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TRAVEL IN CANADA BEFORE THE UNION.

A DIGEST OF VOLUME I, OF "FROM PADDLE
TO PROPELLER."

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The tourist travelling through Canada in a Pullman express or the saloon of some splendid river steamer is usually content to take the journey as he finds it, asking no questions as to how his forefathers would have travelled. But should he join some young Canadian, whose superb muscles insist on working during his short vacation, and set out upon the Ottawa river with "Birch and Paddle,"

Mid task and toil, a space
To dream on Nature's face.

and he told, as he encountered rapid after rapid and cataract on cataract, that such was the highway of travel and merchandise to the Far West until half a century ago, he might marvel at the energy and enterprise of those who overcame such obstacles, and be prepared to admire the men who have replaced the canoe by the canal and the train by the tram. The path by which he and his comrade portage their canoe past some tumult of waters bears, perhaps, traces still of having been threaded years before. The place where they landed, now the undisturbed haunt of Nature, to which the deer comes down to drink at dewy morn, or from which the loon, genius of the solitude, piped its eerie call ere, diving, it left them in possession, was once the scene of noise and bustle, of cheery sound and quick commands as some brigade of boats bound for the Great Lakes pushed their prows ashore and stalwart, active, sunburned voyageurs leaping out shouldered their bales of ninety pounds and threaded the then well trodden path over contorted gneiss, or through the sylvan aisles, to the quiet water above.

It is, indeed, wonderful to think that, with the very slightest engineering assistance, the French, for over a century, carried on a traffic by no means small

throughout what is now the Dominion of Canada, and left to the British but little in the way of geographical discovery. Not even the Rocky Mountains would have arrested the adventurous foot of the *coureur des bois* or the priest. "Man is stopped by man alone," says the adage, and so it was in Canada. Lavendrye's grand progress in search of the Western sea was stopped only by the wild tribes he encountered. During the entire French regime the only improvement in waterways was the ill-fated Lachine canal begun in 1700 by Catalogne for De Casson, Superior of the Seminary. Champlain, it is true, had erected crosses on the Ottawa in 1613, but more for devotional purposes than as landmarks. The St. Lawrence had been charted, as well as the Gulf, between 1723 and 1737, and a few landmarks made on its banks for seagoing vessels, for whose guidance also the first lighthouse in Canada was erected at Louisburg in 1738, being extinguished only with the glory of France in the New World. Between Quebec and Montreal land communication had been established as early as 1713 and 1721 and a road made, passing through Three Rivers, which was open for vehicles by 1736 and completed by 1738. This road, long the only post road in Canada, was with that between Montreal and Lachine, and one in Acadia from Cumberland to Baie Verte, the only ones in French Canada, except around the towns and at a few portages. Talon, the wise, had contemplated a road to Acadia, but this was too great an accomplishment even for the man who had opened trade with the West Indies and who had essayed to establish manufactures in Canada.

When Great Britain secured control of