

Chapter 1 : Voyageurs - Wikipedia

Of the young voyageur, And his voice, sounding far, Sets the forest astir. Gladsome and free, Little cares he For there's joy in the heart Of the young voyageur.

The early fur trade with Native Americans, which developed alongside the coasts of North America, was not limited to the beaver. Beavers were not particularly valued and people preferred "fancy fur" or "fur that is used with or on the pelt. The fur trade was viewed as secondary to fishing during this era. By 1673, the King of France decided to control the traders by publishing an edict that banned fur and pelt trading in New France. Those travellers associated with the canoe transportation part of the licensed endeavour became known as voyageurs, a term which literally means "traveler" in French. The fur trade was thus controlled by a small number of Montreal merchants. New France also began a policy of expansion in an attempt to dominate the trade. French influence extended west, north, and south. Forts and trading posts were built with the help of explorers and traders. Treaties were negotiated with native groups, and fur trading became very profitable and organized. The system became complex, and the voyageurs, many of whom had been independent traders, slowly became hired laborers. This company, by 1700, grew to monopolize and control the American fur industry. In the late 17th century, demand in Europe grew substantially for marten, otter, lynx, mink and especially beaver furs, expanding the trade, and adding thousands to the ranks of voyageurs. At their height in the 17th century, they numbered as many as three thousand. Some voyageurs stayed in the back country over the winter and transported the trade goods from the posts to farther-away French outposts. These men were known as the hivernants winterers. They also helped negotiate trade in native villages. In the spring they would carry furs from these remote outposts back to the rendezvous posts. The majority of these canoe men were French Canadian; they were usually from Island of Montreal or seigneuries and parishes along or near the St. Lawrence River; many others were from France. Voyageurs were mostly illiterate and therefore did not leave many written documents. The only known document left behind for posterity by a voyageur was penned by John Mongle who belonged to the parish of Maskinonge. He most likely used the services of a clerk to send letters to his wife. These chronicle his voyages into mainland territories in quest of furs. Firstly, their background of French-Canadian heritage as farmers featured prominently in their jobs as voyageurs. The latter was seen as a temporary means of earning additional income to support their families and expand their farms. However, fur trading was not an everyday experience for most of the colonial population. Roughly two thirds of the population did not have any involvement in the fur trade. By experiencing the same conditions as the Natives and interacting with them, the voyageurs learned that using the same clothing and tools as them, they could make the most of their environment. Although this influence worked both ways; the Natives coveted certain objects which they received in trade with the voyageurs. Since this group included only men, it embodied masculinity itself. These men engaged in activities such as gambling, drinking, fighting; interests which were reserved for men of this trade. Voyageurs were the canoe transportation workers in organized, licensed long-distance transportation of furs and trade goods in the interior of the continent. Coureurs des bois were entrepreneur woodsmen engaged in all aspects of fur trading rather than being focused on just the transportation of fur trade goods. For those coureurs des bois who continued, the term picked up the additional meaning of "unlicensed". Voyageurs who paddled only between Montreal and Grand Portage were known as mangeurs de lard pork eaters because of their diet, much of which consisted of salt pork. This was considered to be a derogatory term. These men were seasonal workers employed mostly during the summer months who used canoes to transport their goods which could weigh as much as four tonnes. It was necessary to have up to ten men to safely navigate with so much on board. They would travel to the western end of Lake Superior to drop off their goods. Those who were neither primarily travelled the interior beyond Grand Portage without wintering in it. They would pick up the goods from Lake Superior and transport them inland over large distances. They were instrumental in retrieving furs from all over North America but were especially important in the rugged Athabasca region of the North-West. The Athabasca was one of the most profitable fur-trade regions in the colonies because pelts from further North were of superior quality to those trapped in more southerly

locations. Originally the HBC was content to stay close to their trading posts along the shores of Hudson Bay and have their native trading partners bring the pelts to them. However, once the NWC began sending their voyageurs into the Athabasca it became easier for the natives to simply trade with them than to make the long trek to Hudson Bay. Colin Robertson led the first of these HBC expedition to the Athabasca and claimed to have difficulty hiring voyageurs from the Montreal region because of NWC efforts to thwart him. The NWC realized how important the voyageurs were to their success and were unwilling to give them up easily. The Montreal-based North West Company was formed in largely because distances had become so great as to require a highly organized transport system The Athabasca country was miles from Montreal and a canoe might go miles in a month. The independent *coureurs des bois* continued to be replaced by hired voyageurs. Since the west country was too far for a round trip in one season, each spring, when the ice broke up, boats would set out from Montreal while winterers would start east. They exchanged their goods at Grand Portage on Lake Superior and returned before the rivers froze five months later. The Hudson Bay trade was diverted southwest to the edge of the prairie where pemmican was picked up to feed the voyageurs on their journey northwest to the Athabasca country. The two companies competed for a while and, in 1792, merged. After the western posts were linked to the British bases on the Oregon coast. The Carlton Trail became a land route across the prairies. From the North-West Mounted Police began to extend formal government into the area. The fur trade routes grew obsolete from the 1830s with the coming of railways and steamships. Several factors led to the end of the voyageur era. Improved transportation methods lessened the requirement for transport of furs and trading goods by voyageurs. The presence and eventual dominance of the Hudson Bay York-boat-based entry into the fur trade areas eliminated a significant part of the canoe travel, reducing the need for voyageurs. Fur animals became less plentiful and demand for furs dropped. Nonetheless, they voyageurs enjoyed one prominent revival in the minds of the British Public - in the end of 1840s, Field Marshal Garnet Wolseley was dispatched to Khartoum to relieve Major General Charles George Gordon, who was presently besieged by the islamist Mahdist movement. Wolseley demanded the services of the voyageurs, and insisted that he could not travel up the Blue Nile without the voyageurs to assist his men as river pilots and boatmen. The canoes traveled along well-established routes. Most led to Montreal. Later many led to Hudson Bay. Hudson Bay and Montreal routes joined in the interior, particularly at Lake Winnipeg. By the late 17th century Europeans had wintered on Rainy Lake, west of Lake Superior, and by the 18th century regular routes led west of Lake Superior. The eastern end of the route from Montreal divided into two very different routes. The main route from Montreal went up the Ottawa River and then through rivers and smaller lakes to Lake Huron. The other followed the St. Grand Portage now Minnesota on the northwest shore of Lake Superior was the jumping-off point into the interior of the continent. It started with a very long portage, nine miles hence its name. The route from Fort William was slightly farther north. The two routes led to and joined at Lac La Croix. Later, the downstream portion of this route was traversed by York boats rather than canoes. The Montreal canoe was used on the Great Lakes, and the north canoe was used on the interior rivers. Crew was 6â€”12, with 8â€”10 being the average. On a portage they were usually carried inverted by four men, two in front and two in the rear, using shoulder pads. When running rapids they were steered by the *avant* standing in front and the *gouvernail* standing in the rear. The north canoe or *canot du nord* was used west of Lake Superior. It was about 25 feet 7. Crew was 4â€”8, with 5â€”6 being the average. It was carried upright by two men. The express canoe was not a physical type, but a canoe used to rapidly carry messages and passengers. They had extra crew and no freight. The York boat was also used in the fur trade to travel inland on the Hayes River from York Factory on Hudson Bay, but was not necessarily manned by voyageurs. The York boat was only slightly larger than a Montreal canoe and could not be carried, but needed less crew, could be rowed, could carry more sail, was more stable on lakes, and was more durable. Provided that there were no rapids requiring daylight for navigation early in the day, they set off very early without breakfast. Lunch, when it existed, was often just a chance to get a piece of pemmican to eat along the way. But they did stop for a few minutes each hour to smoke a pipe. Distance was often measured by "pipes", the interval between these stops. Between eight and ten in the evening, travel stopped and camp was made. Many drowned in rapids or in storms while crossing lakes. Portages and routes were often indicated by lob trees, or trees that had their branches cut off just below

the top of the tree. Canoe travel included paddling on the water with all personnel and cargo, carrying the canoes and contents over land this is called portaging. In shallow water where limited water depth prevented paddling with the cargo in the canoe, but allowed either canoes or loaded canoes to be floated, methods that combined these were used. These moved the canoes via pulling by hand, poling, or lining with ropes.

Chapter 2 : Full text of "The young voyageurs, or The boy hunters in the North"

The young voyageur, Hardcover - by Dirk Gringhuis (Author) Be the first to review this item. See all 6 formats and editions Hide other formats and editions.

Jamie is carried to a nearby farmhouse where 18 Highland soldiers have sought refuge after the battle of Culloden. Harold Grey, Earl of Melton, arrives as representative of the Duke of Cumberland and announces the survivors will be shot. As each man is led outside to be executed, Melton takes his name for the records. When the English scour the country for Jacobite rebels, Jamie hides in a cave near Lallybroch. He visits his sister, Jenny, and her family once a month to shave, wash, and hear news. John believes that Jamie knows the whereabouts of the French gold allegedly sent to Bonnie Prince Charlie. When the prison is fully renovated, the Crown transports the prisoners to America and uses the former prison as an army barracks; but John has Jamie sent to Helwater in the Lake District, the stud farm of Lord Dunsany, as a groom. Dunsany has two daughters; the elder, Geneva, is infatuated with Jamie but is betrothed to Lord Ellesmere, an elderly man, and she blackmails Jamie into sexual relations with her. Geneva leaves Helwater and marries Lord Ellesmere. Nine months later, she gives birth to a boy and dies the next day. Ellesmere tells Lord Dunsany that the baby is not his, and threatens to kill him; but Jamie kills Ellesmere instead. The baby, called William, returns to Helwater with them. In reward for his actions, Lady Dunsany offers to ask Lord John to petition for a pardon so he can go home to Lallybroch. Claire is reunited with her unofficial adopted son, Fergus, whom she knew as a year-old French pickpocket, now in his 30s. To explain her absence, the family tells everyone that Claire was with relatives in France, believing that Jamie was killed at Culloden, and only just learned that he was alive. Angry and betrayed, she leaves Lallybroch, but Young Ian brings her back, telling her that Laoghaire has shot Jamie. Upon return, Claire sees that the wound is infected and saves Jamie with antibiotics and syringes brought from the 20th century. Jamie negotiates a settlement with Laoghaire, to pay her 1, pounds in compensation, and to support her until she marries again. When they have the treasure, they plan to go to France and sell the jewels, but Young Ian is kidnapped by a strange ship. At sea, their ship is hailed by an English ship called the Porpoise, looking for a surgeon. While Claire is treating the sick, the Porpoise gets under way with Claire on board, and Claire learns that the customs agent searching for Jamie is aboard the Porpoise and plans to have Jamie arrested in Jamaica. Stern, and a bizarre, drunken, defrocked priest. He is captured briefly but escapes and is reunited with Claire. Jamaica[edit] Disguised as a Frenchman, Jamie attends a ball for the local governor his old friend Lord John Grey and leaves to speak to John privately. A young woman is murdered at the ball and the guests are detained under suspicion. Claire also speaks to John and he tells her that he gave Jamie a portrait of his son, Willie, whom Jamie has yet to tell her about. Jamie and Claire search for Young Ian at a slave market and later at the plantation of a Mrs. Abernathy, whom they identify as the former Geillis Duncan. After their stay with her, Jamie and Claire discover that Geillis has Ian captive. Jamie and his men plan to recover Ian, only to find that Geillis has left and taken Ian with her. After a struggle in a cave on Jamaica, Claire kills Geillis with an axe and she and Jamie escape with Ian. As they sail away from Jamaica, they are chased by the Porpoise again. In a storm, the British ship is lost, and the Scottish ship Artemis is blown off course, and shipwrecked in the American colony of Georgia.

Chapter 3 : Young Voyager (Mackinac Island Historic Parks) () by Dirk Gringhuis

In Mackinac State Historic Parks began archaeological excavations on the site of Fort Michilimackinac in Mackinaw City, Michigan. Since then, the Parks have continued excavations, not only at Michilimackinac, Mackinac Island, and Mill Creek, but at other sites at the Straits as well. Over the.

Chapter 4 : A YOUNG VOYAGEUR

A familiar author-artist for the younger age group (see Here Comes The Book-mobile and Talip Time) turns to the teens

for a well-wrought story of fur trading.

Chapter 5 : Voyage applications are open for the Young Endeavour | Whitsunday Times

From the wilds of the North Comes a young voyageur, With his boyant canoe Well laden with fur. Chorus: Gladsome and free, Little cares he For there's joy in the heart.

Chapter 6 : Voyager (novel) - Wikipedia

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Chapter 7 : From the wilds of the North / The Young Voyageur

This is a French song that has long been associated with the Fort Vancouver National Historic Site.

Chapter 8 : Star Trek: Voyager (TV Series ") - IMDb

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Chapter 9 : Full text of "The young voyageurs, or The boy hunters in the north"

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