

Falls, while over the Ottawa route there were at least 30 portages.

The first trip Cadillac made was over the Ottawa route, for the French government feared that the Iroquois Indians would attack him if he went on the Niagara route, but the next year, 1702, there was less fear of these warlike Indians and the shorter and easier road was taken.

There were traders, capitalists in a small way in Montreal, who fitted out these canoe loads of merchandise and sent them to the upper country. One of these merchants would employ a trustworthy voyageur who might, perhaps, have an interest in the enterprise, to fit out an expedition to the upper country. The canoe being loaded, agreements or contracts were made with a sufficient number of men to conduct the enterprise. All these agreements and contracts with the employees were reduced to writing before a notary in Montreal. If the parties were able to write they signed their names to the agreements, and if they were illiterate, that fact was stated in the contract. These contracts were retained by the notary, and now form one of the best evidences of the early life of this first western colony.

I have thousands of these agreements, extending from 1680 to 1760, and they contain not only the names of the early voyageurs, but their places of residence and occupations, dates of their visits to the western country, times and terms of employment, and they frequently show the value of services and commodities and the volume of trade carried on.

SPRANG UP, AS IF BY MAGIC.

To the Indians, the advent of Cadillac, with his little troop, was a revelation, and it worked a revolution. The little village sprang up as if by magic, and the Indians flocked to it from all sides, from all quarters they came, singly and in nations. What on the 23rd of July, 1701, was a wilderness, and on the next day was a houseless city of 100 souls, in eight months time was a

rival of Montreal and Quebec in trade, had a population of 6,000 beings, and was the metropolis of America. The Indians, far outnumbering the whites, were encouraged to settle around the fort, and their villages, four or five in number, were above and below the palisaded inclosure.

The next three years were devoted to the building up of the village and putting on a firm foundation the work already laid out. The lots within the palisades were all very small, generally about 20x25 feet, and probably entirely covered by buildings. The civilians owned their own houses, while those of the soldiers belonged to Cadillac. To the soldiers small gardens of half an acre each were fenced off, a short distance east of the inclosure and fronting on the east side of Randolph street, between the river and Fort street.

CITY'S ANCIENT BOUNDS.

It was not until 1704 that the founder obtained permission to make conveyances of the lands in and around the village, though it is very probable that the persons who took possession of parcels before that date, and built on or cultivated them, did so with the tacit understanding that their titles would be confirmed some day. By the time Cadillac had obtained permission to make transfers to his inhabitants, the boundary lines of the village had grown too small, and so the palisades were set farther out, and new palisades built, to include a more extended territory.

The principal street of the village was Ste. Anne street, running about parallel to the present Jefferson avenue, and occupying nearly the northerly line of that thoroughfare, so that the southern tier of lots and St. Louis street fell entirely in that street.

The westerly line was not far from the present line of Shelby street, and the easterly line was a short distance west of Griswold street. At the easterly end, and at first without the palisades, was a church, occupying