

Private letters are extant, from which we may learn the mode of travel followed at this early date. The freight carted to Lachine was placed on *bateaux*; it was customary for several of these boats to make the trip in company, so that in passing trying spots in the rapids, the men of the different craft could readily give each other assistance. When unavoidable, much of the freight was portaged to the landing place above, and the boat thus lightened was forced through the rapids by a tow rope; one or two of the men remained on board to guide her. The *bateau*, constructed sharp at the ends fore and aft, wall sided, with a flat bottom, but with a slight inclination upwards at each end, was generally manned by five men, one to steer, and was propelled by four oars, but when the wind was fair a square sail was raised. The capacity of freight was three tons of merchandize or thirty barrels of flour.

When night came on, the crew encamped, to start in the early morning. At Kingston the freight was transferred to schooners. Some of the *bateaux*, however, ascended to the west of the bay of Quinté, the "Carrying-Place" where the Murray canal has been constructed, and thence followed the north shore of lake Ontario.

The charges for freight were regulated by the price paid for a barrel of rum, the cost of which from Lachine to Kingston was \$3.50.

The Durham boat was not known before 1812. It attracted attention during the war, from having been in use in the operations of the United States lake-navy, and was introduced into Canadian waters after the peace.*

It was a flat bottomed craft, having a keel and centre-board, rounded at the bow, decked at bow and stern. A wide

Soulanges canal, now under construction, who, at my desire, was good enough to examine the present condition of these early works, and furnished me with their measurements. From the recognized ability and long experience of Mr. Monro, full reliance can be placed upon his figures. He has, however, seen fit to draw my attention to the fact that the examination is not free from difficulty, and that he must hesitate in assuming responsibility for extreme precision.

*[Can. Arch., MS. Letters, Vol. 180, p. 19.]

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