

So much for the smaller craft. On the larger inland waters of Canada sailing craft were introduced at a very early date. One of the first of these was La Salle's *Griffon*, built in 1679 on what is now the United States side of the Niagara river, near the mouth of Cayuga creek. The vessel was of forty-five tons burden, and was equipped with five small cannon. These, like the unwieldy anchor, had been brought across Lake Ontario from Fort Frontenac, and hauled painfully up the Niagara escarpment. The *Griffon* was launched in the spring, and in August, 1679, made her first and only voyage, through Lake Erie, the Detroit river, Lake St. Clair and the St. Clair river into Lake Huron, and, after remaining some time at Michilimackinac, sailed into Lake Michigan and over to the entrance to Green bay. From here La Salle sent the boat back laden with furs. She was lost on the way; no one ever discovered how or where.

A little over half a century later (1732) the French Governor of Canada, Beauharnois, wrote the Court that Louis Denys, Sieur de La Ronde, proposed to build two barques at his own expense, one on Lake Huron and the other on Lake Superior, to be used in transporting copper from Lake Superior to Niagara for trans-shipment to Quebec and France. The following year the French King approved the project. The barques were evidently built, or at any rate that on Lake Superior, as in La Ronde's memoir of 1738 he says, "I returned in my vessel to Sault Ste. Marie," and enters at length into the ambitious plans for developing copper mines. These plans came to nothing in the end, probably because of the excessive cost of transportation.

It is, of course, not practicable here to give a comprehensive account of the development of shipping on the inland and coastwise waters of Canada. All that can be attempted is to touch very briefly on a few outstanding facts that may serve to suggest the general course of that development. After Canada became a British possession, for instance, and the fur trade expanded from Montreal throughout the region of the Great Lakes and far into the prairie country beyond, sailing vessels were built and operated on all these waters for the purpose of carrying up supplies and bringing down furs. One of the most famous of these vessels was the *Nancy*, a schooner built at Detroit in 1789 for the XY Company, and taken over by the North-West Company in 1804. She was used as a transport during the war of 1812-14, and in the latter year was destroyed by her crew to prevent her from falling into the hands of the Americans.

At this time Canadian shipping on the Great Lakes had developed into quite respectable proportions, sufficient at any rate to supply the needs of the sparse population of Upper Canada. But its most notable