

The authorities at Paris or Versailles were always cautioning the governors against expense in Canada. Galissonnière therefore thinks it prudent to observe: "The expense will not be great; the timber is transported there, and the remainder will be conveyed by the barques belonging to Fort Frontenac." He then shews how the new post may be maintained, and how its main object can be secured. "Too much care," he says, "cannot be taken to prevent those Indians (from the north) continuing their trade with the English; and to furnish them at this post with all their necessaries, even as cheap as at Chouéguen. Messrs. de la Jonquière," he continues, "and Bigot (*i.e.*, the Governor, who had now arrived to take Galissonnière's place, and his co-adjutor or intendant) will permit some canoes to go there on license; and will apply the funds as a gratuity to the officer in command there." Directions must be given, he then says, to regulate the prices at the other posts. "It will be necessary to order the commandants at Detroit, Niagara and Fort Frontenac, to be careful that the traders and store-keepers of those posts furnish goods for two or three years to come, at the same rate as the English; by this means the Indians will disaccustom themselves from going to Chouéguen, and the English will be obliged to abandon that place." (It is scarcely necessary to say that Chouéguen, written by the Jesuits Ochouéguen, is the same name as Oswego, with an initial nasal syllable dropped. It may be mentioned too that a fort at Toronto had been suggested some years before, namely in 1686, by Governor de Denonville.)

We have hints in Galissonnière's document, of dissatisfaction at forts Niagara and Frontenac, at the prospect of diminished business in consequence of the establishment of a new trading-post at Toronto. The complaints are thus met. He is informed by M. Bigot, he says, that "if there be less trade at those two last-mentioned forts, there will be less transportation of merchandise; what will be lost on the