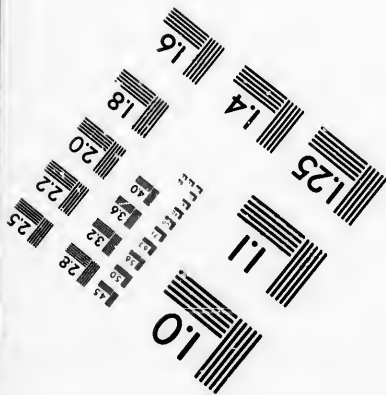
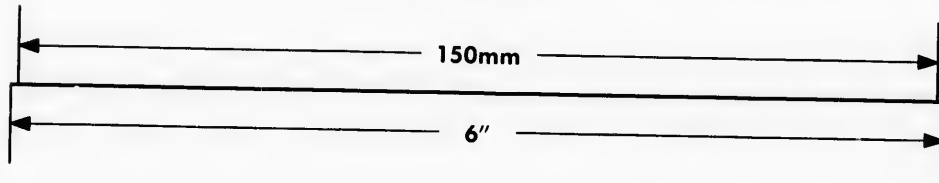
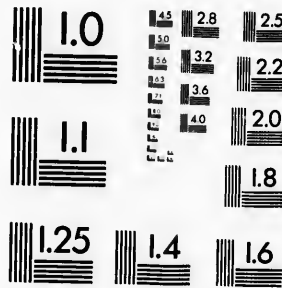
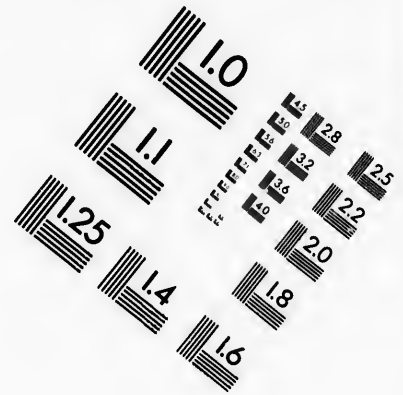
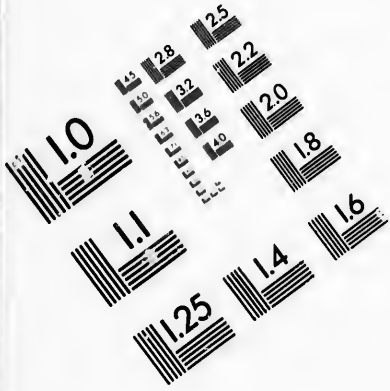
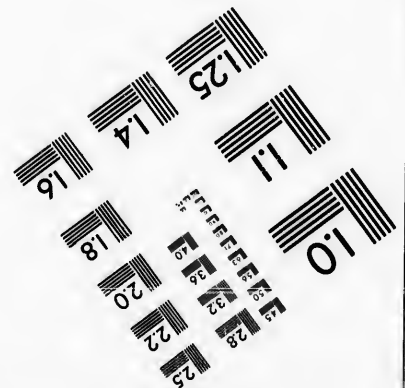


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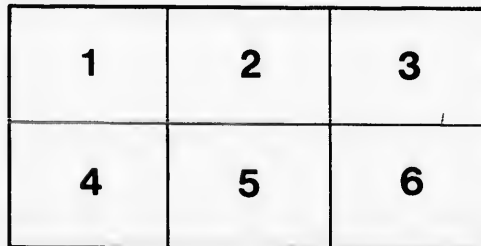
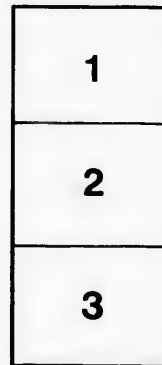
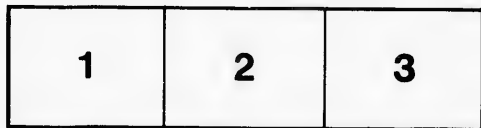
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**TRAVEL IN CANADA BEFORE THE UNION.**

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

BY ARTHUR WEIR, B. A. SC.

(FROM THE SPECIAL COMMERCIAL TRAVELLERS NUMBER OF "THE HERALD," 1895.)

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 endurance of those who overcame such obstacles, and be prepared to admire the men who have replaced the canoe by the canal and the traicau 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 noon, 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

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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 *comrier des bois* or the priest. "Man is stopped by man alone," says the adage, and so it was in Canada. *Laverendrye'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 *Catalogue de 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

Canada prompt efforts were made to establish communication between the various centres. The route to Acadia was surveyed in 1761, as well as that of historic memory to New England via the Chaudiere and Kennebec. In 1769 the merchants of Quebec petitioned for a road to Port Halifax in New England. The Richelieu route, 316 miles from Lachine to Albany, and the route by the St. Lawrence, Lake Ontario, Oswego, Onondaga, etc., 420 miles long, were other routes in use.

The first roads under British rule seem to have been to New England. By 1770 a portion from Gloucester Co., N.Y., to Lake Champlain, was begun by private subscription, but it was not until 1790 that New York State opened a road from Lake George to the boundary. In the winter of 1780 Capt. Rogers occupied 38 days in passing from New York to St. John's, Que. The Chamby Canal had been proposed by Silas Deane about 1785. His argument contains data whereby it is found that no fewer than 2,000 waggon loads of merchandise passed by this route annually. The proposal was again brought forward in 1791 by Adam Lynburner, and in 1796 by Ira Allan. It was not, however, until after the union of the Canadas that the canals were finished, although after the war of 1812 a company was formed for the purpose. A fine stage line for the times was opened between Montreal and New York by way of the Eastern Townships in 1832, the route being through Huntingdon from Chateauguay Basin to Fort Covington, where connection was made with the stage for Ogdensburg.

While speaking of stage coaches, a few words will not be out of place regarding the stage between Montreal and Quebec. Let us embark with Mr. J. M. LeMoine, the genial historian and President of Canada's Royal Society, upon one of these coaches, red or blue, according to the day and line, which is now drawn up this winter dawn, say Anno Domini 1852, before the Albion Hotel, Palace Street, or Schleup's Hotel (now St. Louis), in St. Louis Street, Quebec. The sleigh is covered and has seats for four. If the wind bites keenly as we pass the city gates we draw the curtains, but there is something exhilarating in the swift glide of the runners, crisping the snow under them, and in the jingle of the bells

which the two stout Canadian ponies toss as they dash along on the first stage to St. Augustin. But by the time Three Rivers is reached, namely nine in the evening, we are quite ready for fire, hot toddy and bed, and not sorry to reach Montreal, weather permitting, the next night, having paid our ten dollars for the journey and our extras for bed and board. Next year we propose to go via Grand Trunk, which will then be open.

The American revolution by compelling British North America to depend on its own routes, and also by sending large numbers of Loyalists to settle Ontario and New Brunswick, gave quite an impetus to the opening up of highways, and the improvement of waterways. The communication between Quebec and Halifax via New York was supplemented by one via the St. Lawrence in summer and its south shore in winter. The route by water to Kamouraska, thence inland to lake Temisquata, the Madawaska and St. John was also followed in summer, and a road was made at the Temisquata portage after the war. The couriers who carried dispatches by this route before the road was made received their hundred dollars per trip, and earned it well.

No royal authority could shorten the weary stretch of miles between Quebec and Kamouraska nor lift the chill fogs which rolled their instantaneous curtain along the almost uninhabited and always perilous shores; no "open sesame" could procure a royal road through the devious paths threading the wilderness, over mountain peak, by sombre valleys, strewn thick with fallen and decayed trees and sown with almost impenetrable thickets, by deep morass or barren tracts of sand. The king's courier inspired no awe in the wild beast whose eye followed his solitary figure through the desolate forest; and in winter hunger dogged his footsteps, and the gaunt wolf howled upon his track. The wind screamed through the leafless boughs and the snow lay treacherously deep, while the only human being he was likely to meet was the equally merciless Indian. Woe to him if he lost his way in some blinding snowstorm, or if the breath of winter reached his marrow; that snow would be his winding sheet, the wind his only requiem!

Even after the road was made, a corduroy which took hills as a jumper takes

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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, avoidid 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 1805, and afterwards still further enlarged by the Royal Staff Corps in 1817 to accommodate bateaux carrying from 80 to 100 barrels of flour. The Beauharnois Canal,

to overcome the same rapids, was not built until 1845. Prior to 1800 the Long Sault, at Cornwall, was ascended by means of two small locks. Up to the Union, travellers for the West ascended in steamboats, taking stages to pass the rapids, where other vessels awaited them. The cost of freight from Montreal to Prescott before the St. Lawrence canal system was \$16 per ton, and \$8 additional to Niagara. In spring as much as \$80 has been paid before the railway era for the transport of a single ton between Montreal and Toronto. Freight rates seem also to have been based frequently on the cost of transporting a keg of rum.

Shortly after the war of 1812-14 the Canadas began jointly and severally to consider the advisability of improving their channels of intercommunication. While Great Britain urged the employment of the historic Ottawa, the provinces favored the St. Lawrence, and England was left to complete the Rideau system at her own cost. The Lachine Canal was opened by Lower Canada in 1825, being followed in 1829 by a private company with the Welland. These canals were respectively  $4\frac{1}{2}$ ' and 8 feet deep, while the Rideau system, completed before the Union, varied from 5 to  $6\frac{1}{2}$  feet in depth. As Mr. Keefer says, "The Lachine Canal was a barge canal, used in connection with the military canals of the Ottawa and Rideau route and the Welland a ship canal connecting Lakes Erie and Ontario. Between these there existed on the St. Lawrence no advance in heavy freight transportation over that of the batteau and Durham boat of 1804. . . . All the heavy freight was sent by the Ottawa and Rideau route to Kingston."

Steam navigation was introduced in 1809 by the launching of the Accommodation at Montreal, to ply between that city and Quebec. She was followed by other steamboats, of which Hon. John Molson had secured a 15 year monopoly, until on the route were vessels finer than in any other part of America, although it was considered "famous" progress if the ships made 21 miles in nine hours up stream, with a wind astern. They anchored each night, and were assisted up St. Mary's current by oxen. At Montreal also was engined the Royal William, built at Quebec, the first vessel to cross the Atlantic entire-

ly by steam, which she did from Halifax to Gravesend in seventeen days in 1831. Steam had also been applied to land carriage, and in 1836 the first railroad in Canada was opened from Laprairie to St. John, Que., a route over which in 1781 no one could be got to carry the mails except three tavern keepers of the former place, who demanded in return the monopoly of liquor selling in their town. The railway shut down in winter, there being no traffic. A horse railway from Queenston to Chippewa, 17 miles long had been opened in 1839.

Canada before the Union has been taken for the subject of this article, because by 1841 almost the whole of Canada's system of intercommunication was outlined, that through the northwest excepted. The Lachine and Welland canals were opened and the Cornwall canal partly built. The Richelieu Navigation was also begun, and the Ottawa and Rideau route completed.

Seventeen vessels were wrecked in the lower St. Lawrence in 1840 and eighteen in 1841, which shows how dangerous was the route; but that some progress was made in ocean shipping is shown by the fact that while in 1764 the arrivals at Quebec were 67 ships of 5,496 tons aggregate and 568 men, the arrivals in 1841 were 1,221 ships, of 425,118 tons and 16,443 men, the Unicorn plying between Quebec and Nova Scotia was the only steamer on that route.

In 1764 the Quebec Gazette's European news was seventy days old, and it was only in 1787 that a monthly mail was established between London and Halifax. The fleet for Canada usually left London towards the end of March or early in April, a second fleet following in July. The Quebec season apparently opened 1st July and closed 1st October, a term of three months, now greatly extended by the excellent lighthouse and buoy system, and improved ships.

Those who have, like the writer, made a special study of the history of transport facilities in Canada, will note many omissions in the present article, as for example, the early proposals for the lake St. Peter channel, harbor improvements, proposed canals, and an account of the long struggle between the merchants and the King's vessels for the right to navigate the great lakes, a right denied to



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merchants during the trouble of the Re-  
volution and which Government would  
gladly have withheld after the separation,  
on the plea that private vessels would in-  
dulge in smuggling. Canada's trade was  
chiefly with Great Britain, the North  
American coast, the West Indies and  
Gibraltar, and strange to say, a trade  
was being developed with China, by fast  
sailing vessels from what is now British  
Columbia.

The greatness of ancient Rome de-  
pended on the fact that all roads led to  
the Capital. Canada early set herself the  
ideal of physical union. The Grand Trunk  
and the canals united the Canadas, the  
Intercolonial bound the Maritime Pro-  
vinces to the Dominion, and the Cana-  
dian Pacific completes the union to the  
Pacific coast. Man, like the rest of  
nature, follows the line of least resist-  
ance, and with the improvement of our

highways the tide of immigration aug-  
mented in volume, new territory was  
opened, tourists came and went, and now  
commerce, in ever increasing strength  
unites the whole Dominion by bonds  
that neither race nor politics can loosen.  
The commercial traveller is not merely  
under the same flag at Vancouver and  
Halifax, but equally at home. He is the  
missionary of peace, the apostle of fra-  
ternity, and his mission will continue  
from province to province until their  
boundaries shall be merely an illusion ;  
and with the harmony of commercial laws,  
that must inevitably come, shall come  
also a homogeneity of manners and  
customs which will cement the Great  
Dominion into one vast entity, instinct  
with a national life, that shall owe its  
being to the grand arteries of trade and  
travel which place Canada even now in  
the forefront of the nations.



# THE LUXURY OF TRAVEL UNDER FRENCH RULE

EXTRACT FROM MR. WEIR'S FORTHCOMING WORK "FROM PADDLE TO PROPELLER."

When Bigot travelled, it was in truly royal state, and as illustrating the glamor that was thrown over court progress in Canada as compared with the hardships of plebeian travellers, the charming study of "Bigot et sa Cour", by Mr Marquette, Assistant Archivist of Canada may advantageously be consulted. It may be pleasant to close the history of travel in Canada during the French regime amid the pomp and luxury of a brilliant, if corrupt, court, especially as the study will bring out several characteristics of the people, notably their open-handed hospitality, which went far to remove obstacles and mitigate the tribulations of travel along inhabited routes.

The Sieur Franquet was commissioned from France in 1751 to inspect the fortifications of Canada and Acadia and, among other incidents, his journal contains an account of his journey from Quebec to Montreal in the private barge which the Intendant had placed at his disposal. The little vessel of about four tons burden was flat-bottomed. It had in the centre a cabin of about five or six feet square, made by an awning like a carriage-top with curtains at the side. In this the travellers could seek shelter from the heat of the sun, or the rain, while round it were numerous benches cushioned in blue, for use when the party remained outdoors. The boat was propelled either by oars or wind, there being a mast to carry a large sail and a topsail when desired. It was, in fact, a private yacht, capable of accomodating from twenty to twenty-five persons.

When it became known that Franquet was going to Montreal in the Intendant's barge, there was no lack of applicants to share his good fortune. His own immediate party comprised himself, M. de Couague, sub-engineer of Quebec who was instructed to accompany him and defray expenses, and two servants. He had, how-

ever, accepted the companionship of Father Boniface, superior of the House of Charity at Louisburg, M. de Maizieres, lieutenant, and Messrs de Charly and Deplessis, ensigns, all three of the Regiment of Cape Breton (Isle Royale,) who with their servants swelled the list of passengers to ten. The crew numbered thirteen, and the captain considered the vessel to be overloaded.

Franquet and his companions left Quebec 24th July 1752 in the face of adverse wind and tide, and after three days of towing and rowing arrived at Three Rivers, where they were cordially received by the Governor, Rigaud de Vaudreuil. This hospitable gentleman received only a thousand livres annually, and although he lived rent free in a house which had belonged to the king, his income seldom or never equalled his expenditure, as his house, situated about halfway between Quebec and Montreal, was the rendezvous for travellers upon this route, and he is credited with according the same hospitality to the small as to the great. Franquet dined with him and Madam de Vaudreuil. The table was set for twenty, and the meal prodigal in abundance as well as exquisite with imported wines and luxuries. A quadrille followed.

At four o'clock in the morning of the twenty-ninth the party resumed their route, the sailors stimulated by gifts of tobacco, liquor, bread and bacon according to custom, under the influence of which they promised to cast anchor at Montreal in another three days. Each night the party landed, having the right to billet themselves at any homestead, but they wisely selected the best and most frequented houses. "It is usual," says Franquet, "to pay twelve livres for the accomodation of a whole party, in addition to such expenses as they might choose to incur." The Sunday experience of this merry party was not calculated to excite religious fervor, except

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perhaps by affording an example of the mutability of terrestrial things and teaching the virtue of resignation. Their breakfast, which promised to be excellent, was interrupted by a messenger from the cure who informed them that the service was being delayed for their coming, and after attending "a mass longer than they had desired" the party returned with keener appetites than ever to find their host in despair, and their breakfast carried off by a hungry dog. Bread and butter was their last resort, and they were able to console themselves only by the reflection that if by going to church they had lost their ham they had by the same act saved their bacon. This little mischance was forgotten amid the hospitality of Montreal which was reached the following day.

Such was summer travel at its best between the two towns. It remains to describe the acme of winter travel upon the same route, as exemplified by the journeys of the Governor and Bigot in 1753, in which also Franquet had a part, and the excellent study of Mr. Marmette will now be followed more closely than ever.

It was customary for the Governor to spend several months each year on official business at Montreal, leaving Quebec sometime in January and returning in August. In 1753 the date of departure from the capital had been set by Duquesne for 14th January, and Bigot had offered to bear him company as far on his route as Point-aux-Trembles, above Quebec. The offer included a supper and an early breakfast, and was accepted as gracefully as offered, Bigot's hospitality being such as few would willingly forego. Both governor and intendant were surrounded with a numerous suite, the former being accompanied by Mr. Duchesnay, his captain of the guard, Mr. Merelle, his private secretary. Captains Saint-Ours, la Martiniere, Morin and Penn, and the lieutenants de La Roche and le Mercier. As Bigot's guests were Franquet, Captains Saint-Vincent, Dumont and de Lanandiere, with Lieutenant de Repentigny.

But it must not be supposed that Bigot's court was constituted solely of the sterner sex. Although he was a bachelor, or perhaps on that account, he seldom moved without a galaxy of beauty in his train, chief among which was

Madam Pean, wife of the captain above-mentioned. Scarcely behind, however, were the ladies de Lothiniere, Morin, de Repentigny and du Linon, all of whom accompanied him on this occasion.

At ten in the morning there was a brilliant scene on the Place d'Armes of Quebec. More than thirty horses champed their bits and pawed the ground, their bells jingling at every impatient movement. The horses were harnessed in pairs to the carioles, and at that hour the party set out, the governor in the van, each cariole containing the mystic and satisfactory number, two. Passing through the St. Louis Gate, amid salvos of artillery, the party entered the champaign with a powdery snow blowing into their faces upon the southwest wind, which augmented the intense cold of the wintry day, and made the arrival at Pointe-aux-Trembles in the afternoon a very welcome event.

The village was in a furore of excitement. Bigot's cooks, sent on ahead, were working like heavers. The chimneys of the convent where the General was to lodge, poured forth volumes of smoke. A military detachment, also sent on in advance, was on the qui vive to receive its general and the inhabitants were waiting in anxious expectation to add their quota to the welcome.

The supper sustained Bigot's reputation as a bon vivant, and the party, whose appetites had been sharpened by the long, cold drive, did full justice to it. Gaming, for which the century was distinguished, followed, but by ten o'clock everyone had retired to his quarters.

The Governor resumed his route at nine the following morning, half-a-dozen carioles having preceded him to beat the road. Bigot and his companions remained the day at Pointe-aux-Trembles and returned to Quebec on the 16th, leaving at two in the afternoon and arriving at five o'clock, having made a short halt at Cap Rouge to permit the ladies to warm themselves. The excursion was terminated by supper and play at the house of Madam Pean.

The Intendant usually followed the Governor to Montreal in March, but on this occasion he followed in the middle of February. His progress was even more splendid than that of the Governor. Six days before his departure all was bustle, the baggage of his guests being sent for-

ward in advance with the kitchen equipment, linen and everything necessary for the convenience of Bigot and his party and the entertainment at his table of twenty or twenty-five guests.

On the eighth of February the guests of the Intendant, fifteen in number, including six ladies, dined at Bigot's palace with as much luxury and order as though they were not about to leave the place for months. After the meal each gentleman conducted the lady assigned to him, to their cariole, and in a few moments the joyous party, Bigot in the van, were speeding through St. Valier Street towards the road to Lorette. The horses, surfeited with oats, bounded eagerly over the firm snow, manes streaming in the wind, with tossing heads, their blood lusty with the cold air of a clear winter day, through which their breath drifted in wreaths of mist, while the foam from their bits froze as it fell.

The first stop was at Pointe-aux-Trembles, where they passed the night. Cards whiled away the hours before dinner, and two hours were devoted to the repast. The cabmen were paid, and returned to Quebec, while orders were issued to the captain of the cote to supply at seven next morning the horses required to continue the journey. Refreshments of tea, coffee and chocolate were served at an early hour next day, and the drive was resumed. The church of Cape Sante was passed and the "cote a Page" descended, where relays were had and two hours devoted to breakfast, or rather luncheon as the route was not resumed until after midday.

At four in the afternoon the steaming horses were drawn up at Ste. Anne de la Parade, the party was billeted and the evening again passed in eating and gaming. The next day found them hastening still forward. They changed horses, but did not stop long at Cap de la Magdeleine, and drove through Three Rivers shortly before noon, being saluted by cannon. They halted at Yamachiche for the night, and the next day, being Sunday, they attended Mass and did not consequently set out until ten o'clock.

At Beaver Island, which they reached about three o'clock in the afternoon, Bigot and his companions were agreeably surprised by the arrival of the Governor from Montreal, welcome additions to the card party that was already assembled.

The following day Duquesne assumed the post of honor in the lead, the others following, and the route was resumed to Pointe-aux-Trembles, on the island of Montreal, where they halted for the night, and played faro.

An incident, which might have been an accident, occurred during the journey of that day. The horses drawing Franquet, who was alone, took fright. The driver dismounted to stop them, when he received a kick in the face and the team swept across the ice towards an opening in the river. With Franquet, who found his steeds entirely beyond control, it was a question of jumping out or drowning in the icy waters, and he chose the former course.

Montreal was entered by the Beauharnois gate next day, the 13th, the journey having extended over about five days. According to Franquet, the cost of each cariole between Montreal and Quebec was from 70 to 75 livres, while the charge for each horse was twenty sols per league, or counting fifty-seven leagues between the two towns the charge for a horse vehicle amounted to 184 or 190 livres. Add to these charges the cost of feeding the party and its numerous retinue, and 7 livres 10 sols per diem to the grand voyer or road surveyor who preceded the Intendant by some days to put the roads in proper condition, and it will be seen that the cost of "doing" the trip in regal style was very considerable.

Furthermore, every league of the road between Montreal and Quebec was covered with a small army of habitants in advance, who, lacking the mirth of fur-clad exquisites and the encouragement of bright eyes and fair faces near at hand, drove up and down, hour after hour, in their sleighs, beating down the snow, that the vice-regal party might urge forward from stage to stage at a gallop, without impediment. Whenever the chiefs of the colony moved, the whole country moved also. Exclude the court brilliancy and the lavish expenditure, deprive the roads of the special supervision of the grand voyer and the labors of the habitant, and it is not difficult to realize the hardships and actual dangers which had to be faced by unofficial persons whom necessity compelled to travel on this route in mid-winter; and necessity alone could have led to such a course,

