

(Lake Simcoe), thirty miles, and giving the rates he proposed to charge. The committee of Council decided to get the views of the merchants before making the recommendation. (Canadian Archives for 1890, p. 212.) Official delay probably brought these commercial ventures to nought, as also, at a later date, it defeated a proposed extensive seigniorial grant of land embracing the present site of the city of Toronto, to M. Rochblave and others, which would have been disastrous, though the recipient was worthy of reward from the Government for past services. M. Rochblave was a brilliant and patriotic Frenchman, who, after the conquest, joined his fortunes to those of the British.

The project of the new route originated under Lieut.-Gov. Hamilton of Quebec as early as 1785, but lay dormant for ten years, only reviving on the opening of Yonge St. to Holland Landing as a Military road by Gov. Simcoe in 1795. After this the embryo scheme slumbered, till the extension of the road from Kempenfeldt Bay to Penetanguishene harbor, thereby completing the route from Lake Ontario to Georgian Bay. The Upper Canada Gazette of March 9th, 1799, said: "The North-West Company has given £12,000 towards making Yonge St. from York (Toronto) to Yonge St. (evidently a mistake for Holland Landing) 33 miles only." Up to this time little appears to have been accomplished beyond discussing the feasibility of various routes by Lake La Clie (Lake Simcoe) which, Benj. Frobisher in his letter to Governor Hamilton, says, "is 37 miles and will admit of the navigation of small vessels," also that the River Severn is navigable for large canoes, but not boats, as there are six or seven portages which he proposes shall be "levelled in order that the latter be got over on rollers," and further as it is a "fine" country, the encouragement of settlers would facilitate transportation.

At this stage traffic began at first by hauling the boats over the sand bar between Toronto Harbor and Ashbridge's Bay, thence following the Don River as far as the "forks" on Yonge St. where they were hauled up by windlass and placed on rollers and carried to Holland River. Later they were carried on trucks drawn by oxen starting from the foot of Yonge St. Rev. Dr. Scadding ("Toronto of Old," pp. 425-26) says: Near Gallows Hill on Yonge St. were to be seen formerly the remains of a rude windlass or capstan used in hauling up the North-West Coy's boats at this point of the "long portage" from Lake Ontario to Lake Huron; also that he had conversed with those who had seen the cavalcade of the