

give a chance to shoot out into the current to get round rocks, where a flat bottom would have followed the line broadside and fetched up against the rock. In shooting the cataracts the boats did not answer the helm as quickly as would flat bottoms, but this drawback was not sufficient to condemn the keel.

Next day, Thursday, November 6th, we ran some more swift water to Sarras, nine miles below foot of Semnah. We met there thirty whalers with troops and stores ready to ascend. Colonel Denison asked me to give him one man to act as pilot, so I gave him Mathias Hill, an Iroquois. Colonel Denison went up with this fleet.

Most of the Canadian voyageurs asked me how I found the Rapids. I told them that I had no trouble, considering it unadvisable to give a minute description, as I had already discovered how the fast falling water daily changed the appearance of the river, and what was a good place for me to go up, would be bad now, whilst a bad place might be better. I was well aware that these voyageurs would have more trouble than I had. They had not only larger loads but soldier crews, whilst I had my Caughnawaga boys with whom I had worked from youth up and who promptly caught at a sign from me, while the soldiers had to be talked to, and, although having the best of will, could not always comprehend the situation.

After thirty whalers had started, I was informed by Lord Avonmore of the order to camp. Next day the 7th November, another fleet of twenty-eight boats started, for which Lord Avonmore asked me a pilot. I gave him John Bruce of St. Regis.