

year it was built and no other sail vessel was ever launched by the French on the upper lakes, nor was there any vessel of considerable size floated on these waters until some years after British occupation.

The Welland canal of today must have been as far beyond the conception of Cadillac in 1702 as the vessels of today exceed in size the Griffon that LaSalle launched near Buffalo in 1679.

This magnificent canal is a feat of engineering wonderful to the people of today, and I thought, as I wandered along its massive stone basins and locks, what the surprise of Cadillac would be if he could be, for an instant, permitted to see carried into effect his suggestions or plans of two centuries ago.

After passing through this canal our boat next went to Toronto and thence to Oswego. Both of these places are full of historic interest but not that of the subject I was investigating. The beautiful scenery of the Thousand Islands is nearly as wild as it was in Cadillac's time, but the hand of man has changed the aspects of many islands and turned their barrenness and wildness into bowers of beauty. The rapids of the St. Lawrence commence a short distance below Ogdensburg and continue to Montreal.

These rapids are in no manner changed from Cadillac's time and are just as dangerous now as when the Frenchmen and Indians of his day braved the waves in their frail canoes. Accidents frequently happened; canoes were upset and their occupants were drowned or barely escaped with their lives; but the people continued to pass down the river by that route rather than walk along the shore and let their boats float at the end of long ropes, which were occasionally used for that purpose.

The streets of Montreal are an evidence of the French ideas of two centuries ago. They are narrow, straight and short. The town of Ville Marie, founded by Maisonneuve in 1642, is still to be seen in the city of Montreal of today, for the streets are there as they were occupied by those old French habitants, and some of the buildings still remain.

Montreal is all stone and brick and the massive stone buildings of the

later times are out of sorts with the narrow streets on which they are erected.

Church Attended by Detroit's Founder.

Here, on St. Paul street, near the river, stands Bonsecour church, the oldest church in Montreal, and here Cadillac and his wife and family went to mass many times, for it was then the only church in Montreal, and Cadillac was a devout catholic.

The tablet on the church informs us that the present structure is modern, compared with Cadillac's time, but that its foundation antedates Detroit several years.

I took a copy of the inscription, which is as follows:

N. D. Bonsecour.			
Commencee	1657.	Incendiee	1754.
Reconstruite	1772.	Restoree	1858.

The Numismatic and Antiquarian Society of Montreal, some years since, hunted up the points of historical interest in the city and erected tablets to indicate the important event or location of the place. These tablets are fastened up in many places in the older French portion of the city. Some of them are of interest to the people of Detroit as indicating some matters in which our city took a part. As an instance, at the northwest corner of McGill and Notre Dame streets is the following inscription:

Recollets Gate.
By this gate
Amherst took possession.
8 September 1760.

Gen. Hull, U. S. Army,
25 officers, 350 men, entered
Prisoners of War,
10 September 1812.

An inscription of more interest to me was that affixed at the northwest corner of St. Lambert and Notre Dame streets, as follows:

In 1694
Here stood the house of
LaMothe Cadillac,
The Founder of Detroit.

This statement is not exactly true, but it is supported by facts sufficient to make the assertion reasonably correct. Cadillac did not live in Montreal in 1694, but was stationed at Michillimackinac. His wife remained in Montreal until his return there in