


The OXFORD COURSE *in*
**CANADIAN
HISTORY** 

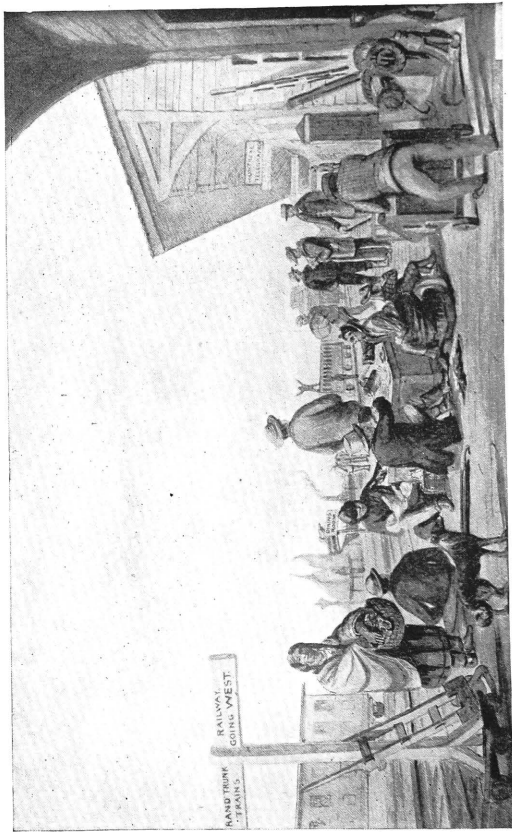


TRANSPORTATION



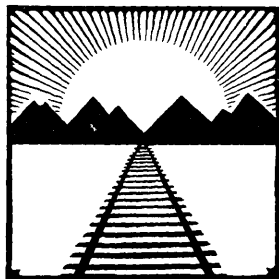
THE MAKERS OF CANADA
LIMITED
TORONTO

The OXFORD COURSE *in*
CANADIAN HISTORY
BOOK 4



UNION STATION, TORONTO, IN 1859.
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CANADIAN HISTORY



TRANSPORTATION

TORONTO
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THE OXFORD COURSE IN CANADIAN HISTORY

TRANSPORTATION

INTRODUCTION

LINES of transport and communication are to the modern community what the arterial system is to the human body. The most striking contrast between medieval and modern conditions of life lies in the enormously increased mobility of population and of ideas. The contrast between the life of a fish and the life of a human being lies mainly in the far greater intricacy of the network of nerves and arteries that nourish the great clearing station of the cerebral cortex and convey its slightest impulses to the end-organs with the speed of light. So the contrast between, let us say, the first agricultural settlement on Red River, cut off for months or even years from communication with the rest of the world, and the modern city of Winnipeg is very largely a matter of increased ease and

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swiftness of transportation and communication. A quotation from the life of Simcoe well illustrates this contrast. It refers to the appointment of Dr. Strachan to organize and take charge of the proposed University of Upper Canada in 1799. "Mr. Strachan accepted the proposed appointment, and arrived at Kingston, after a tedious voyage, on December 31st, 1799, only to find the expected position a myth. It is a pointed illustration of *the extreme slowness of communication* in those days that, although General Simcoe had been away from Canada for three years, Mr. Strachan left St. Andrew's in the expectation of still finding him in the country" (Life of Simcoe, Vol. IV. of *The Makers of Canada*, pp. 170-1). Hence in the history of Canada, with its vast distances, the story of the triumphs of modern engineering over the apparently insuperable obstacles presented by the nature of the country is not only a romance in itself but is vitally necessary to the understanding of the rapid social and political growth of the country and to a clear vision of its future possibilities. It is no paradox to say that without its system of

DIVISIONS OF SUBJECT

transcontinental railways Canada could never have attained a consciousness of nationhood.

Hence to a degree unknown in the older nations of Europe the railways of Canada have always been a political issue. The reader will find it advantageous to study the subject of transportation under the following heads:—

1. Preliminary Stage of Exploration. This has already been dealt with in the study of exploration, but the reader should go over the subject again with the map in order to gain a clear idea of the great river waterways and the mountain-passes opened up by exploration. The early history of ocean routes also belongs to this part of the subject.

2. The Development of Roads. The earliest problem of the pioneers of settlement was the making and maintaining of a system of good roads. This need may be illustrated from the life of Selkirk, one of the most far-sighted of the promoters of settlement in Canada—“Observing the obstacles to settlement and improvement arising from the want

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ploration” has already covered the main outlines of the history of the work of the explorers, but for the convenience of readers we will give a summary of the main areas thus opened up:

(a) *The St. Lawrence River Basin.* The great tide-way of the St. Lawrence River was first explored by Jacques Cartier. Champlain followed with the opening up of the St. Lawrence as far as its exit from Lake Ontario and also explored the subsidiary waterways of the Saguenay and the Ottawa River.

(b) *The Mississippi and the Great Lakes.* The work of Champlain was continued by the Jesuits and by other explorers, some of whom were interpreters and half-breeds in the service of the early settlers of New France. With this area are associated the name of La Vérendrye, Dollier de Casson, Jolliet, Père Marquette, Etienne Brûlé, La Salle and many others. For these two sections the reader will find all necessary information in the life of Champlain in Vol. I. of *The Makers of Canada.*

(c) *Hudson Bay and its River-Basins.* The exploration of this area and the

EARLY PERIOD

opening up of its rivers and trails was the work of the great Hudson's Bay Company through the often unknown labours of its countless factors and traders. Some of the more famous names, such as that of Samuel Hearne, with an account of their achievements will be found in the early part of Mackenzie's life in Vol. IX. of *The Makers of Canada*.

(d) *The Mackenzie and Peace River Basins*. The one name pre-eminently associated with the opening up of these vast new areas and waterways to the fur-trade is that of Sir Alexander Mackenzie, the story of whose exploits is fully told in his life in Vol. IX. of *The Makers of Canada*.

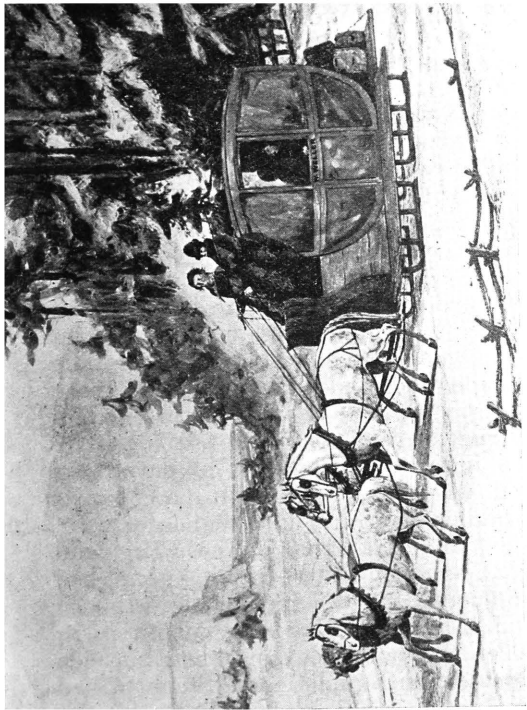
(e) *The Rivers of the Pacific Slope*. The work of exploring the waterways of the Pacific slope, together with the mountain passes which form the gateways through the Rockies, was begun by Mackenzie, and carried on by Thompson, Fraser, Stuart and other less known adventurers. The story of their work is contained in Chapters XI.-XIII. of Mackenzie's life in Vol. IX. of *The Makers of Canada*.

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2. THE MAKING OF ROADS

In the introduction to this study we have already noted the early emergence of the need for roads when once the work of settlement had begun. Here, as in the case of waterways, the Indian led the way. The earliest roads were the Indian trails, generally serving only as portages from one waterway to another.

In the era of New France the main and practically the only road followed the north shore of the St. Lawrence between Montreal and Quebec. In Upper Canada the first main roads were Yonge Street and Dundas Street. In 1816 Upper Canada was linked to Lower by a road from Montreal to Kingston which was continued next year as far as Toronto. The student will find an excellent summary of the history of the development of Canadian roads in Vol. XII. of *The Makers of Canada*, under the heading *Roads*. Also in the life of Simcoe Vol. IV. of *The Makers of Canada*, pp. 207-209, an interesting account of the survey and making of old Yonge Street will be found.



THE FIRST STAGE COACH. THE 'WELLER' LINE
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3. THE COMING OF THE RAILWAYS

Professor Macnaughton in his inimitable life of Lord Strathcona, so skillfully edited by Principal Grant, has summed up in vigorous phrase the place of the railway and its makers in the story of the making of Canada—"Their faith had well-nigh literally moved mountains, the last obstructions, by most men held to be insuperable, in the Titanic work which the valour of their kindred had passed through raging floods to begin. That work was all of a piece, to make Canada and build the keystone of the British Empire. It was from first to last a struggle against the most terrific powers and impregnable barriers of nature, as well as against the still more heart-breaking cowardice and malice of man. The birch-bark canoe of those Highland paladins, John Stuart and his peers, had conquered in the first battle. Robert Stuart had found a hero's death in it. When the pair of cousins, their kinsmen Donald Smith and George Stephen, had subdued the Selkirks and the Rockies by playing the leading part in imposing

THE COMING OF THE RAILWAY

upon the necks of those giants the steel lines of the Canadian Pacific Railway and had won their topmost crowns of everlasting snow for monuments, the long campaign had ended in decisive victory." (Life of Strathcona, Vol. X. of *The Makers of Canada*, p. 25.)

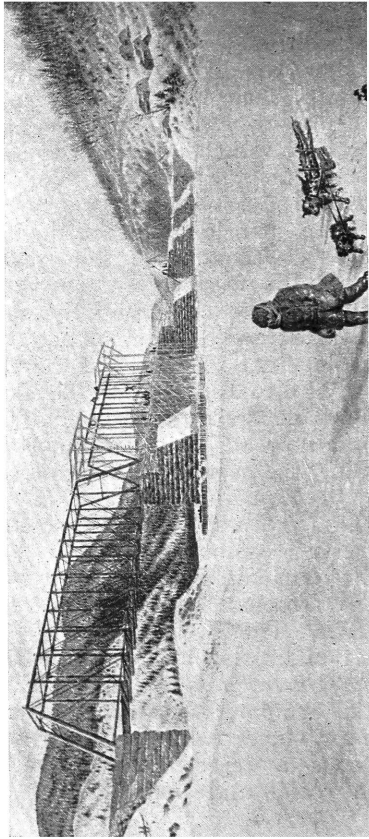
There is a romantic interest in the link of kinship between one of the greater explorers of the western waterways of the greatest of the makers of the steel ways which forged the first bond between the far-flung provinces of the Dominion. Next to the political development of Canada the reader will find the story of the railroads the most important and certainly the most enthralling part of his study of the making of Canada.

It falls naturally into four divisions:—

- (a) The Intercolonial Railway.
- (b) The Canadian Pacific Railway.
- (c) The Canadian Northern and the Grand Trunk Pacific.

(d) Nationalization and the C.P.R.

(a) *The Intercolonial Railway.* Even to-day the comparative isolation of the group of provinces called the Maritime Provinces is a regrettable feature of Canadian social and political life. In



THE INTERCOLONIAL RAILWAY
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THE INTERCOLONIAL

the early years of the 19th century it was a crying evil. Shortly after George Stephenson's invention had begun to revolutionize the conditions of life in England, projects were put forward to utilize the new and startling innovation as a means of linking Nova Scotia and New Brunswick with Quebec. In the story of this first important Canadian Railway project the reader will find illustrated certain main features which bulk still more largely in the story of the Canadian Pacific Railway. These features which the reader should study carefully are, the attitude of the British Government towards Canadian railway schemes; second, the close connection between the growth of railways and the growing urgency of Confederation; third, the relation between railway building and international politics, which in the case of Canada means the attitude of the United States towards the development of Canada; fourth, the place of railway construction in provincial politics.

The reader will find that with the story of the Intercolonial Railway the career of one of the greatest of early Canadian statesmen is closely bound up,

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Joseph Howe. He should follow closely on the map the significance of the proposed routes, Robinson's line and the direct route through Maine to Halifax.

For the full story the reader is referred to the following portions of *The Makers of Canada*. The life of Howe, Vol. VIII. of *The Makers of Canada*, Chapter VII. It is worth while calling the reader's attention to Howe's prophetic forecast of the future of Canadian railways, suitably italicized, on p. 135 of this chapter.

The life of Tupper, same volume, page 170.

The life of Tilley, same volume, Chapter V.

The life of Cartier, Vol. V. of *The Makers of Canada*, Chapter V.

(b) *The Canadian Pacific Railway*. This section of the railway story is the most important of all and the most thrilling. It is an epic embracing the story of the great Canadian statesmen of the Confederation; it is full of "moving accidents by flood and field." The best volume of *The Makers of Canada*, the lives of the Strathcona and Van Horne, is devoted wholly to its dramatic course, and the

THE CANADIAN PACIFIC

reader who knows thoroughly the story of its triumphant achievement will have entered into the very soul of Canadian history. It is superfluous to tell in brief the story so admirably told in the volume mentioned above, but it will serve to focus the reader's attention on the vital issue for Canada involved in the building of the C.P.R. if we quote a paragraph from the report on Pacific Railways presented to the Upper House of Congress on the 15th of February, 1869. Thus speaks the shrewd American promoter of the Northern Pacific Railway, "The opening by us first of a Northern Pacific Railway seals the destiny of the British possessions west of the ninety-first meridian. They will become so Americanized in interests and feelings that they will be in effect severed from the new Dominion, and the question of their annexation will be but a question of time." How clearly this was recognized by the greatest of the Fathers of Confederation, Sir John A. Macdonald, is evident from a letter of his written in the following year—"It is quite evident to me from advices from Washington, that the United States Government are re-

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solved to do all they can, short of war, to get possession of the western territory, and we must take immediate and vigorous steps to counteract them. One of the first things to be done is to shew unmistakeably our resolve to build the Pacific Railway." Here the reader has in a nutshell the great issue involved in the building of the first all-Canadian transcontinental railway.

The volume on Strathcona and Van Horne already mentioned, Vol. X. of *The Makers of Canada*, will be the reader's main guide, but in addition he will find other aspects of the story presented in the following parts of *The Makers of Canada*.

Life of Tupper, Vol. VIII. of *The Makers of Canada*, Chapters V.-VI.

Life of Cartier, Vol. V. of *The Makers of Canada*, pp. 51-54.

Life of Baldwin, Lafontaine, Hincks, Vol. V. of *The Makers of Canada*, pp. 325-326.

Life of Sir John A. Macdonald, Vol. VII. of *The Makers of Canada*, Chapter XI.

Life of Sir Wilfrid Laurier, Vol. XI. of *The Makers of Canada*, Part I, Chapter XIV.

OTHER RAILWAYS

(c) *The Canadian Northern and Grand Trunk Pacific.* The building of the Canadian Pacific Railway was a complete answer to the strategic move of the United States to secure control of the West. It guaranteed, finally, a united Canada from the Pacific to the Atlantic. It was also so soundly based from a financial standpoint that it had no cause to fear any competition. But the rise of competition was inevitable. Others sought to share in the spoils to be won by tapping the virgin resources of the West. The next stage accordingly in the history of railway-building is the great struggle between the Grand Trunk Pacific and the Canadian Northern systems a struggle which ultimately led to the possession by Canada of three transcontinental routes. This phase of the railway story is also closely bound up with politics. The reader will find its story told in the life of Van Horne, Vol. X. of *The Makers of Canada*, Chapter XVIII., and in the life of Laurier, Vol. XI. of *The Makers of Canada*, Part II., Chapter XXVIII.

(d) *Nationalization and the C.P.R.* The last phase belongs to our modern Can-

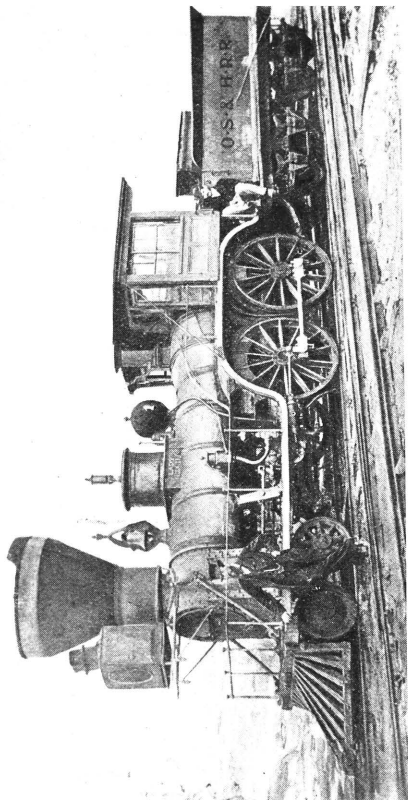
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adian problems and will be touched on more fully in the last study of this series. Largely as a result of England's experience of a temporary nationalization of the railways during the Great War Canada was led to adopt a far reaching scheme of nationalization which included the Grand Trunk, the Canadian Northern, the Intercolonial and other smaller roads. The running of these transcontinental systems as a government enterprise with government support has created probably the most serious competition the C.P.R. has ever had to face.

The reader is now in a position to see the extreme importance of the story of railway-construction in the making of Canada, and he cannot be too strongly urged to master this great central theme with the greatest care.

4. CANALS

Since the waterways of Canada were the earliest main lines of communication it was natural that the first attempts to improve the means of transportation should take the form of canal works intended both to link up the various waterways and to remove their obstacles.



THE "LADY ELGIN," THE FIRST LOCOMOTIVE IN ONTARIO
From the John Ross Robertson Collection

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This phase of Canadian development takes us back to a much earlier period than the coming of the railways. It has never played such a dramatic part in the history of politics of Canada as the construction of the railways, yet it has contributed in a very considerable degree to ease of freight transport and to the material prosperity of Canada. If the reader has access to the Dominion Atlas of Canada, he will find on pages 51-52 a map shewing the main canal routes, both those projected and those actually in use. They are confined at present to the provinces of Ontario and Quebec. The main systems are:—

(a) *The Rideau Canal* linking up the St. Lawrence through the Ottawa River and the Rideau Lakes with Lake Ontario at Kingston.

(b) *The Welland Canal* which links up the west end of Lake Ontario with the east end of Lake Erie.

(c) *The Trent River* system of canals, partly finished, which will, when completed, link up Lake Ontario through the Kawartha Lakes and Lake Simcoe with the Georgian Bay.

(d) *The Sault Ste. Marie Canal* which

CANALS

carries by far the largest volume of freight and links up Lake Superior and its mid-west ports, Port Arthur and Fort William, with the trading centres of Lake Michigan and Lake Huron.

The most important canal works still projected and waiting to be carried out are the Ottawa and Georgian Bay Canal connecting the northern end of Georgian Bay through the French River and Lake Nipissing with the Ottawa River and the St. Lawrence; and the deepening and canalization of the St. Lawrence between Prescott and Cornwall, which would give an ocean highway from the Great Lakes to the Atlantic. This last involves important international issues as the southern bank of the river and many of the islands are U.S.A. territory.

The beginnings of such enterprises go back to the time of Haldimand and were directed to the improvement of the difficult St. Lawrence navigation. The reader will find an account of this early stage of canal development in the life of Simcoe, Vol. IV. of *The Makers of Canada*, pp. 112-113.

The Welland Canal was begun in 1824 and the Rideau Canal in 1826. The

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reader will find the principal references to these and other canal undertakings in the following passages of *The Makers of Canada*.

Life of Sydenham, Vol. VI. of *The Makers of Canada*, p. 318f.

Life of Baldwin, Vol. V. of *The Makers of Canada*, pp. 92-93-116.

Life of Tupper, Vol. VIII. of *The Makers of Canada*, p. 170f.

In Vol. XII. the reader will find further detailed information under the heading Canals and under the heads of the individual canals.

5. IMMIGRATION AND OCEAN ROUTES

There is no problem which so closely concerns the future of Canada as that of immigration. The early stages of immigration have been touched on in the history of settlement, but the real problem began with the opening up of the West by the transcontinental railways. Prior to this the matter was already occupying the attention of the British Government as the reader may see from an extract from Lord Sydenham's report on Immigration quoted in the life

STEAMSHIP LINES

of Sydenham, Vol. VII. of *The Makers of Canada*, pp. 320-322.

The closely related problem of developing steamship communication between Canada and Great Britain was also foreseen by Howe as early as 1838, just before the initiation by individual enterprise of the Cunard Steamship Lines. The reader will find the main lines of the problem stated with Howe's usual clearness and incisiveness in the life of Howe, Vol. VIII. of *The Makers of Canada*, pp. 231-234.

The part played by the C.P.R. in developing a steamship service directly connected with its transcontinental railway is related in the life of Van Horne, Vol. X. of *The Makers of Canada*, pp. 150-152, 224-225, 279-280.

