

tablishment of this route as speedily as possible, he deems a necessity, intimating, among other matters, that this communication "would add strength and security to our frontier." Here we have the first reference to a post on Lake Huron from a military standpoint. Thus it will be seen how the history of the Canadian fur trade led up to the inception of Penetanguishene as a Naval and Military station. However, the surrender of the posts did not occur so soon as anticipated. During the interval a substantial stone fort was erected at the mouth of the Kaministiquia River, the starting point on the newly-discovered portage, and named Fort William in honor of Wm. McGillivray, one of the partners of the North-West Co., destined later to become famous in connection with the fur trade as the annual rendezvous of the partners and adventurers of the west and where the many notable gatherings of fur traders took place, so vividly described in Washington Irving's "Astoria;" these annual re-unions continuing till the final absorption into the Hudson Bay Co. in 1821. The prospective loss of the frontier posts, likewise resulted in active efforts by the fur companies, backed up by Governor Simcoe during the years 1793-94-95, for opening the new road to Lake Huron and for improving the fur routes. The final surrender of Forts Niagara, Detroit and Mackinaw, by the British, took place in 1796, belated thirteen years, on account of the non-fulfilment, by the United States, of important terms of the Treaty. This led to radical changes in the conditions of the fur trade and the long looked-for difficulties soon became apparent. A new post was established on St. Joseph's Island, in 1797, an embryo canal was cut at the foot of St. Mary's rapids, on the Canadian side, for the convenience of the fur companies. This was the modest forerunner of our fine canal system at the Sault, traces of which still remained in 1886. The first note of disturbance was sounded in October, 1808, in a Memorial signed by Forsyth, Richardson & Co., and others, to Governor Craig, complaining of the seizure on Lake Ontario of eight batteaux by John Lees, American Customs officer at Niagara. In November, 1811, Major-General Brock, in a despatch to the Earl of Liverpool, enclosed a Memorial signed by Wm. McGillivray, Angus Shaw and others of the North-West Co. in which they stated: "We have been continually subjected to the vexatious interference of the U. S. Customs officials since 1796 and have had boats and property seized. We suggest the establishment of a road from Kempenfeldt Bay to Penetanguishene and will change our route in that direction as soon as practicable. We appeal