

fences, and slid down into valleys like a toboggan, the traveller had a pretty hard time of it, but the journey was reduced from a month to a fortnight, and the change was regarded as satisfactory.

It is true that a corduroy road is somewhat jolty, true also that adverse winds might detain the voyageur a few days at Temisquata lake; true that the Madawaska is a stream with some impediments and that the St. John, into which it flows, has impediments also; it is true that it is not pleasant to float about the Bay of Fundy in an open boat, surrounded by a fog and at the mercy of the furious tides between Fort Howe and Annapolis, but when Annapolis was reached the traveller was within measurable distance of his destination and ran no risk of losing his way since the road, though confessedly bad, was the only one in Nova Scotia worthy of the name. Besides, one always felt his scalp safe when Annapolis was gained, and it is a source of discomfort to the most enthusiastic traveller to think that he may be murdered for his samples, as were poor McNeil and his guide in 1784, about thirty-six miles below Kamouraska.

The Kempt or Old Military road, so called to distinguish it from the Metapediac road was completed in 1832. It struck across from Metis to Baie des Chaleurs. It was neither macadamized nor planked, and was traversed in winter on snowshoes or dog sleds, in which primitive manner the mail service of that part of Quebec was conducted for over thirty years.

If Halifax a hundred years ago was twice as far away as is London to-day, how far off was Toronto, now reached in a night from Montreal? It was in 1799 so far away from every other part of Ontario that the Legislature could not be convened in winter. There was Yonge Street, of course, begun in 1793, and extended to lake Huron in 1796. Dundas Street had just been proposed by Asa. Danforth and was to be completed in 1800. Lieut.-Gov. Hunter had been able in 1799 to say that a "tolerable" road had been completed to the Quebec boundary, but it was not until 1801 that the idea of a regular frequent mail between the two provinces could be entertained. In 1797 there was only one winter express, going from Quebec and Montreal to Detroit via Niagara.

There was, nevertheless, a large volume of through trade in summer from Montreal to the great lone land beyond Ontario. Voyageurs of the North West Company were coming and going in their bateaux between Montreal and Grand Portage, at the head of Lake Superior, sometimes by the St. Lawrence route, but more frequently by way of the Ottawa. The rapids in the St. Lawrence were very troublesome, but those in the Ottawa were even more so, and the voyageurs who followed the latter route were given double pay and the crews were double in number. Benjamin Frobisher said in 1785 that the Ottawa route was "eminently dangerous for the transport of goods from the number of cataracts and the length and rapidity of the river not to mention the carrying places, which from Montreal to lake Huron are upwards of forty in number, over which the Canadians carry the goods and canoes occasionally; and it is to their dexterity alone and the knowledge they have of the management of canoes in this particular branch of the inland business, that so few accidents happen." The Ottawa route, however, avoided lakes Erie and Ontario, debouching in Georgian Bay, Lake Ontario.

The journey from Montreal to Grand Portage lasted about two months, and the cost of transport averaged about \$1,000 per batteau, the goods being worth about \$2,000 at Montreal, the charges of transport from England being about fifty per cent. also. Some ninety or one hundred canoes went west from Montreal each season, and the furs brought down were estimated to be worth £200,000 stg. or about eight dollars per head of the population. Four years were required to send orders for goods to England, receive them in Montreal, send them west, exchange them for furs and sell the furs in London.

Partly to accommodate this trade and largely to facilitate transport of munitions of war during the revolution, Capt. Twiss, between 1779 and 1783, constructed four canals at the rapids between Lakes St. Louis and St. Francis, which were enlarged and altered at the suggestion of Col. Mann between 1800 and 1806, and afterwards still further enlarged by the Royal Staff Corps in 1817 to accommodate bateaux carrying from 80 to 160 barrels of flour. The Beauharnois Canal,