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## The Provincial Marine Papers

### The Provincial Marine Papers

**Dates:** 1788-1792

**Extent:** 3 boxes (.55 metres)

#### **Administrative History:**

Traders and merchants based in Quebec and the Thirteen Colonies had been successfully advancing the fur trade in the Great Lakes region since the mid-1760s, largely through the assistance of privately-owned commercial vessels to ship trade merchandise to western posts and retrieve bales of peltries to be sold for handsome profits. The trade had only recently transitioned from the old French structure to a modified system under British management, and was gaining momentum and efficiency. But all that changed with the onset of the American Revolution in 1775. The British government at Quebec responded to the war threat with plans to prevent American incursions into the Great Lakes region and ensure that weapons, ammunition, and provisions were not smuggled to the American side through the fur trade network. To that end, Governor Guy Carleton (1724-1808) outlawed the use of private vessels on the Great Lakes in the spring of 1777.

According to Governor Carleton's 1777 announcement, vessels taken into the King's service would be armed and manned by the Crown, be the exclusive carrier of troops and stores for the war effort, and maintain absolute control over the Great Lakes. The service was also the official conveyor of United Empire Loyalists relocating to British territory in the Province of Quebec. The fleet of King's Ships of the Provincial Marine would be on constant military patrol between British garrisons at Carleton Island and Fort Niagara on Lake Ontario (employing Snow *Seneca*, Ship *Limnade*, and Sloop *Caldwell*), Fort Little Niagara, Fort Schlosser, Fort Erie, and Detroit on Lake Erie (employing Schooner *Faith*, Snow *Rebecca*, Schooner *Hope*, Brig *Gage*, Schooner *Dunmore*, Sloop *Felicity*, and Sloop *Wyandot*), and Detroit and Mackinac Island on Lake Huron (employing Sloop *Felicity*, Sloop *Wyandot*, Sloop *Welcome*, and Sloop *Angelica*)

The fur trade was at the heart of the young Canadian economy. Prior to Carleton's 1777 orders, traders and merchants had their merchandise and peltries shipped over the Great Lakes on private vessels, many of which were owned and operated by the traders and merchants themselves. The new regulations dealt a serious blow to the fur trade when all private vessels on the lakes were effectively taken out of service and purchased or leased by the Crown for the exclusive use of the Provincial Marine. Traders, merchants, and agents were assured of services for the transport of their goods on board the King's Ships, provided there was sufficient room available and military manoeuvres were not impacted.

The Provincial Marine thus became the sole means of transporting commercial goods on the Great Lakes. When merchandise and peltries were consigned for transport aboard the King's Ships, promissory freight notes were issued to confirm the nature of the cargo and formalise a commitment to pay freight charges at some later date to Provincial Marine officials at Detroit, Carleton Island, or

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Quebec. Private transport of goods between Montreal and Carleton Island along the Saint Lawrence River was still permitted, but only in canoes and flat-bottomed cargo boats or bateaux.

Under the British system for managing the fur trade, the transport of trade merchandise to western depots was heavily regulated, and required a license from the governor (of which there was only a limited number issued each year). Ownership, origin, and destination of cargo was heavily scrutinized along the way by garrison commandants and ship masters, who had the authority to seize unauthorized shipments and prohibited goods. Strict supervision ensured that American traders were entirely excluded from the trade.

By the summer of 1778, Frederick Haldimand (1718-1791) had been installed as the new Governor of Quebec, and wasted no time in refining the organisation of the Provincial Marine. According to his *General Orders and Regulations for the Better Government of His Majesty's Armed Vessels Employed on the Different Lakes*, issued on 1 July 1778, the fleet of vessels on the Great Lakes was divided into geographic commands: Lake Ontario constituted its own jurisdiction, and Lake Erie and the three upper Great Lakes (being lakes Huron, Superior and Michigan) constituted another, each with its own senior naval officer. In addition to organisational details for manning and operating the King's Ships, Haldimand's directive required that the British Articles of War be read on board each vessel at least once every month, to maintain order and discipline. Unfortunately, the chain of command between land- and lake-based officials was poorly defined, and led to quarrels that impacted the ability of the Provincial Marine to assist with the army's land operations and properly fulfill commercial shipping obligations to those in the fur trade.

At the height of the war in 1779, during a period of particular difficulty for the fur trade, nine trading partnerships strategically combined their assets and resources to form the first consortium that would become the North West Company. The 16-share syndicate, composed of leading traders and merchants operating out of Montreal and Mackinac Island, eventually developed into the principal fur trade concern in Canada in opposition to the Hudson's Bay Company. Another similar 16-share agreement was made in 1783, which was expanded to a 20-share agreement in 1787. A few of the traders included in the North West Company agreements are represented on promissory freight notes as the shippers and receivers of merchandise and peltries carried by the Provincial Marine, most notably George McBeath and Normand McLeod who were among the first British traders in the Great Lakes region after the British conquest

Forced to conform with the regulations for shipping their merchandise and peltries only on the King's Ships, traders, merchants, and agents were at the mercy of the fleet's management, staff, schedules, and performance, the weather and sailing conditions, and the physical state of the vessels. The lack of suitable storage facilities for goods held at garrisons added to the impact on trade, and other serious problems were numerous and widespread. Trade merchandise and peltries were delayed at transfer points for extended periods of time, damaged through improper storage, sodden by transport aboard leaky vessels, lost and misplaced through incompetence, and ransacked by unscrupulous military staff. Delays were particularly injurious to the trade, owing to the inherently tight trade cycle of shipping goods (which were usually obtained on credit from merchant-outfitters) to the interior and receiving furs the following year for sale at Montreal. Goods sometimes lay for months at Carleton Island, Fort Niagara, and Fort Erie, and were sometimes delayed so long that they could not be sent until the following season. Disruptions in the cycle equated to monetary losses through higher interest payments, damage to credit ratings, and strained relations with outfitters and investors. Petitions and Memorials complaining of unfair

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treatment and exorbitant freight charges were drawn up by traders, merchants, and agents, and sent to the governor and council at Quebec, but were largely ignored.

In the end, a large proportion of freight notes were not voluntarily settled: traders and merchants were summoned to court and sued for full or partial payment, whereas others were pardoned on the basis that negligence by the Provincial Marine caused financial losses that exceeded freight charges.

### **Scope and Content:**

Collection consists of 34 promissory freight notes for merchandise and peltries shipped aboard the King's Armed Vessels between British Garrisons on Lake Ontario, Lake Erie and Lake Huron (1778-1787). This series includes thirty holograph notes and four printed forms with holograph additions. The printed form are likely produced by William Brown, Quebec's first printer. Collection also contains 12 manuscript documents and letters on the hardships experienced by fur traders and merchants in their attempts to conduct business in the Great Lakes region (1783-1793). These documents primarily illustrate the experiences of three prominent fur traders: Philippe-Francois de Rastel de Rocheblave, James Ellice and Toussaint Pothier.

### **Notes:**

Material purchased from Bob Gaba Rare Books & Manuscripts in 2018. They provided copious research on the material including a bound book with a description of each item, transcriptions when possible and background history (see 1:35). Bookseller also provided summary for each item in Series 2, which is filed in a separate folder immediately following the original document.

### **Arrangement:**

Shorthand notations are used throughout the finding aid and are to be translated as follows:

ALS – Autograph letter signed (signed by the author of the letter, handwritten)

*Contains series:*

- Series 1: Promissory Freight Notes and Research
- Series 2: Manuscript Documents and Letters

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<b>SERIES 1: Promissory Freight Notes and Research</b>			
<b>BOX: FOLDER</b>	<b>TITLE</b>	<b>Transcription</b>	<b>DATE(S)</b>
<b>Promissory Freight Notes</b>			
Box 1 Folder 1	Sloop <i>Felicity</i> on the Niagara River and Lake Erie from Fort Schlosser to Detroit. 1 Barrel (Bulk) of Merchandise for Normand McLeod and John Macnamara.	<b>Recto:</b> We promise to pay on demand at the fares as hereafter Regulated By the Commander in Chief for the freight of Goods Equal to one Barrel across Lake Erie on board the Sloop Felicity from Fort Sloser to Detroit 22 <sup>d</sup> June 1778. Goods marked NML. We received two eight Gallon Keg of lead. MacLeod & Macnamara <b>Verso:</b> 1778 / E. [Lake Erie] N <sup>o</sup> . 1 = 1 B.B. / 1778 [Macleo]d & Co Judgement Montreal / 15 Nov 1792 / Thom Dunn J.C.P.	22 June 1778
1:2	Sloop <i>Angelica</i> on Lake Huron from Mackinac Island to Detroit 42 Packs of Peltries and 5 Barrels Bulk of Merchandise for Normand McLeod and John Macnamara	<b>Recto:</b> Received Detroit 10 <sup>th</sup> August 1778 from on Board the Angelica William Ferran Master 42 Packs Peltries three Barrels & 2 Bales Tobacco. MacLeod & Macnamara/5 Barrels Bulk <b>Verso:</b> 1778 / McLeod & Macnamara. Judgement Montreal / 15 Nov 1792 / Thom Dunn J.C.P.	10 August 1778
1:3	Schooner <i>Faith</i> on the Niagara River from Fort Erie to Fort Little Niagara. 62 Packs of Peltries for Messrs Berthelotte ditte Savoy	<b>Recto:</b> Rec <sup>d</sup> from on Board the Schooner Faith Mr. Thorne Mast <sup>r</sup> twenty four Packs Mark'd PB & thirty eight Mark'd NIB the Property of Mess <sup>rs</sup> Berthelotte ditte Savoy and for which s <sup>d</sup> Packs, Freight to be paid on Demand by the above named, from F <sup>t</sup> . Erie to Little Niagara, As May be hereafter Regulated by the Commander in Chief.	13 August 1778

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		<p><b>Verso:</b> 1778 Mess<sup>rs</sup> Barthelets /Schlosser No. 2 = 62 P.P.</p>	
1:4	<p>“His Majesty’s Vessels” on Lake Erie between Detroit and Fort Little Niagara. 272 Packs of Peltries and 278¾ Barrels (Bulk) of Merchandise for Normand McLeod and John Macnamara</p>	<p><b>Recto:</b> We promise to pay on demand at the fares as hereafter to be regulated by the Commander in Chief for the Freight of two hundred &amp; sixty-nine Barrels, and Sixty-eight Packs across Lake Erie. Also nine &amp; three Quarter Barrels &amp; two hundred &amp; four Packs between Fort Erie &amp; Little Niagara being the full amount For freights over the Lakes Erie &amp; Huron in his Majesty’s Vessels between the 20<sup>th</sup> July 1777 &amp; 31<sup>st</sup> December 1779.</p> <p><b>Verso:</b> 1780 / McLeod &amp; Co / Note for Freights/ E. [Lake Erie] N°. 1 / Erie 269 B.B. 68 P.P. / Schlosser 9¾ B.B. 204 P.P. /Judgement Montreal / 15 Nov<sup>r</sup> 1792 / Thom<sup>s</sup> Dunn J.C.P.</p>	28 February 1780
1:5	<p>Schooner <i>Hope</i> on Lake Erie from Detroit to Fort Erie. 23 Packs of Peltries for John Borrel &amp; Co.</p>	<p><b>Recto:</b> We promise to pay on Demand at the fairs Hereafter Regulated by the Commander in Cheaf for the Fraught of twenty three packs Peltries Marked BD across Lake Erie on board his Majesty’s Schooner Hope in the summer 1780.</p> <p><b>Verso:</b> No. 4 1780/ Borrell &amp; Co./E. [Lake Erie] No. 4 – 23 P.P</p>	14 July 1780
1:6	<p>Schooner <i>Dunmore</i> on Lake Erie from Detroit to Fort Erie. 52 Packs of Peltries for Normand McLeod and John Macnamara</p>	<p><b>Recto:</b> Detroit august 22 We Promes to pay ond Demant at the fairs as Schall herefther Be Regeleted By the Comander and Chyeft for the fraigth of 52 Packs a Cross Lack Eiry in his maister schooner the Dumore in the Summer saisen one tausen suven hunder an Egthty - Damages being Payor excepted.</p> <p><b>Verso:</b></p>	22 August 1780

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		1780/McLeod & Macnamara/ E. [Lake Erie] No. 2 = 52 P.P./Judgement Montreal/15 November 1792/Thom Dunn J.C.P	
1:7	Schooner <i>Dunmore</i> on Lake Erie from Fort Erie to Detroit. 42 Barrels (Bulk) of Merchandise for Normand McLeod and John Macnamara	<b>Recto:</b> Detroit 16 Septem <sup>r</sup> 1780. I promise to pay on demand at the fares as shall hereafter be regulated by the Commander in Chief for the freight of Forty two Barrels across Lake Erie in his Majesty's Schooner the Dunmore David Beaton Command <sup>g</sup> this Season. <b>Verso:</b> 1780/ McLeod & Macnamara No. 15. E. [Lake Erie] N <sup>o</sup> . 3 = 42 B.B. Judgement Montreal / 15 Nov <sup>r</sup> 1792 / Thom <sup>s</sup> Dunn J.C.P.	16 September 1780
1:8	Sloop <i>Welcome</i> on Lake Huron from Detroit to Mackinac Island. 12 Barrels Bulk of Merchandise for Normand McLeod and John Macnamara	<b>Recto:</b> I Promise to pay on demand at the Fares to be hereafter regulated by the Commander in Chief Freight for Twelve Barrels bulk of Merchandize across Lake Huron on board of His Majesty's arm'd Sloop Welcome. Mackinac Island 24 <sup>th</sup> Oct <sup>r</sup> 1780 – <b>Verso:</b> 1780 / McLeod & Co/H [Huron] N <sup>o</sup> . 6 = 12 B.B./ Judg <sup>t</sup> / 15 Nov <sup>r</sup> 1792 JW [Joshua Winslow]	24 October 1780
1:9	Schooner <i>Dunmore</i> on Lake Erie from Fort Erie to Detroit. 2 Barrels Bulk of Merchandise for Normand McLeod and John Macnamara	<b>Recto:</b> I Promise to Pay on Demand at the Regulated fares for the freight of two Barrels Bulk across Lake Erie in His Majesty's Schooner the Dunmore. <b>Verso:</b> 1782 / McLeod & Macknamara/E. [Lake Erie] N <sup>o</sup> . 7 = 2 B.B. Judg <sup>t</sup> 15 Nov <sup>r</sup> 1792 / JW [Joshua Winslow]	6 June 1782
1:10	Schooner <i>Hope</i> on Lake Erie from Fort Erie to Detroit. 2 Barrels Bulk of	<b>Recto:</b>	27 June 1782

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	Merchandise for Normand McLeod and John Macnamara	I Promise to Pay on Demand at the fairs hereafter to be Regulated by the Commander in Cheif for the Freight of two Barrels Bulk a Cross Laik Erie in his Majesty's Armed Schooner Hope For which I have Signd. two Receipts of the Same Tenor and Date. <b>Verso:</b> 1782 / McLeod & Macknamara/E. [Lake Erie] No. 8 = 2 B.B. Judgt 15 Novr 1792 / JW [Joshua Winslow]	
1:11	Schooner <i>Dunmore</i> on Lake Erie from Fort Erie to Detroit. 6¼ Barrels Bulk of Merchandise for Normand McLeod	<b>Recto:</b> Received from on Board of His Majesties Armd Schooner Dunmore Jas Graham Lieut & Commander Six & a Quarter Barrels Bulk as per Bill of Lading No 2 in the Same Condition they were shipped at Fort Erie the freight of which I Promis to Pay on Demand to the Naval Store Keeper at Detroit the Naval Store Keeper at Carleton Island or the Pay Master General of the Marine Department at Quebec for which I have Signed to two Receipts of the Same tenor & Date. <b>Verso:</b> 1782 / Mr McLeod/E. [Lake Erie] No. 10 = 6¼ B.B./Judgt 15 Novr 1792 / JW [Joshua Winslow]	13 July 1782
1:12	Snow <i>Seneca</i> on Lake Ontario from Carleton Island to Fort Niagara 157 Barrels (Bulk) of Merchandise for George McBeath. Signed by Wm J. Fremont on behalf of McBeath	<b>Recto:</b> RECU du Bord du Senault de sa Majesté le Seneca Capne Commandment J.B <sup>te</sup> Bouchette Quarts d <sup>e</sup> effets et Cent Cinquante Sept paquets de Marchandises suivant la Facture de charge No 12 dans le même état qu'elles ont été embarquées à L'isle Carleton desquelles nous prometons paier le Fret à la demande du Garde-magasin Naval au Détroit; du Garde-magasin Naval à l'Isle Carleton, ou au Paie-mâitre-general du Département de la Marine à Quebec. Pourquoi nous avons signé deux Reçûs des mêmes Teneur et Date du 23 octobre à Niagara 1782. <b>Verso:</b> G. McBeath 1782/O. [Lake Ontario] No. 10 = 157 B.B.	23 October 1782

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		Judgement Montreal 17 <sup>th</sup> / Nov <sup>r</sup> 1792 / Thom <sup>s</sup> Dunn J.C.P.	
1:13	Schooner <i>Hope</i> on Lake Erie from Fort Erie to Detroit. 2½ Barrels Bulk of Merchandise for Normand McLeod and John Macnamara. Signed by Gregor McGregor on behalf of McLeod & Macnamara	<p><b>Recto:</b> Received from on board the Schooner Hope Henry Ford Commander two and one half Barrels Bulk of Merchandize as per Bill of Lading No 10 in the Same Condition as Shipped at Fort Erie the freight of which I promise to pay on Demand to the Naval Store Keeper at Detroit, the Naval Storekeeper at Carleton Island, or to the Pay Master General of the Marine Department at Quebec, for which I have Signed two Receipts of the Same Tenor and Date. – 4 Boxes Shott &amp; 1 Jarr Oyle</p> <p><b>Verso:</b> 1782 McLeod &amp; Macnamara/E. [Lake Erie] No. 12 = 2½ B.B. Judgement Montreal 15<sup>th</sup>/ Nov<sup>r</sup> 1792 / Thom<sup>s</sup> Dunn J.C.P.</p>	29 October 1782
1:14	Sloop <i>Felicity</i> on the Niagara River and Lake Erie from Fort Schlosser to Detroit. 50 Barrels Bulk of Merchandise for George McBeath Signed by Wm J. Fremont on behalf of McBeath	<p><b>Recto:</b> Received from on Board of His Majesty's Sloop Felicity Norm<sup>d</sup> McKay Comm<sup>dr</sup> Fifty Barrels Bulk of Marchandize as per Bill of Lading No 1 In the Same Condition as Shipped at Fort Schlosser the fraght of which for we promis to pay on Demand to the Naval Store Keeper at Detroit the Naval Storekeeper at Carleton Island or to the Pay Master General of the Marine Department at Qubec for which we have Signed two Receipts of the Same Tenor and Date.</p> <p><b>Verso:</b> G. McBea[th]/E. [Lake Erie] No. 12 = 50 B.B. Judgement Montreal 17<sup>th</sup>/ Nov<sup>r</sup> 1792 / Thom<sup>s</sup> Dunn J.C.P.</p>	7 November 1782
1:15	Schooner <i>Dunmore</i> on Lake Erie from Fort Erie to Detroit. 146¼ Barrels Bulk of Merchandise for George McBeath. Signed by William Park on behalf of McBeath	<p><b>Recto:</b> Detroit November 11<sup>th</sup> 1782 Received from on Board His Majesties Schooner Dunmore (Jas Graham Lieut &amp; Commander) one Hundred &amp; forty six &amp; a Quarter Barrels Bulk as per Bill of Lading No 2 in the Same Condition as Shipped at Fort Erie the Freight of which I Promis to Pay on Demand to the Naval Store Keeper at Detroit the Naval</p>	11 November 1782



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		<p>Store Keeper at Carleton Island or the Pay Master General of the Marine Department at Quebec for which I have Signed to two Receipts of the Same tenor &amp; Date.</p> <p><b>Verso:</b> 1782 / George McBeath / GMB/E. [Lake Erie] No. 11 = 146¼ B.B. Judgement Montreal / 17<sup>th</sup> Nov<sup>r</sup> 1792 / Thoms Dunn J.C.P.</p>	
1:16	<p>Brig <i>Gage</i> on Lake Erie from Fort Erie to Detroit ¾ Barrel Bulk of Merchandise for Normand McLeod and John Macnamara. Signed by Gregor McGregor on behalf of McLeod &amp; Macnamara</p>	<p><b>Recto:</b> Received from on board His Majesty Brig Gage three Quarters of Barrels Bulk of merchandize As per Bill of Lading No 2 in the Same Condition as Shipped at Fort Erie the freight of which I promese to pay on Demand to the Naval Store Keeper at Detroit, the Naval Store keeper at Carleton Island, or to the Pay Master General of the Marine Department at Quebec for which I have Signd two Receipts of the Same Tenor and Date.</p> <p><b>Verso:</b> 1783 Normand McLeod/ E. [Lake Erie] No. 15 = ¾ B.B. Judgement Montreal / 15 / Nov<sup>r</sup> 1792 / Thoms Dunn / J.C.P.</p>	2 June 1783
1:17	<p>Sloop <i>Felicity</i> on Lake Huron from Detroit to Mackinac Island 4 Barrels Bulk of Merchandise for Normand McLeod and John Macnamara. Signed by John Macnamara on behalf of McLeod &amp; Macnamara</p>	<p><b>Recto:</b> Received from on Board his Majestys Sloop Felicity Jears Underston Master four Barrels Bulk of Marchandize as per Bill of Lading No 8 in the Same Condition as Shiped at Detroit the Freaght of which I or we promise to pay on Demand to the Navel Store Keeper at Detroit the Navel Store Keeper at Carleton Isld or to the Pay Master General of the Marine Dep artment at Quebec for which I or we have Signed two Receipts of the Same Tenor and Date.</p> <p><b>Verso:</b> 1783 / Mcleod &amp; Macknamara/H. [Lake Huron] No. 9 = 4 B.B. Judgt 15 Nov<sup>r</sup> 1792 / JW [Joshua Winslow]</p>	6 September 1783
1:18	<p>Schooner <i>Faith</i> on Lake Erie from Fort Erie to Detroit 20 Barrels Bulk of</p>	<p><b>Recto:</b></p>	25 September 1783

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	Merchandise for George Meldrum and William Park. Signed by William Park on behalf of Meldrum & Park	Received from on Board his Majestys Schooner Faith George Andrews Master Twenty Barrels Bulk in the Same Condition they were Shipped at Fort Erie The Freight of which we promise to pay on Demand to the Naval Store Keeper at Detroit to The Naval Store Kepper at Carleton Island or to the pay master General of the marine Department at Quebec for which we have Signed two Receipts of The Same Tenner and Date. <b>Verso:</b> 1783 / Meldrum & Park/E. [Lake Erie] No. 1 = 20 B.B.	
1:19	Snow <i>Rebecca</i> on Lake Erie from Fort Erie to Detroit 37½ Barrels Bulk of Merchandise for Toussaint Pothier & Co. Signed by (Louis) Toussaint Pothier	<b>Recto:</b> RECEIVED from on board His Majesty's arm'd Snow Rebecca Commander, Lieu <sup>t</sup> James Graham Thirty seven and a half Barrels bulk and Packs of Merchandize as per Bill of Lading No 2 in the same Condition they were shipped at Fort Erie The Freight of which we promise to pay on Demand, to the Naval Store-keeper at Detroit, the Naval Store-keeper at Carleton-island or to the Paymaster-general of the Marine Department at Quebec; for which I have signed two Receipts of the same Tenor and Date. <b>Verso:</b> 1784 / Touss <sup>t</sup> Pothier & Co/E. [Lake Erie] No. 14 = 37½ B.B.	19 June 1784
1:20	Schooner <i>Dunmore</i> on Lake Erie from Detroit to Fort Erie 56 Packs of Peltries for George Meldrum and William Park. Signed by George Meldrum on behalf of Meldrum & Park	<b>Recto:</b> Received from on Board his Majestys Scouner Dunmore Thomas Smith Commanding Fifty six packs of Peltry as per Bill of lading No 2 in the Same Condition as Shipped at Detroit the freaght of which I promise to pay on Demand to the Naval Store Keeper at Detroit the Naval Store Keeper at Carleton Island or to the Pay Master General of the Marine Department at Quebec for which I have Signed two Receipts of the Same Tenor and Date. <b>Verso:</b> 1784 / Meldrum & Parks/E. [Lake Erie] No. 14 = 56 P.P.	1 September 1784

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1:21	Schooner <i>Dunmore</i> on Lake Erie from Fort Erie to Detroit. 60 Barrels Bulk of Merchandise for George McBeath and James Grant Signed by George McBeath on behalf of McBeath Grant & Co	<p><b>Recto:</b> Received from on board His Majestys Schooner the Dunmore Thomas Smith Commander Sixty Barrels Bulk of Merchandize as per Bill of Lading No 3 and in the same condition as when shipped at Fort Erie the freight of which I promise to pay on demand to the Naval Store Keeper at Detroit the Naval Store Keeper at Carleton Island or to the pay master General of the Marine Department at Quebec for which I have signed two Receipts of the same Tenor and Date.</p> <p><b>Verso:</b> 1784 / McBeath Grant &amp; Co/E. [Lake Erie] No. 30 = 60 B.B. Judgement Montreal 17 Novr 1792 / Thoms Dunn J.C.P.</p>	23 September 1784
1:22	Sloop <i>Wyandot</i> on Lake Erie from Fort Erie to Detroit. 1½ Barrels Bulk of Merchandise for George Meldrum and William Park Signed by William Park on behalf of Meldrum & Park	<p><b>Recto:</b> RECEIVED from on board His Majesty's Sloop Wyandot James Guthrie Commander, One &amp; ½ Barrels bulk and at Fort Erie Packs of Merchandize as per Bill of Lading No 8 in the same Condition they were shipped at The Freight of which we promise to pay on Demand, to the Naval Store-keeper at Detroit, the Naval Store-keeper at Carleton-island or to the Paymaster-general of the Marine Department at Quebec; for which we have signed two Receipts of the same Tenor and Date.</p> <p><b>Verso:</b> 1785 / Meldrum &amp; Pa[rk]/E. [Lake Erie] No. 20 = 1½ B.B.</p>	5 August 1785
1:23	Sloop <i>Felicity</i> on Lake Huron from Detroit to Mackinac Island. 3 Barrels Bulk of Merchandise for George Meldrum and William Park Signed by George Meldrum on behalf of Meldrum & Park	<p><b>Recto:</b> Received from On Board of His Majestys Sloop Felicity Henry Ford Comander Three Barls Bulk as per Bill of Lading No 3 In The Same Condition as Shipt at Detroit the Freight of Which I promes to pay on Demand To The Navell Store Keeper At Detroit The Navell Stor Keeper at Carlton Island Ore To The pay Mastter Gennrall of the Marin Department at Quebec for Which I have Signed Two Receipts of The Same Tennor and Date.</p>	13 August 1785

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		<b>Verso:</b> 1785 / Meldrum & Park/H. [Lake Huron] No. 19 = 3 B.B.	
1:24	Schooner <i>Dunmore</i> on Lake Erie from Fort Erie to Detroit 24 Barrels Bulk of Merchandise for George Meldrum and William Park. Signed by William Park on behalf of Meldrum & Park	<b>Recto:</b> Received from on Board of his Majestys Schouner Dunmore David Cowen Commander Twenty four Barrels Bulk of Merchandize as Per bill of lading No 8 in the same Condition as Shiped at Fort Erie the freights of which I promise to Pay on Demand to the Naval Store Keeper at Detroit the Naval Store Keeper at Carleton Island or to the Paymaster Genl of the Marine department at Quebec for which I have signed two Receipts of the same tenor and date. <b>Verso:</b> 1785 / Meldrum & Park/E.. [Lake Erie] No. 25 = 24 B.B.	30 August 1785
1:25	Brig <i>Gage</i> on Lake Erie from Fort Erie to Detroit 27 Barrels Bulk of Merchandise for William Robertson Signed by William Robertson	<b>Recto:</b> RECEIVED from on board His Majesty's Brig Gage John Laughton Commander, Twenty Seven Barrels bulk and in Seventy Six Packages Packs of Merchandize as per Bill of Lading No 1 in the same Condition they were shipped at Fort Erie The Freight of which I promise to pay on Demand, to the Naval Store-keeper at Detroit, the Naval Store-keeper at Carleton-island or to the Paymaster-general of the Marine Department at Quebec; for which I have signed two Receipts of the same Tenor and Date. <b>Verso:</b> E. [Lake Erie] No. 5 = 27 B.B.	20 November 1785
1:26	Schooner <i>Dunmore</i> on Lake Erie from Fort Erie to Detroit. 8 Bales (equivalent to 10 Barrels Bulk) of Merchandise for Pierre Rocheblave Signed by Normand McKay on behalf of James Fraser and Pierre Rocheblave	<b>Recto:</b> Received Detroit 11 <sup>th</sup> June 1786 on board the Dunmore from Mr. James Fraser Eight Bales of Merchandize marked & numbered as on margin Bulkied in all for ten Barrels in good order to appearance which I promise to deliver in the like good order to Mr. Rocheblave Junr at Michilimackinac, the dangers of the Lakes excepted for which I have signed two receipts of the same tenor & date.	11 June 1786

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		<p><b>Notations in left margin:</b> R. # P # 9 " 15 " 16 " 22 " 28 " 12 " 23 " 14 "</p>	
1:27	<p>Sloop <i>Wyandot</i> on Lake Huron from Detroit to Mackinac Island. 16 Barrels Bulk of Merchandise for George Meldrum and William Park Signed by William Park on behalf of Meldrum &amp; Park</p>	<p><b>Recto:</b> Recd from on board his Majesty's Sloop Wyandotte Louis Barthe Commanding Sixteen Barrels Bulk of Merchandize as Per Bill of Lading No 1 In the Same Condition They were Shipped at Detroit the Freight of which I Promise to pay On Demand to the Naval Store Keeper at Detroit the Naval Store Keeper at Carlton Island or to the Paymaster General of the Marine Department at Quebec for which I have Signed two Receipts of the Same Tenor and Date. Meldrum &amp; Park <b>Verso:</b> Mackina 12 June 86 / Meldrum &amp; Park / for freight of /Sixteen Barrels / bulk over Lake Huron / Original H. [Lake Huron] No. 7 = 16 B.B.</p>	12 June 1786
1:28	<p>Ship <i>Limnade</i> on Lake Ontario from Carleton Island to Fort Niagara 24 Barrels Bulk of Merchandise for George Meldrum and William Park. Signed by Robert Hamilton on behalf of Meldrum &amp; Park</p>	<p><b>Recto:</b> Received from on board his Majestys Ship Limnade D. Betton Esqr Commanding Twenty four barrels bulk being twenty one packs of Merchandize as per bill of lading No 4 in the same Condition they were shipped at Carleton Island the freight of which we promise to pay on Demand to the naval Store-Keeper at Detroit the Naval Store-Keeper at Carlton or to the paymaster general of the Marine Department at Quebec for which we have sighed two receipts of the same tenor &amp; Date. <b>Verso:</b> O. [Lake Ontario] No. 3 = 24 B.B.</p>	24 July 1786
1:29	<p>Snow <i>Rebecca</i> on Lake Erie from Detroit to Fort Erie. 23 Packs of Peltries for Robert Ellice &amp; Co. Signed by James Ellice on behalf of Robert Ellice &amp; Co</p>	<p><b>Recto:</b> Recd from on board H.M. Snow Rebecca Alex<sup>dr</sup> Harrow Comdr Twenty three Packs Peltries as pr bill Lading No 3 in the same good Order as Shipd at Detroit the freight of which</p>	15 August 1786

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		<p>I promise to pay on demand to the Naval Store Keeper Detroit the Naval Store Keeper Carlton Island or the Pay Master Genl Marine Departmt Quebec for which I have Sighnd two Receipts of this Same tenor and Date.</p> <p><b>Verso:</b> Robt Ellice &amp; / Co Note for / 23 Packs/E. [Lake Erie] No. 1 = 23 P.P.</p>	
1:30	<p>Sloop <i>Caldwell</i> on Lake Ontario from Carleton Island to Fort Niagara 2 Barrels (Bulk) of Merchandise for George Meldrum and William Park. Signed by Robert Hamilton on behalf of Meldrum &amp; Park</p>	<p><b>Recto:</b> Received from on Board His Majesties Sloop Caldwell Niagara August 16<sup>th</sup> 1786 Philip Fitz Simons Commanding Two Barrels the property of Ms Meldrum &amp; Parks Merchants at Detroit in the Same Condition the were Shipped at Carleton Island August 14 1786 the Freight of which we Promise to pay on Demand to the Naval Store Keeper at Detroit the Naval Store Keeper at Carlton or to the Pay Master general of the Marine Department at Quebec for which we Have Signed two Receipts of the Same tenor and Date.</p> <p><b>Recto:</b> Meldrum &amp; Park / No. 36 / O. [Lake Ontario] No. 4 = 2 B.B.</p>	16 August 1786
1:31	<p>Snow <i>Seneca</i> on Lake Ontario from Fort Niagara to Carleton Island. 77 Packs of Peltries for David Rankin Signed by William Dickson on behalf of David Rankin</p>	<p><b>Recto:</b> Received from on Board His Majesty's Snow Seneca at Carleton Island the 2<sup>d</sup> October 1786 William Baker Commander Seventy Seven Packs of Peltries the property of David Rankin Merchant Detroit in the Same Condition the were Shipt at Niagara The Freight of which I Promise to pay on Demand to the Naval Storekeeper at Detroit the Naval Storekeeper at Carleton Island or to the paymaster General of the Marine Department at Quebec for which I have Signed two Receipts of the Same Tenor and Date. for David Rankin</p> <p><b>Verso:</b> D. Rankin / No. 49 O. [Lake Ontario] No. 2 = 77 P.P. Judgement Montreal the / 17 Novr 1792 / Thoms Dunn J.C.P.</p>	2 October 1786

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1:32	Ship <i>Limnade</i> on Lake Ontario from Fort Niagara to Carleton Island. 53 Packs of Peltries for William Taylor Signed by William Dickson on behalf of William Taylor	<p><b>Recto:</b> Received from on board His Majesties Ship Limnade at Carleton Island 7<sup>th</sup> October 1786 David Betton Commander Fifty three Packs of Peltries the property of Mr. William Taylor Merchant Montreal in the Same Condition they were Shipped at Niagara The freight of which I promise to pay on demand to the Naval Storekeeper at Detroit the Naval Storekeeper at Carleton Island or the Paymaster General of the Marine Department at Quebec for which I have Signed two Receipts of the Same Tenor &amp; date.</p> <p><b>Verso:</b> W<sup>m</sup> Taylor / No. 45/O. [Lake Ontario] No. 3 = 53 P.P. Judgement Montreal / 17 Nov<sup>r</sup> 1792 / Thom<sup>s</sup> Dunn J.C.P.</p>	7 October 1786
1:33	Sloop <i>Felicity</i> on Lake Erie from Detroit to Fort Erie. 16 Barrels (Bulk) of Merchandise for William Robertson Signed by William Robertson	<p><b>Recto:</b> Received from on Board of His Majestys Sloop Feleecity Lewt Henry Ford Commanding Sixteen Barrils of Merchandiz as per Bill of lading No 15 In The Sam Condition As Shipped at Detroit The freight of which I promes To pay on Demand To The Navell Store Keeper at Detroit The Navell Store Keeper at Carlton Island ore To To The Pay Master Gennrall of The Marine Department at Quebeqa for Whitch I Have Signed Two Receipts of The Same Tennore and Date.</p> <p><b>Verso:</b> E. [Lake Erie] No. 6 = 16 B.B.</p>	11 November 1786
1:34	"The King's Vessels" on Lake Ontario from Fort Niagara to Carleton Island 3 Packs of Peltries for William Henry McNeil. Signed by Bryan Crawford on behalf of William Henry McNeil	<p><b>Recto:</b> On Demand I promise to pay to Joshua Winslow Esq<sup>r</sup> Deputy Paymaster General or to his Order at the house of W<sup>m</sup> Taylor Montreal five shillings &amp; seven pence halfpenny Halifax Curr<sup>y</sup> for Value received in the freight of three packs peltries at 3/- NY C<sup>y</sup> Per pack in the King's Vessels from Niagara. £..5.7½ H. Curr<sup>cy</sup>. McN</p>	31 October 1787

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		<p><b>Verso:</b> C. Island 31<sup>st</sup> Oct 1787 / Promisary Not for / W<sub>m</sub>HyMcNiel / £..5.7½ H. / No 46 O. [Lake Ontario] No. 2 = 3 P.P. / Judgt 12<sup>th</sup> Nov<sub>r</sub> 1792 / JW [Joshua Winslow] I[saac] W[inslow] Clarke &amp;c / v. / W<sub>m</sub>HyMcNeill / Fyled by the Pl[ainti]<sup>ff</sup> / 12 Nov 1792 / JR [James Reid]</p>	
<b>Research</b>			
1:35	Book produced by Bob Gaba booksellers on the Provincial Marine Papers	Includes a history of the Provincial Marine, as well as transcriptions/translations of all material in the collection	
1:36	Notes on petitions and memorials presented to the Governor of Quebec by Traders and Merchants on the Problems of Transporting Goods on the King's Ships of the Provincial Marine (compiled by Bob Gaba Rare Books & Manuscripts)	Includes 5 XC documents: <ol style="list-style-type: none"> <li>1. Petition of the Merchants of Detroit addressed to the Governor of Quebec. 5 January 1780</li> <li>2. Memorial of the Merchants of Montreal Trading to the Posts of Niagara and Detroit addressed to the Governor of Quebec. September 1782.</li> <li>3. Memorial of the Merchants of Montreal Trading to the Upper Posts and Country addressed to the Governor of Quebec. 4 August 1784.</li> <li>4. Petition from the Merchants of Detroit to the Governor and Council of Quebec. 16 July 1785</li> <li>5. Letter to the Board of Trustees for the Recovery of Lake Freights ... for the 1786 and 1787 shipping seasons. 8 October 1788.</li> </ol>	1780-1788
1:37	Notes on Legislation Passed by the Government of Quebec in 1788 (compiled by Bob Gaba Rare Books & Manuscripts)	Includes 3 XC documents: <ol style="list-style-type: none"> <li>1. An Act or Ordinance Further to Regulate the Inland Commerce of this Province, and to Extend the Same. 1788.</li> <li>2. An Act or Ordinance for the Easy Settlement and Recovery of the Crown Debts Incurred on the</li> </ol>	1788



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		Commercial Transportation over the Interior Lakes. 1788. 3. An Act or Ordinance for Promoting the Inland Navigation. 1788.	
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**SERIES 2: Manuscript Documents & Letters**

<b>BOX: FOLDER</b>	<b>TITLE</b>	<b>Transcription</b>	<b>DATE(S)</b>
<b>Box 2 (OVS) Folder 1</b>	Invoice for merchandise sold to Philippe-Francois de Rastel de Rocheblave by Richard Dobie in Montreal.	This invoice lists the trade merchandise purchased from Dobie as packed into 58 shipping containers, including: trunks ( <i>malle contenant</i> ), bales ( <i>balle contenant</i> ), hampers ( <i>panier contenant</i> ), barrels ( <i>barril contenant</i> ), and vessels ( <i>guard contenant</i> ). In keeping with the customary identification methods developed for the fur trade, each container of merchandise was numbered and marked with the initials R.R. to designate Rastel de Rocheblave's ownership. Fabrics and blankets comprised a large portion of the order and were accompanied by clothing, hardware, playing cards, vermillion, sugar, ammunition and liquor (in French).	19 April 1783 2 May 1783
<b>Box 3 Folder 1</b>	Letter from Jean-Baptiste Barthe to Pierre de Rastel de Rocheblave. 1 ALS.	Barthe informs de Rastel de Rocheblave that his father, Philippe-Francois de Rastel de Rocheblave's, personal papers have been recovered. The documents had been stolen a year earlier aboard the Sloop Wyandot. Barthe was a merchant and trader at Mackinac Island and was the receiving and forwarding agent for both Pierre and Philippe-Francois (in French).	4 February 1786
3:2	Letter from Lieutenant-Governor Henry Hope to Philippe-Francois de Rastel de Rocheblave. 1 ALS	Hope writes de Rastel de Rocheblave in response to his complaints of chronic delays at Fort Erie and mismanagement of the King's vessels on Lake Huron (in French with modern English transcription)	15 March 1786

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3:3	An account of merchandise sold at Detroit by Philippe-Francois de Rastel de Rocheblave through his agent, James Fraser.	James Fraser was a business associate and receiving and forwarding agent at Detroit for Philippe-Francois and Pierre de Rastel de Rocheblave. This account is many fabric, as well as one horse cloth and one pair of women's shoes.	4 July 1786
3:4	Notice of an overdue account at Detroit.	Written by Angus McIntosh on money owed by Philippe-Francois de Rastel de Rocheblave in connection with an overdue promissory note.	7 October 1786
3:5	Notice of errors in the sale of peltries at Montreal	Written by William Dummer Powell which provides a summary of errors in the sale of 131 packs of peltries belonging to Philippe-Francois de Rastel de Rocheblave, sold by Mr. Dobie and received by Mr. Champion (in French)	5 October 1787
3:6	Notice and list of goods stolen aboard the Sloop <i>Wyandot</i>	Written by Philippe-Francois de Rastel de Rocheblave and includes a list of goods stolen and damaged in September 1785 aboard the Sloop <i>Wyandot</i> and a claim of losses (in French)	6 November 1790
3:7	An account of incompetency by the Provincial Marine	Written by Philippe-Francois de Rastel de Rocheblave as evidence to be presented to the board of trustees for the settlement of commercial transport over the Great Lakes in the King's vessels to explain losses sustained in connection with the transport of merchandise, and specific grievances against the management and operation of the Sloop <i>Wyandot</i> (in French with modern English transcription)	[1790]
3:8	Letter from Philippe-Francois de Rastel de Rocheblave to James Walker. 1 ALS	De Rastel de Rocheblave writes to his attorney, Walker, concerning his claim for losses in connection with the transport of goods aboard the King's ships, particularly the Sloop <i>Wyandot</i> . (in French with modern English transcription)	31 January 1791
3:9	Material related to the legal action by James Ellice, merchant of Schenectady, against William Groesbeck, merchant of Detroit, for a debt of £500	Includes a group of three documents: 1. Writ of summons – signed by William Dummer Powell for the plaintiff and John Fraser, Judge of the Court of Common Pleas at Montreal with annexed affidavit of George Forsyth	30 August 1785

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		<ul style="list-style-type: none"> <li>2. Sealed declaration of summons – Signed by John Burke, Clerk of the Peace at the Court of Common Pleas at Montreal with two signed additional dockets</li> <li>3. Judgement – signed and sealed by Edward Southouse, Judge of the Court of Common Pleas at Montreal.</li> </ul>	
3:10	Material related to the legal action by James Ellice, merchant of Schenectady, against Montague Tremble, merchant of Detroit, for a debt of £500	<p>Includes a group of two documents:</p> <ul style="list-style-type: none"> <li>1. Writ of summons – Signed by Thomas Forsyth, attorney for the Plaintiff, and Edward Southouse, Judge of the Court of Common Pleas at Montreal</li> <li>2. Sealed declaration of summons – Signed by John Burke, clerk of the Peace at the Court of Common Pleas at Montreal</li> </ul>	30 August 1785
3:11	Legal action against Toussaint Pothier & Co. by the Board of Trustees for the Recovery of Lake Freights for £214.5.7 ½	By the authority of the <i>Act or Ordinance For the Easy Settlement and Recovery of the Crown Debts Incurred on the Commercial Transportation over the Interior Lakes</i> the Board of Trustees for the Recovery of Lake Freights, namely Isaac Winslow Clarke, Louis Genevay, and Arthur Davidson, filed an action against Toussaint Pothier & Co. to recover outstanding lake freight charges in the amount of £214.5.7½.	7 November 1792