

THE PASSING OF THE STAGE-COACH

unstumped field and undrained marsh were still largely in evidence, and even the long settled and prosperous districts—such, for instance, as the township of Dumfries and the village of Galt, populated by many of the grandest men, physically and mentally, I ever knew—still retained not a few lingering evidences in forest, field and road of their primitive condition.

The old-fashioned stage-coach, with its “shrill echoing horn,” was still the chief mode of travel. It was clumsy and slow, but jolly. It generally carried Her Majesty’s mails, and its arrival and departure in the villages through which it passed were considered the events of the day. The transportation of produce and goods was a still more tedious process. Everything produced on the farm or manufactured, which required to be exported, as well as all kinds of groceries, hardware and goods of every description imported into the interior of the country, had to be laboriously teamed by horses or oxen to and from tide-water. Teaming was then an extensive industry in all parts of the Province, and the toil and difficulty of these now obsolete modes of transportation can be fully realized only by those who experienced them.

Houses of stone or brick were still the exception in the country, but large bank barns were becoming the rule, and the people generally had begun to take a warm interest in all political institutions and proposals for the betterment of their homes and surroundings. This was greatly stimulated by the