged & lagged	2233. 18. 2	7153. 12. 2
3,155	Bear	ditto	5017. 2. 6	
2,852	ditto	ditto d. & d.	2361. 7. 6	7108. 10. -
5,822	Otter	ditto	13,753. 5. 6	
6,705	ditto	ditto d. & d.	10,057. 18. 6	23,811. 4. -
41,867	Martin	ditto	17,212. 13. -	
18,753	ditto	ditto d. & d.	5,756. 0. 9	22,968. 13. 9
4,764	Wolf	ditto	5608. 8. 6	
3,068	ditto	ditto d. & d.	2344. 11. 3	7953. 2. 9
2,623	Mink	ditto		732. 1. 8
2,468	Fishers	ditto		645. 11. 7
2,247	Cats Casad	ditto	2158. 12. 6	
4,510	ditto	ditto damaged & lagged	582. 8. 11	
4,778	ditto Gen	ditto	1289. 15. 9	14030. 17. 2
4,133	Fox	Skins		1214. 6. 2
251	Molverin	ditto		191. 16. 1

continued

16)	Amount bro ^d forw ^d (Continued)		
3848 ⁷	Mushquash Skins		1399. 7. 4
3103	Rabit ditto		32. 6. 2
6441	Deer Indian	ditto half dressed	858. 4. 2
3300	Ditto	damaged & Ordinary	323. 2. 11
42941	Ditto Skins in the hair	Averaged	26 1/2
			13039. 14. 4
31061	Ditto ditto shaved & damaged	d. ^o	2 1/7
			4022. 9. 8
9288	Elk ditto	averaged	15 1/2
			7065. 17. 5
582	Timber Arment	ditto	134. 11. —
1799	Beaver skins	28,147 lbs	averag ^d 2 1/4
			16008. 3. 9
12028	ditto	d. ^o dam ^d & Staged	25380 lbs
			d. ^o 5 1/4
			5778. 1. 4
9441	ditto	d. ^o Cub	7313 lbs
			d. ^o 8 1/9
			2209. 1. 1
7258	ditto	d. ^o dam ^d & Staged	4839 lbs
			d. ^o 5 1/2
			1951. 8. 3
4320	ditto	d. ^o Coat	3240 lbs
			d. ^o 8 1/4
			1279. 6. 2
1061	ditto	d. ^o dam ^d & Staged	707 lbs
			d. ^o 5 1/5
			191. 16. 4
	Sundry furs sold in 32 lots amount		148
			2175. 15. —
3738742	Things of various sorts besides 32 Lots Am ^t \$		133941. 0. 3

Before I conclude I ought to dwell a little upon that part of Canadian commerce, which is carried on at Quebec and which is mostly in the shipping line or in vending the principal articles for Canadian consumption, which are the various necessaries of life or such ornaments & objects of utility, as are required in domestic situations. The annual amount of imports is supposed to be 500,000 sterling at most; besides the Indian or fur exports which I have mentioned - some years they export 200,000 bushels of wheat, Flour, Lumber, Oil & Fish &c. - these are however precarious & uncertain, it has been thought a tolerable good season which after supporting the inhabitants and the Garrison at the several Posts would leave a surplus of 50 to 100,000 bushels of Wheat to export - But this is not now true, since the accession of so large a body of Loyalists who have settled here since the late revolution in America - Agriculture flourishes and this Country wears a more pleasing and profitable aspect than formerly, this will be seen more particularly when I speak of the Loyalists in my general Observations.

(17)
as the objects for exportation which I have quoted must
fall short of the amount of imports I must add that
the expenditures of Government for the support of the Garrison
Civil and Military establishments and other exigencies occasion
them to draw for large sums and being furnished with
the necessary articles or cash by the Merchants, the latter
send these bills as remittances, upon the whole I believe there
is no great deficiency of remittances upon a general calcu-
lation, though during the war many disturbances
have taken place, consequently many deficiencies of payment
this was expounded more forcibly whilst I was in Canada
in 1785 the year before - Owing to the large stocks of goods
which the Merchants had upon hand at the conclusion
of the war - which from the great charges of insurance &c
remained them too high to vie with such persons as were
daily importing them with the common expences of the
trade in times of peace - there are about 60 Ships and
1000 seamen employed in carrying on this commerce
besides several small Craft employed in the rivers
and in the coasting business - what I have said upon
this part of the Canada trade will serve to give a
general idea of the whole with the addition of the fur
trade.

Copy
of my Remarks on
the Sea Trade in
Canada - 1785.
— 97 —

(1)

Observations upon the Commerce of Canada
Particularly that part which explains the Indian or Fur
Trade.

The Commerce of Canada may be divided into two
branches, One of which is supplying the Canadians with
European Articles, the other which is the most considerable
is in the many expeditions that are made by the Indian
Traders, to the West and North West parts of America,
who barter with the Savages such articles as they have,
for Skins & Furs — The former trade is carried on prin-
cipally at Quebec as is the shipping business — The
latter at Montreal which is more advantageously
situated, being at the head of the navigation of the
River St Lawrence and 200 miles above Quebec
here the principal traders live and from thence they
send their Canoes or Battaux, with various merchan-
dize assorted to their connections at the several
Ports, which Voyages and journeys I shall treat of
separately, as they may occur in the course of this
Relation, but at present I shall for the better un-
derstanding this trade enumerate the several Arti-
cles which are necessary for it and then give the
Names of such Skins as they receive in return
I shall afterwards trace these expeditions and
endeavour to convey some idea of the difficulties
and dangers that attend them with such other
Remarks as may elucidate the Subject

These articles of Inland Exports and imports, will serve to give a tolerable good idea of the General outlines of this Commerce - the export Conveyance is so tedious & laborious as to exceed human credibility and consequently must enhance the value of each article very considerably - to convey some knowledge of this, I shall pursue that part of the Indian trade which is carried on by way of Lakes Ontario & Erie, to Detroit - The merchants of Montreal as circumstances require, dispatch a certain number of Battans which are small flat bottom vessels and will carry from 3 to 4 Tons of Goods - they are furnished with a most able crew men with care & poles for each - these Boats lay generally at La Chine about 9 miles from the Town and from hence the expeditions are made, under the command of some person who has been long acquainted with this navigation and to whose experience and Orders the whole submit - this is absolutely necessary to prevent confusion as well as to avoid accidents in this perilous Voyage which is peopled with every inconvenience and danger, which various impediments present to the navigation such as, Currents, Rapids, Rocks, Shoals, Reddies &c &c - they direct their course when the weather is calm from point to point - that is from one head Land to another, for the river in many parts and for a long continuance is several miles wide - this they call a Strait course for they never venture into the Open Channel, for fear of tempestuous weather, in which case, they keep close in with the shores, which renders it peculiarly tedious, besides the currents & Rapids are so violent as to oblige them to drag their Boats with Ropes, and some times

times to unite the crews of five New Battaux to enable them to overcome the force of the current, which at many points of Land runs at the rate of 10 to 30 miles an hour - I have seen them in some situations obliged to fasten the rope round a tree, to stay or secure the Battaux when twenty persons could not effect it by their natural strength - In smooth water the men make use of their Oars, but when the current has a force equal & superior to the motions of advancing by rowing, they have then recourse to their poles, which are 10 to 15 feet long, pointed & spiked, they all get to one side of the Battaux and take their several movements from the leading man and this they do all at once with so much exactitude that their whole strength is made use of, and impels the Boat forwards - frequently the boats get stuck amongst the Rocks, in which case they are obliged to go into the water, to lighten the Boat by landing part of ^{the} Goods & in some places they are constrained to transport the cargoes for some distance by land and in one or two parts of the river, it is not possible with a loaded Battaux to advance more than six to ten miles in a days incessant labour from sun rise to sun set, these obstructions and fatigues continue with little intermission from Montreal to Oswegothe, being 130 miles, we were ten days in making this part of the Voyage, which was esteemed a remarkable passage as they are often 15 to 20 days in effecting the same - Another hardship which it is necessary to remark is the small allowance of provisions for these expeditions and which consists chiefly of Soup & biscuit each night they

they make to some point of Land or some convenient lan-
 ding place, where they cook their Victuals and make their
 most hearty meal - which when they have completed,
 they wrap themselves up in a Blanket and repose upon
 the Ground with a fire in the center, until break of day
 when they continue their voyage with cheerfulness
 & alacrity that would astonish any person, who could
 enter fully into their fatigues, which appear too much
 for human strength to endure - the very appearance
 of these difficulties would deter an European from
 the attempt, though by degrees ~~they~~ ^{have} become
^{have} been engaged in this service particularly during
 the war - but of all persons, the Canadians are best
 calculated to complete these voyages, being brought up
 to it from an early period, they are hardy and perse-
 -vering and it is thought a disgrace for the equipage
 of any Battaw to be excelled by the others, this spirit of
 emulation stimulates them to make exertions that are in-
 -credible and which nothing but habit could reconcile.
 In this manner do they continue the same routine
 of Labour, varying only according to the difficulties which
 they meet with, One days description will suffice there-
 -fore - and what I have already said will be fully satis-
 -factory after this digression - I shall resume the course
 of the Voyage from Osewagotchee, where the navigation
 of the river is not interrupted - there is only a strong
 current from Lake Ontario which when the weather is
 mild can easily be stemmed by rowing, and they will
 advance 3 miles each hour, sometimes more and
 in other situations less, before the Late war vessels

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of 100 & 200 Tons each were built at the head of this
Cannel and were kept running between it and Niagara
but this has been found very inconvenient, the shipping
being now at Cataragui, and the Mercantile as well
as Government stores are now conveyed either to that
port which is situated at the east end of the Lake Ontario
and upon the north side, from whence they are transpor-
ted in a Ship and three Brigs, which are continually
traversing the Lake, or the Battaux passed to Carlton
Island (57 miles from Oswego) which is at the
entrance of the Lake on the south side, from which place
they pursue their voyage coasting the southern shore
which is very tedious and dangerous, from the
boldness of them, in bad or tempestuous weather they
are much afraid and many are wrecked but few
Lives lost, being generally near enough the land to
save themselves — No one can have an Idea of the
Sudden rise of these waters which in a storm may be
justly compared to the troubled Ocean for horror and
effect and in case of accident nothing but a high,
wild and inhospitable shore for temporary relief —
The Brigades of Battaux keeping within shore are
obliged to coast each Bay, which makes the voyage
very tedious — they touch at the Port of Oswego, distant
from Carlton Island 125 miles — and from thence
to Niagara Fort 141 miles, which makes the traverse
262 miles when the direct course which a ship
takes with a fair wind from Cataragui to Niagara
is only 170 miles, so that the latter would be much
preferable, if there were vessels enough to transport the
Stores

Stores, and merchandize, but that not being the case the mer-
 chants are obliged to make use of the above long & circuitous
 Navigation or have their goods delayed which has been the
 case during the war - by which it is evident they must suffer
 essentially - The Battaux are here examined and then are
 permitted to continue their Voyage up the river Niagara
 to the Landing, which is nine miles more than the expedition
 or voyage of these Battaux finishes, having made the
 distance 458 miles, though it is computed 480, to 500 miles
 Here they discharge their Loading and it is conveyed
 in waggons over land 9 miles to the river Erie, where
 it is put into other Battaux to Fort Erie 36 miles. from
 hence it is transported either in vessels of 150 to 200 tons
 burthen over the Lake Erie which is 330 miles long - or
 in Battaux who are obliged to coast it, and which
 makes the distance of the post of Detroit at least 480
 Miles - it would be needless to enter into a minute de-
 tail of each fatigue and hardship which would be
 only a repetition of what I have remarked before -
 I cannot omit observing that the whole of this Voyage
 being at least 900 miles is effected by five men
 in an open Boat, A thing almost incredible was it
 not a truth that cannot be controverted - At Detroit
 the partners or factors of the Montreal Merchants reside
 and have their Magazines of Goods, which they make
 up in small apartments, they have Clerks or perhaps
 One of the partners who engage a certain number of
 Canadians to accompany them, and having prepared
 every thing they direct their course in Canoes up some
 of the Western Rivers - when the waters communication

Ceases they carry every thing upon their backs until they arrive
 at some other navigable waters, in this manner they proceed
 until they arrive at their wintering place, which is some
 convenient place near to the large tribes of Indians that live
 in these Countries, here they build themselves a house or
 huts, which they surround with high palisades, which serves
 them for defence against the savages, as well as a place
 of residence for the winter months - during this period
 the Indians are employed in hunting; the different
 skins of the animals they kill are collected & brought
 to the traders post, where they make an exchange of furs
 for such articles as they want - this traffic is continued
 until the Spring of the year, when the trading party
 proceed through these western Forests, until they arrive
 at another wintering post, those who are regularly
 engaged in this business have their fixed and established
 Posts, to which, and from which, they are always
 sending supplies of Goods, & receiving skins & furs
 in return - many of these traders will penetrate
 the Country for 2 or 3000 miles West of Detroit,
 in which Journey they experience every hardship
 that can attend these wild & inhospitable parts -
 As their Object is profit, so they burden themselves
 with nothing but what is useful and which will
 turn to good account - they carry very little provi-
 sions, trusting mostly to chance for procuring them,
 their Gun & hook furnishes them with flesh, Fowls &
 Fish; of liquor they take but little, it being the great
 bane for the Indians, the Limpid Stream furnishes them
 with wholesome & refreshing drink, though from their
 fatigues

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fatigues, they must stand in need of something to
fortify their minds and give them spirits, they depend
upon a preparation of meal, which is reduced to a small
campfire by frequent boiling - it being rendered to a kind
of essence, by which it becomes now portable, a very small
bit of it put into water will serve as bread for a meal
and is I am informed a strong food - they are from
one to four & five years upon these expeditions, a
period one might imagine too long for men to
endure such severities as they are exposed to - they
suffer hunger, thirst, cold, & heat, in the extremes they
have only the cold ground for a bed, the branches of
some large tree serving as a protection from the
inclemency of the weather & a log of wood for a pillow -
they are ^{subject to} bit by gnats, muskitoes and other venomous
or teasing insects - they are in danger from the
great variety of snakes that infest these forests & places
through which they pass - all these with many other
inconveniences incidental to such situations, they endure
with astonishing fortitude & perseverance, many lose
their lives - yet nothing will discourage the people from
adventuring - though the advantages of this business
is very circumscribed and lately, many have been
ruined - this proceeds from the increasing difficulties
of procuring furs, which have diminished considera-
bly, except they penetrate very far to the western parts
or to the south west - which makes the value even of
common skins very high and there is not any dif-
ference made in the price given for the same articles
whether it comes one mile or one thousand - I shall
now

now proceed to give an account of the north west trade which varies in some respects from that which I have described - It is carried on in Bark Canoes, the particular construction of which may be found in my general remarks and observations upon Canada - This branch of the Indian trade is by much the most valuable and from the great capital which is required to carry it on, is confined to a very few merchants of Montreal - the principal houses are Messrs. Jobidon - To do McGill - Peter Pond - ^{Sellis} McHenry and a few others - to these gentlemen I am indebted for my information and as they have been many years engaged in this business, as well as being men of character and judgment - I may venture to assert the following remarks will be found very correct -

According to the plan or resources of any of the merchants for prosecuting this trade, they prepare a certain number of Bark canoes which are about 35 feet long, 4 1/2 feet broad and 30 inches deep, having 8 men and a clerk to each canoe, - they are loaded with an assortment of goods, and every canoe carries the same articles, which as it will serve at once to convey an idea of these expeditions as well as the great buoyancy of these vessels, which though so small, and a light will carry from 4 to 5 tons I shall transcribe the particulars of one cargo -

	co	Total
16 Bales of dry goods assorted weighing each 100.	1600	1600
12 Hogs of Rum - each 8 Gallons	80	960
2 ditto of wine - each 8 Gal	80	160
4 ditto of Pork & beef	70	280
		<u>3000</u>

Carried forward to 3000

Brought forward

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3000⁰⁰

2 Hogs of Grease - One third tallow & 2/3 hog lard	each 70 ⁰⁰	140
1 ditto of Butter		70
3 Cases of Iron Work	each 100 ⁰⁰	300
1 ditto of Guns		90
6 Hogs of Gunpowder	80	480
4 Bags Shot & Ball	85	340
4 B. of Flour	100	400
4 Rolls of Brazed tobacco	90	360
4 — of Cannot ditto	90	360
9 men say at an average will weigh	110-1260	
9 Bags Ye	30	270
1 Hdg of Rum		80
6 Bags of Broad Whease	100	600
4 Hogs of Beef & Lard	70	280
1 Traveling case		80
Knives, Poles, Paddles, Oil cloth, Gum, Bark &c		110
Total		\$8250.

One would scarce think it possible that a canoe of the dimensions I have mentioned, could carry such an astonishing weight, but I have been told they will carry even 5 Tons of some sorts of Goods - the Brigade of Canoes assembles at La Chine from whence they take their departure under the care of a conductor, they ascend the River St. Lawrence about 15 Miles where the Waters of that River by some called the Inguois River, meet those of the Ottawa or Grande Riviere which runs nearly West & derives its source from Lake Nipissin, these Canoes take this route and after meeting with innumerable Rapids & Shoals - as well as other impediments similar to what I have described in the Voyage to Detroit, they arrive at Lake Nipissin which they coast, and then enter the Riviere des

Des Francois, which conducts them to the north entrance of Lake Huron, which they also coast on the north, show until they arrive at the western extremity, how Lake Michigan & Lake Superior meet and between the three lakes means that of Lake Michigan - you arrive at the Post of Mimichilimachinae - this is the place where the magazines for merchandise &c are established for the North West trade - In the course of this voyage notwithstanding the small draught which the canoes take - they are obliged to unload them 36 different times, these are called carrying places - from the necessity of transporting the goods over land upon their backs until they arrive at deep water - in many places they carry the canoe upon their shoulders - these carrying places are of different lengths, but the fatigue is incredible they complete this voyage which is upwards of 700 miles in 26 to 30 days this being esteemed a common passage - Sometimes they are much longer - after reading the description of the construction and strength of these Bark Canoes, which are not above the eighth of an Inch between wind & water, we cannot but be surprised how they escape the innumerable dangers, with which they are continually beset - if they were from accident or inattention to strike against a Rock or Stone or the branches of a tree that might be concealed in the water, they must inevitably split their canoe & frequently they are lost, but being near the shores the equipage is often saved - Accidents happen but as they are provided with bark, gum and other things necessary

for repairing the damage, they obviate in some degree the dangers and inconvenience which attend it. as I have before explained the principles and manner of carrying on the Indian trade it will be unnecessary to repeat it here for this part of it differs in no other respect than in the distance of the expeditions and in the value of the furs, this will be seen by comparing them in the general estimate I shall make hereafter. I shall therefore content myself with remarking that from Minchilimachinae, and the Grance Portage which is situated upon Lake Superior, all the Indian expeditions are made to the north west. I cannot give a more perfect Idea of them than repeating the account of Mr Peter Pond one of the most extraordinary characters of the present age. He is a native of New England, soon after the conquest of Canada from the French he with many other Adventurers settled under the British government, Nature seems to have formed him for enterprise, with a constitution extremely robust, the most undaunted courage and a persevering disposition, he was well calculated for an Indian trader, he pursued it with unremitting spirit and the ambition of being thought the greatest terrestrial traveller seems to have been nearer to his wishes than any profit he could derive, after many expeditions into the north west parts, his last was completed in the year 1784, having upon his return to Montreal been absent near 4 years, & made a distance of upwards of 4000 miles. He ascended the waters of the Lakes as far as they had been explored, he found that the waters of the Lakes

of the Woods had an Eastern Course, that is they were
 discharged by the river of Lawrence into the Atlantic Ocean
 - but that proceeding Westward, he found the waters
 take the same course, which made him conjecture that
 they emptied themselves into the Pacific Ocean; he con-
 tinued his route passing the Hudsons Bay Company's
 wintering post, and went as far as 130 degrees of West
 Longitude & between 60 & 70 deg^s of North Latitude -
 Approaching ^{the} Arctic Circle in the progress of this astro-
 nishing Journey, he met with many tribes of Savage
 who had never seen a white person - they had not even the
 least Idea of them from tradition - he found them gene-
 rally in a state of innocence, that is unacquainted with
 many of the crimes & vices that are to be found
 amongst those Indians who have had any commu-
 nication with the white inhabitants of the continent
 he found them tractable & civil, always ready to
 assist him and his people, they would even con-
 duct them & their baggage from one nation to ano-
 ther, by which means the great fatigues they must
 have encountered would have prevented their accom-
 -plishing so far as they did - Mr. Pond gave an account of
 several monuments of an old date, which appeared to
 be the work of an enlightened people, such as stone
 or masons work - how far this may be correct I
 leave to some future period, when those objects may
 be better ascertained - Mr. Pond had from sickness
 & fatigue lost many of his people and those that re-
 -mained, mutinied, so that he was constrained to
 return before he could accomplish his favourite
 object

Object of discovering the sea by a north West Course,
 he met however with some traveling or wandering
 Savages, with whom he conversed by signs & Language
 for he had a wonderful facility in acquiring the
 Languages as he passed along, from habit and
 experience he seemed to be able to assimilate his
 Ideas with theirs - these people informed him that
 there were great waters at so many days journey-
 ing. ~~These savages also were of the same tribe~~
~~the~~ representing that they had seen Vessels des-
 -cribing them upon the sands - he was desirous
 of proving the fact - thinking with some degree
 of probability, that those ships were those under the
 command of Capt. Cook, but for the reasons I
 have advanced before the certainty of this was to be
 left for an after period - Having in the year 1785
 received considerable support from the government
 of Canada as well as instructions, that he might be
 enabled to make more accurate experiments, he set
 out upon this expedition with a full determination
 never to return without discovering the full extent
 of the continent - I think from every information
 from the best informed as to the practicability of it -
 there is a great & probable presumption he will, if
 his life is spared effect it - He brought many
 very valuable furs with him and was obliged
 to leave immense quantities for want of hands
 to convey them - after this digression which I
 think nevertheless from its importance and
 affinity to the interest of this branch of Indian
 Commerce

commerce it will not be thought useless & I shall return to Montreal without any other remarks than that of observing the Canoes return loaded with the most valuable furs by the same water communication as they ascended, but with much greater ease and rapidity as they have a good current almost all the voyage

The furs are brought to Montreal in the months of July August & September when they are sorted and prepared for exportation - there are generally 2 or 3 Vessels of 500 to 700, tons burthen which lay there all Summer for the purpose of taking them. - they sail always the beginning of October, as the early winter in these parts closes the navigation in November - Now for the fur trade is advantageous I will not absolutely determine, but from many circumstances I am induced to think that the traders are not much benefited those who have been engaged in the north west trade have been fortunate upon the whole, though they meet with many severe losses - I am fully persuaded few have, or will make fortunes, the expences of their expeditious being so great as to preclude a possibility of making large or rapid profits - If they are able to make returns for the value of the imports, it is full as much as is expected by the general average - though some individuals will be more immediately benefited than the general body of traders, but this partial advantage, can have no weight in the estimate of public Advantage, which in the course of the following Remarks I will

I will venture to prove - But however when I consider
the Canadian Commerce as being carried ^{on} through the
Channel of Great Britain only, I must then say
that the British Merchants are considerably benefited
by it - for as the articles exported to Canada are of
the Manufactory of England, & those principally wanted
the staple articles of the Country, so the profit arising
from it, settles in that Kingdom for if they only get
paid for their exports - the advantage is certain - besides
the encouragement of the manufactures and labour
which it takes to furnish the articles required - But
whether the nation is politically benefited, it is very
difficult to say - the great expence of the Government,
and Garrison's must take away pecuniary advantage
which the trading interest ~~indeed~~ might derive
from this Commerce - If it was not foreign to the
plan I have prescribed to myself in these Remarks,
I would enter more fully upon this subject - I shall
however introduce it with better advantage in my
general Observations - I am particularly obliged to
several of the Merchants of Montreal for the follow-
ing calculations and Remarks - I shall endeavour to
reduce them into some form, that they may be more
expressive of the meaning and be rendered more
intelligible, as well as to serve for proofs of the real
Advantage of this Commerce - for which purpose
I shall divide the skins & furs into three parts
^{no^t} are those from Detroit, Michilimackinac &
the Grand Portage - their value and sorts are
different and are for the sake of calculation avera-

gives by the value of a Pack, the quantity of Skins & Furs which are collected at Detroit from the West & South West parts of the Continent are estimated to be 3000 Packs - though some years they are more: in the year 1784, no less than 5000 Packs were brought from these parts, Owing to the severity of the winter of 1783, which obliged the Deer and other beasts to herd in places where they could get food, by which means the Savages were enabled to destroy greater numbers, than in mild Winters, when they are more scattered - this extra quantity is not to be made a rule for an estimate as it very seldom happens

At Minchilimachinae they collect from 5 to 6000 packs Annually of Superior Skins & furs, to the former - But the most valuable furs are brought from the Grand Portage, which being so distant - the traders only take such valuable furs as will pay the expence of the expedition, for which reason they are seldom more than 700 Packs - though as in the case mentioned under the Detroit head, there have been 1000 Packs sent down - When a moderate computation therefore we shall find that the probable quantity and amount of Furs & Skins will be as follows -

	Packs	£	£
From, Detroit	3000	at 10 ^s per pack is	30,000
Minchilimachinae	5000	15 ^s per pack	75,000
Grand Portage	700	40 ^s per pack	28,000
	<u>8,700</u> Packs	Value	<u>£133,000</u>

But I am from farther information induced to think that the average Sales would amount to near £150,000 Sterling, though from an account of Salamanca in

in London in the year 1777 it appears that the amount was only £133,941. But in the year 1784 the sum was £226,000, this great surplus was owing to the severe winter of 1783 which I touched upon before; and cannot therefore be admitted, as any substantial objection to the above calculation, for upon taking the average sales for many years, it would appear that 150,000 [£] would be near the truth. I shall transcribe the sales of 1777, as it will at once give you an idea of the prices of the several sorts, furs & skins. For an account of the construction of a canoe, a description of the Savages and other objects of curiosity as well as of the Indians I shall refer you to my general observation containing myself with this public attempt to describe a subject which might have been better done, however any friend will excuse the inaccuracies as well as imperfections they will find.

Copy of Account of Sales of Skins & Furs made in London in January 1777

40,044	Raccoon	Skins	£4,919.14..-	
36,748	ditto	ditto, damaged & Staged	2,233.18..2	7,153.12..2
3,155	Beaver	ditto	5,047.2..6	
2,852	ditto	ditto, dam ^d & Staged	2,361.7..6	7,408.10..-
5,822	Otter	ditto	13,753.5..6	
6,705	ditto	ditto, dam ^d & Staged	10,057.18..6	23,811.4..-
41,867	Marten	ditto	17,212.13..-	
18,753	ditto	ditto, dam ^d & Staged	5,756.0..9	22,968.13..9
4,764	Wolf	ditto	5,600.8..6	
3,068	ditto	ditto, dam ^d & Staged	2,344.14..3	7,953.2..9
3,623	Mink	ditto		732.1..0
2,468	Fishers	ditto		615.11..7
2,247	Cats Cascd	ditto	2,158.12..6	
1,510	ditto	ditto, dam ^d & Staged	582.8..11	
4,778	ditto	Open ditto	4,289.15..9	11,030.17..2

Continued

		Bret Lowrie.			
20)					
4,133	Fox Skins			1,214	6.2
251	Moleverin ditto			191	16.1
38,487	Musquash ditto			1,399	7.4
3,163	Rabbit ditto			33	6.2
6,441	Deer Indian ditto half dressed	852	4.2		
3,300	Ditto damaged & Ordinary	323	2.11	1,181	7.1
42,941	Ditto Skins in the hair - Averaged	2	0/2	13,039	14.4
21,061	Ditto ditto Shaved & damaged ditto	2/7		4,083	9.8
9,288	Elk ditto Averaged	15/2		7,065	17.5
58 1/2	Timber Camine ditto			134	11.
21,799	Beaver Skins 38,147 lbs averaged	2	8/1/2	16,008	3.9
12,828	ditto d.° Down & Stag 21,380 lbs d.°	5/4 3/4		5,778	1.4
9,141	ditto d.° Cub 7,313 lbs d.°	8/9		3,209	1.1
7,258	ditto d.° Down & Stag 4,939 lbs d.°	5/2		1,257	8.3
4,320	ditto d.° Coat 3,240 lbs d.°	8/1 3/4		1,279	6.2
1,061	ditto d.° Down & Stag 707 lbs d.°	5/5		191	16.4
	Primary Furs sold in 82 Lots Amount			3,175	15.
23,874 1/2	Skins of Various Sort besides 82 Lots Amo ^t 978			133,941	0.3

Before I conclude I ought to dwell a little upon that part of the Canadian Commerce, which is carried on at Quebec and which is mostly in the shipping line or in vending the principal articles for Canadian consumption, which are the various necessaries of life or such ornaments & objects of utility as are required in domestic situations. The annual amount of imports is supposed to be 300,000, Sterling at most, besides the Indian or Fur exports which I have mentioned. Some years they export 200,000 Bushels of wheat - Flour, Lumber, Oil & Fish &c. - These are however precarious & uncertain, it has been thought a tolerable good season which after supporting the Inhabitants and the Garrison at the several Posts would have

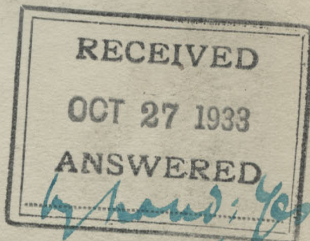
a surplus of 50, to 100,000 Bushels of wheat to export.
 But this is not now the case, since the accession of
 so large a body of Loyalists who have settled here since
 the late Revolution in America - Agriculture flour-
 -ishes and this Country wears a more pleasing
 and profitable aspect than formerly, this will be
 seen more particularly when I speak of the Loyalists
 in my general Observations - As the Objects for
 exportation which I have quoted must fall short
 of the amount of imports I must add that the expen-
 -ditures of Government for the support of the Garrison
 Civil and Military establishments and other
 exigencies, occasion them to draw for large sums and
 being furnished with the necessary articles or Cash
 by the merchants, the latter send these bills as
 remittances, upon the whole I believe there is no great
 deficiency of remittances, upon a general calculation,
 though during ^{the} war many bankruptcies have
 taken place, consequently many deficiencies of payment -
 this was experienced more forcibly whilst I was in
 Canada in 1785 & the year before - Owing to the
 large Stocks of Goods which the merchants had
 upon hand at the conclusion of the war - which from
 the great changes of insurance &c. rendered them too
 high to vie with such persons as were daily im-
 -porting them with the common expenses of the trade
 in times of peace - there are about 80 Ships and 1000
 Seamen employed in carrying on this commerce
 besides several Small Craft employed in the rivers
 and in the coasting business - what I have said
 upon

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upon this part of ^{the} Canada trade will serve to
give a general idea of the whole with the addition of
of the fur trade.

c/o Bank of Australasia.

4 Threadneedle St

London E.C.



Oct. 17th /33

Dear Sir

I have in my possession an old document, containing notes on the Fur Trade of Canada, made by my grandfather Mr Joseph Hadfield, during a visit paid to that country, in the year 1785. Should it prove of interest to the University I shall have much pleasure in presenting it to your library.

I am

yours faithfully

(Inis) A Hadfield -

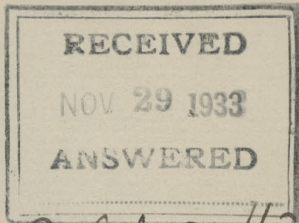
Received & ack.
DEC 1 - 1933

c/o Bank of Australasia.

4 Threadneedle St.

London. E. C. 2 -

Nov - 16th /33 .



Dear Mr Lomer.

Thank you for your letter of Oct. 27th

I am posting under separate cover,

two copies of the paper concerning

the Fur Trade in Canada, as I am

not sure if they are identical.

I have added a 'Description of

the Cataract or Falls of Niagara'

also written by my grandfather.

The latter has been included in

a book 'An Englishman in America'

edited by Mr D. S. Robertson of

'The Evening Telegram' Toronto, &
published there - When I came to
England some years ago from
New Zealand, some old papers
were given to me by a cousin,
Miss Helen Hadfield, & the ones I
send were amongst them. My
grandfather, Mr Joseph Hadfield of
Borechurch, Isle of Wight, went in
his youth to America, from Inverness-
ter, in which city he was a cotton
merchant. Mr Ince Gill was a person-
al friend of his. I am pleased that
the old manuscripts will find a
resting place in Canada -

I am

yours sincerely,

A. Hadfield -