Bellin's map of 1744, from Montreal to Lachine, were constructed under the English *regime*, but from the facts set forth in the commencement of this article, although Bougainville and Knox may not have considered it worthy of the name of a canal, still, that an inland navigation on a scale equal to the first English canals at the Cascades, viz., six feet in width and two and a-half feet in depth, did exist, is now on evidence, and that Bellin understood it to be a canal and so styled it, is apparent from his map.

It is well known that the French poineers were firstly accustomed to pass westward from Montreal by the Ottawa and its branch the Matawan to Lake Nipissing, and then down the French river to Lake Huron when seeking the lakes north-west of Ontario and Erie, or later by the route from Toronto to Lake Simcoe into Lake Huron; or should they have sought Lake Erie they went by Lake Ontario to Niagara Falls where they *portaged* and subsequently, when prevented by the Iroquois from approaching this *portage*, they passed by Hamilton Bay down the Grand River to Lake Erie. Referring to an interesting work on "The Canadian Canals" by William Kingsford (the well known historian) 1865, p. 12, as illustrative of the old route taken by our forefathers in their passage to Upper Canada (now Ontario) it is stated. "Thus on leaving Montreal the stage drove the passengers to Lachine, where they took a steamboat to the Cascades, a distance of 24 miles, at the Cascades they took a second stage, on which they rode to Coteau Landing, some 16 miles. From Coteau Landing a second steamboat carried them 41 miles to take a third stage at Cornwall, by which they travelled a distance of 12 miles to Dickinson's Landing where they embarked on another steamboat which carried them to the upper lakes."

I have also been told by men who afterwards were among the richest merchants of Ontario that when visiting Montreal to purchase their goods at the spring and autumn sales they took the stage, but often had to leave it and walk as it was