

## FROM OCEAN TO OCEAN.

Messrs. Belford Brothers, the spirited publishers of Toronto, have put forth a new and revised edition of the well-known work of Rev. George M. Grant, with the above title. The edition is nicely illustrated, as the specimens which we give to-day will show, and the author had added a valuable appendix, bringing down facts and figures connected with the Great North-West down to our own day. We present our readers a summary of this work, taken from the *Globe*, which we are certain will be read with the interest which its importance deserves:

I.

The new edition appears at a time when everything relating to the vast extent of country described in its pages is imbued with a special interest. Information about that country is just now eagerly sought after by many persons who are beginning to regard it in the light of a possible future home. Even with such inadequate facilities for colonization as at present exist, the region to the north-west of us is steadily filling up with a population of hardy industrious settlers who are developing its resources, and converting it into the most productive agricultural territory on this continent. Many persons who have not yet made a move in that direction are casting longing eyes upon the fertile land where an average crop of wheat is more than thirty bushels to the acre, and where, at the close of the unfavourable season of last year, the yield per acre of barley and oats was respectively 42½ and 51 bushels. As the facilities for colonization improve, the rate of immigration will inevitably increase. The time is not far distant when the name of "The Wild North Land" will be an absurd misnomer, and when the Pacific Ocean will be as readily accessible through Canadian territory as it has long been through that of the United States. Whatever contributes to bring about such results deserves the hearty commendation of every well-wisher of our Dominion. Mr. Grant's book, we think, will have a tendency in that direction. By attracting a more general attention to the country through which he passed by his picturesque descriptions of its magnificent scenery, and by imparting to intending settlers a good deal of more prosaic but also more valuable information, he will doubtless stimulate, to some extent, the tide of North-western immigration. Since the completion of the expedition of which his book is a record, numerous changes for the better have taken place along the route. The plan of construction of the Canada Pacific Railway has been matured, and steam vessels have been placed on many of the water-stretches. Tracts of country which were then desolate solitudes have been partially settled and brought under cultivation. The population of the Red River Valley has increased from 12,000 to more than 40,000, and the population of Winnipeg alone has increased tenfold. All these matters, and many others of equal importance, form the subject of an appendix to the new edition which did not appear in the original work; and for practical purposes this appendix is the most valuable feature of the volume. A comprehensive chart of the route from Lake Superior to the Pacific forms an interesting supplement to the text; and the accompanying engravings will give an idea of how the artistic part of the work has been performed.

Nearly half a century has elapsed since public attention first began to be turned to the expediency of connecting the Atlantic and the Pacific Oceans by means of a transcontinental line of railway. The project had its inception in the United States; but for many years after it was first mooted no definite steps were taken to bring it to maturity. In the year 1853, President Franklin Pierce instructed Jefferson Davis, Secretary of War, to adopt means for ascertaining the most practicable and economical route for a railroad from the Mississippi to the Pacific. In pursuance of these instructions, various exploring expeditions were sent out on behalf of the United States Government to make the necessary surveys and explorations. The reports of these expeditions were not such as to encourage further enterprise in that direction. It was pointed out that the difficulties to be encountered in the Far West were of so formidable a character as to render the construction of a railway well-nigh impracticable. From this time forward the project, as a Government measure, was allowed to remain in abeyance. After a time, private enterprise accomplished what the Government had practically abandoned.

Californian capitalists took up the project, and commenced work on both sides of the Rocky Mountains. Congress then came to the aid of the undertaking and granted liberal subsidies both in lands and money. In an inconceivably short time the road was built and equipped, and San Francisco was placed within seven days' journey from New York.

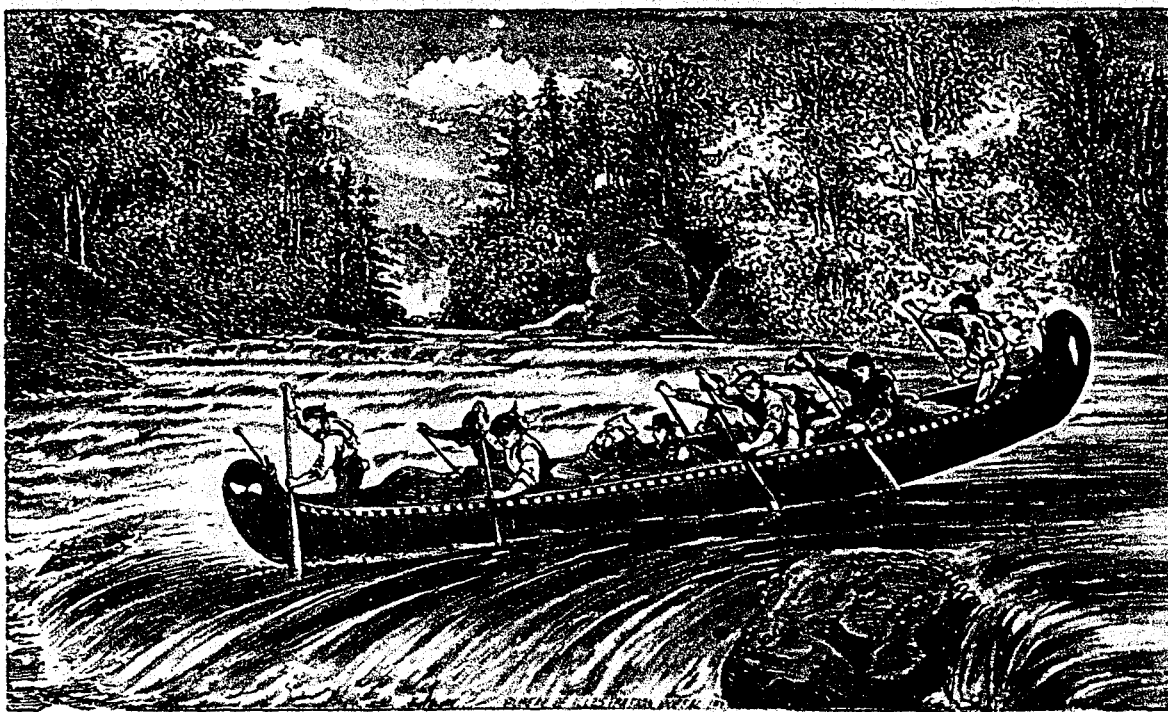
Meanwhile, what was being done on our side of the boundary line? It may be premised, at the outset of this enquiry, that the notion of building a railway from ocean to ocean within British territory is a matter of very modern date. Twenty years ago, however, the project of constructing a road of some kind across the

II.

At the time when British Columbia became part of the Dominion, it was agreed that within ten years thereafter a line of railway should be constructed from the Pacific Ocean to a point of junction with the existing railway systems in the Provinces of Ontario and Quebec. The union, as we have seen, was consummated on the 20th of July, 1871. Surveying parties were at once sent out, and in April, 1872, their reports were presented to the Canadian House of Commons. In the following summer Mr. Sandford Fleming, the Chief Engineer, started on a tour of inspection across the continent. He was attended by a staff of assistants, among whom

are at an end. The sun sets, as if sinking into an ocean; at the same moment the full moon rises behind us, and under her mellow light Lake Superior is entered. Those who have never seen Superior get an inadequate, even inaccurate, idea by hearing it spoken of as a 'lake,' and to those who have sailed over its vast extent the word sounds ludicrous. Though its waters are fresh and crystal, Superior is a sea. It breeds storms, and rain, and fogs, like the sea. It is cold in mid-summer as the Atlantic. It is wild, masterful, and dreaded as the Black Sea."

On the 21st of July the expedition entered Nipigon Bay, the largest, safest, and most beautiful harbour on Lake Superior. This bay is shut off from the lake by several islands that seem to have been set there on purpose to act as breakwaters against the mighty waves of the lake; while inside are other islands which break the force of the waves of the bay itself. Of the scenery around we are informed that "There is nothing like it elsewhere in Ontario. Entering from the east we pass up a broad strait, and can soon take our choice of deep and capacious channels, formed by the bold ridges of the islands that stud the bay. Bluffs, from three hundred to one thousand feet high, rise up from the waters, some of them bare from lake to summit, others clad with graceful balsams. On the mainland, sloping and broken hills stretch far away, and the deep shadows that rest on them bring out the most distant in clear and full relief. The time will come when the wealthy men of our great North-West will have their summer residences on these hills and shores; nor could the heart of man desire more lovely sites." Next day the steamer arrived at Thunder Bay, of the entrance to which we give an illustration. But the author's best powers of description are reserved



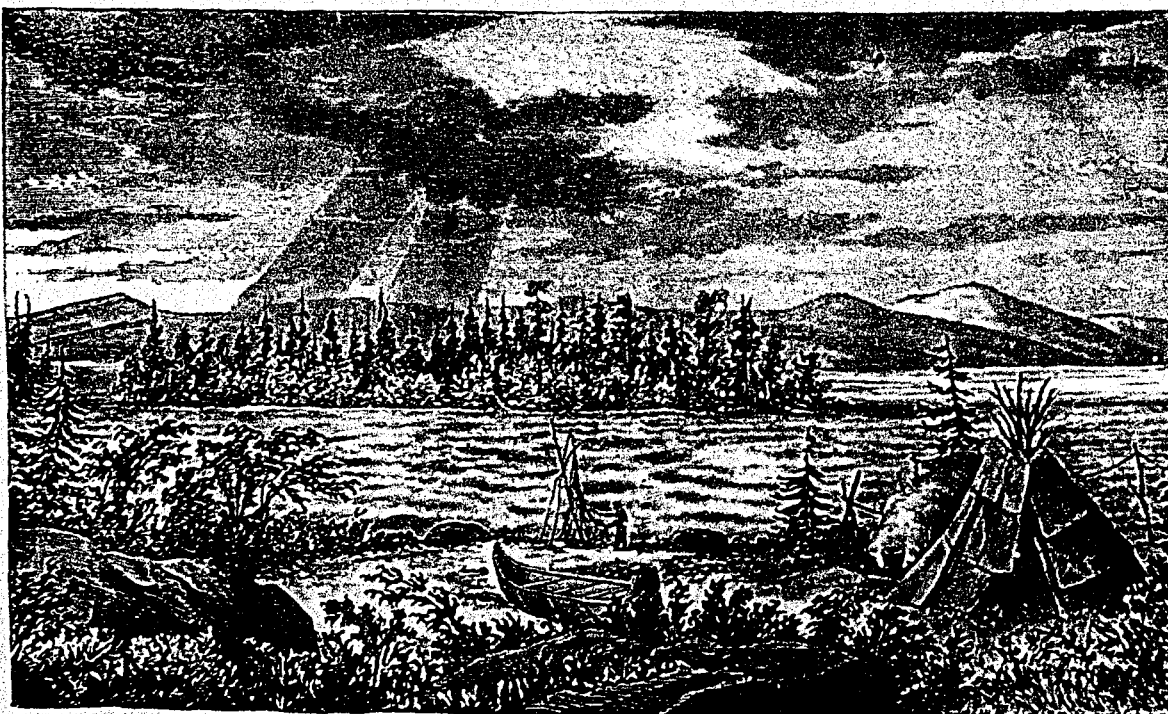
SHOOTING THE RAPIDS.

continent was considered. In 1857, the Imperial Government sent out an expedition under Capt. Palliser to explore the country between Lake Superior and the Rocky Mountains. Capt. Palliser's instructions were to ascertain whether any practicable pass or passes available for horses existed across the Rocky Mountains within British territory, and south of what was known as the Boat Encampment Pass. After spending some time in explorations, the Captain's report was decidedly adverse. He expressed his conviction "that a line of communication across the continent through British territory was inadvisable," and that "the time had for ever gone by for effecting such an object." The Imperial Government printed Capt. Palliser's journal, and apparently thought no

was Mr. Grant himself, who accompanied the expedition in the capacity of Secretary. The party left Toronto on the 16th of July, 1872, and reached Victoria, B.C., on the 9th of October following. Mr. Grant's journal kept during the interval forms the groundwork of the present volume.

On the third day after leaving Toronto, the expedition arrived at St. Marie River, which leads up to Lake Superior, and forms the boundary line between Canada and the United States. The author gives a description of the Sault Ste. Marie; also an engraving of it, which we have transferred to these columns. From the time of reaching the entrance to Lake Superior Mr. Grant's descriptions begin to be attractive. We are informed that "The

for his first experience of shooting the rapids of the Maligne River, of which he says: "To shoot rapids in a canoe is a pleasure that comparatively few Englishmen have ever enjoyed, and no picture can give an idea of what it is. There is a fascination in the motion, as of poetry or music, which must be experienced to be understood. The excitement is greater than when on board a steamer, because you are so much nearer the seething water, and the canoe seems such a fragile thing to contend with the mad forces, into the very thick of which it has to be steered. Where the stream begins to descend, the water is an inclined plane, smooth and shining as glare-ice. Beyond that it breaks into curling, gleaming rolls, which end off in white, boiling cauldrons, where the water has broken on the rocks underneath. On the brink of the inclined plane the motion is so quiet that you think the canoe pauses for an instant. The captain is at the bow—a broader, stronger paddle than usual in his hand—his eye kindling with enthusiasm, and every nerve and fibre in his body at its utmost tension. The steersman is at his post, and every man is ready. They know that a false stroke, or too weak a turn of the captain's wrist, at the critical moment, means death. A push with the paddles, and straight and swift as an arrow the canoe shoots right down into the mad vortex: now into a cross current that would twist her broadside round, but that every man fights against it; then she steers right for a rock, to which she is being resistlessly sucked, and on which it seems as if she would be dashed to pieces; but a rapid turn of the captain's paddle at the right moment, and she rushes past the black mass, riding gallantly as a race-horse. The waves boil up at the side, threatening to engulf her, but except a dash of spray or the cap of a wave, nothing gets in, and as she speeds into the calm reach beyond, all draw long breaths and hope that another rapid is near."



SAULT STE. MARIE. (FROM THE SOUTH SIDE.)

more of the matter. Had British America remained in the same political condition as before Confederation we should probably have heard nothing of a Canadian Pacific Railway down to the present time. But Confederation infused new life and new spirit into the country. The separate Colonies of Canada, New Brunswick and Nova Scotia, became the Dominion of Canada. Two years afterwards the Hudson Bay Company's rights to the North-West were brought up; and on the 20th of July, 1871, British Columbia entered the Confederacy. "And thus," says Mr. Grant, "the whole mainland of British America became one political State under the aegis of the Empire."

scene" (i.e., of the entrance to the lake) "is well worthy the approach to the grandest lake on the globe. Overhead the sky is clear and blue, but the sun has just emerged from huge clouds which are emptying their buckets in the west. Immediately around is a placid sea, with half a dozen steamers and three-masted schooners at different points. And now the clouds, massed together, rush to meet us, as if in response to our rapid movement towards them, and envelop us in a squall and fierce driving rain, through which we see the sun setting, and lighting up now with deep yellow and then with crimson glory the fragments of clouds left behind by the heavy columns. In ten minutes the storm passes over us to the east, our sky clears as if by magic, and wind and rain

Fort Garry was reached on the 1st of August. After a brief stay here the expedition secured the services of a French half-breed as guide across the plains to Fort Carlton, on the North Saskatchewan. The party set forth on the 2nd, with a cavalcade consisting of six Red River wooden carts, in which were stowed the tents, baggage, and provisions; a horse to each cart; and three drivers, one of them the cook for the party; two buckboards; saddle horses, and a pack of eighteen horses to relieve at intervals those on active duty. This imposing display was not merely for show. The caravan, we are informed, is as necessary in traversing the vast prairies of the North-West as in crossing the deserts of Africa. The day after leaving Fort Garry the party encountered a storm on the prairie which gave the author