

LIST OF THE PRINCIPAL MAPS.

The World.
 Mercator's Projection.
 Magnetic Curves.
 Isothermal Lines.
 Mountains and Rivers.
 Distribution of Plants.
 Europe.
 England.
 Scotland.
 Ireland.
 France.
 Switzerland.
 Holland.
 Netherlands.
 Central Europe.
 Germany.
 Austria.
 Prussia.
 Denmark.
 Sweden & Norway.
 Russia in Europe.
 Spain & Portugal.
 Italy.
 Turkey in Europe.



Greece.
 Asia.
 Turkey in Asia.
 Palestine.
 Persia, Cabool.
 India—Punjab, &c.
 Eastern Islands.
 Australasia.
 Africa—Madeira.
 Egypt.
 North America.
 Canada.
 United States.
 Mexico.
 California.
 West Indies.
 South America.
 Colombia, Peru, &c.
 Chili, La Plata, &c.
 Brazil, &c.
 China.
 New South Wales.
 New Zealand.
 Ancient World.
 Roman Empire.
 Travels of Saint Paul, &c.

In a handsome volume folio, strongly half-bound in morocco, gilt leaves, price £2, 16s., a New Edition of

BLACK'S GENERAL ATLAS OF THE WORLD.

Revised and Corrected throughout, from the most recent authorities, to 1851.

The Work is in every respect accommodated to the present advanced state of Geographical knowledge, and whether on the ground of *accuracy*, *beauty of execution*, or *cheapness*, the Publishers invite a comparison with any other work of its class.

The General Index—an addition without which no Atlas can be deemed complete—contains nearly 60,000 Names, with their Latitude and Longitude, and the No. of the Map in which they will be found.

“We are now in possession of an ‘Atlas’ which comprehends every discovery of which the present century can boast. Not a village nor a rivulet rendered famous by victory—not a single hamlet jotted down in the itinerary of the adventurous traveller, not a single spot which theodolite or aneroid barometer could determine with accuracy has been omitted in the maps. They are each and all very beautiful models of completeness, and may be consulted without the slightest chance of the student's being misled. . . . This ‘Atlas’ ought at once to supersede all other works of the kind, and we earnestly recommend those who are intrusted with the duty of education to accept it as their standard of correctness. No one, either in pursuit of truth on his own account, or attempting to direct the inquiries of others, will hereafter have any excuse for going astray.”—*United Service Gazette*.

T. 3132

NEW WORKS

PUBLISHED BY

ADAM AND CHARLES BLACK, EDINBURGH.

In 8vo or 4to, bound (the Maps of Royal Quarto size), price 10s. 6d.

BBLACK'S SCHOOL ATLAS OF MODERN GEOGRAPHY.

An entirely New Collection of Maps, drawn by W. HUGHES, F.R.G.S., Professor of Geography in the College for Civil Engineers, and Engraved on Steel in the first style of the art; with an Index of all the Names contained in the Work, exhibiting the Latitude and Longitude of each, and a reference to the Map in which it may be found.

"The best Atlas of Modern Geography that has as yet fallen in our way. It is at once a duty and a pleasure to recommend it."—*English Journal of Education*.

In a thick and closely printed volume, price 16s., the Fourth Edition of

THE WEALTH OF NATIONS. By ADAM SMITH, LL.D.;

with a Life of the Author, Notes, and Supplemental Dissertations, by J. R. McCULLOCH, Esq.

This Edition contains elaborate Notes on our Monetary System, the Repeal of the Corn and Navigation Laws, our Colonial Policy, &c.

The Index extends to 50 closely printed pages, affording facilities in the consultation of the work which no other edition possesses to nearly so great an extent.

ILLUSTRATED DICTIONARY OF THE BIBLE.

In one volume 8vo, price 10s. 6d., illustrated by 336 Engravings on Wood, Maps, Plans, &c.

A CYCLOPÆDIA OF BIBLICAL LITERATURE. By JOHN KITTO, D.D., F.S.A., Author of the "Pictorial Bible," &c.

This Work is studiously accommodated to the wants of the great body of the religious public. To Parents, to Sunday School Teachers, to Missionaries, and to all engaged, either steadily or occasionally, in the important business of Biblical Education, the volume is confidently recommended as the most valuable compendium of Bible Knowledge for the People which has ever appeared in this country.

DEDICATED BY PERMISSION TO DR ABERCROMBIE.

In one thick volume, 8vo, price 12s. The Tenth Edition, Enlarged, Corrected, and Improved, of

A DICTIONARY OF MEDICINE, designed for Popular Use, containing an Account of Diseases and their Treatment; with Directions for Administering Medicines; the Regulation of Diet and Regimen. By ALEXANDER MACAULAY, M.D., Fellow of the Royal College of Surgeons of Edinburgh, &c., &c.

In a handsome volume, post 8vo, price 6s.

THE POETRY AND POETS OF BRITAIN, from CHAUCER to TENNYSON; with Biographical Sketches, and a rapid view of the characteristic attributes of each. By DANIEL SCRYMGEOUR. Preceded by an Introductory Essay on the Origin and Progress of English Poetical Literature.

Neatly bound in cloth, price 2s. 6d., a New Illustrated Edition of

THE GENTLE SHEPHERD, A PASTORAL COMEDY. By ALLAN RAMSAY. With a Life and Portrait of the Author, numerous Illustrations on Steel, and a Comprehensive Glossary.

92

VIX

Me

SABIN 8501 (2)
"Corrected throughout and
greatly enlarged"

In small 8vo, with a Map, price 4s. 6d.,

VIEWS OF CANADA AND THE COLONISTS.

EMBRACING THE EXPERIENCE OF AN EIGHT YEARS' RESIDENCE ;
VIEWS OF THE PRESENT STATE, PROGRESS, AND PROSPECTS
OF THE COLONY ; WITH DETAILED AND PRACTICAL
INFORMATION FOR INTENDING EMIGRANTS.

BY JAMES B. BROWN.

SECOND EDITION.

Extracts from the Critical Notices of the First Edition.

Chambers's Journal.

"A little volume which we hail with much satisfaction, as a fresh and trustworthy informant on the most important of our colonies. * * * Much of the intelligence is from official sources, and the whole has the advantage of being recent."

The Critic.

"To persons contemplating emigration, this volume will be invaluable; for it contains a greater amount of *useful* information—of instruction in small details, so much needed, so difficult to obtain when wanted—than we remember ever to have seen collected in a single volume."

The Literary Gazette.

"A very practical, straightforward, and trustworthy book; a faithful representation of one of England's most important colonies, and one which presents the most natural attractions to emigration. * * * With our hearty recommendation we take leave of this faithful and impartial volume."

Tait's Magazine.

"Sensible and well-informed letters. * * * The writer has added to the value of his book by collecting useful information from every authentic source; and though we do not take it upon us to bid any intending emigrant take any one writer for his sole guide, we may vouch for the author of the letters being at least a safe consulting authority."

The Atlas.

"Embraces information on every subject which it behoves the emigrant to know, and which is likely to fall under notice. * * * We regard it as a useful manual to those who wish to make themselves acquainted with the real state of our American Colonies, as well as a valuable guide-book to the intending emigrant."

Quarterly Journal of Agriculture.

"No one, we think, can rise from the perusal of 'Canada and the Colonists' without having a very vivid picture left on his mind, both of the appearance of the country, and the habits and pursuits of the inhabitants."

The Colonial Gazette.

"This is the work of a shrewd and truthful observer. * * * The author brings it [a district in Canada] before us with all the liveliness of a thing we have ourselves seen."

John Bull.

"For sound, practical, and useful information respecting this most valuable and important branch of our colonial empire, we do not know any single work which can be compared with this volume. We doubt, indeed, whether much is not exclusively to be found in it. It should be the previous study, and pocket companion of all who contemplate settling in Canada. The author gives us, in a clear and succinct manner, the results of a four years' residence, and a collection of facts of the utmost moment to the emigrant, and of great interest to the general reader."

Simmond's Colonial Magazine.

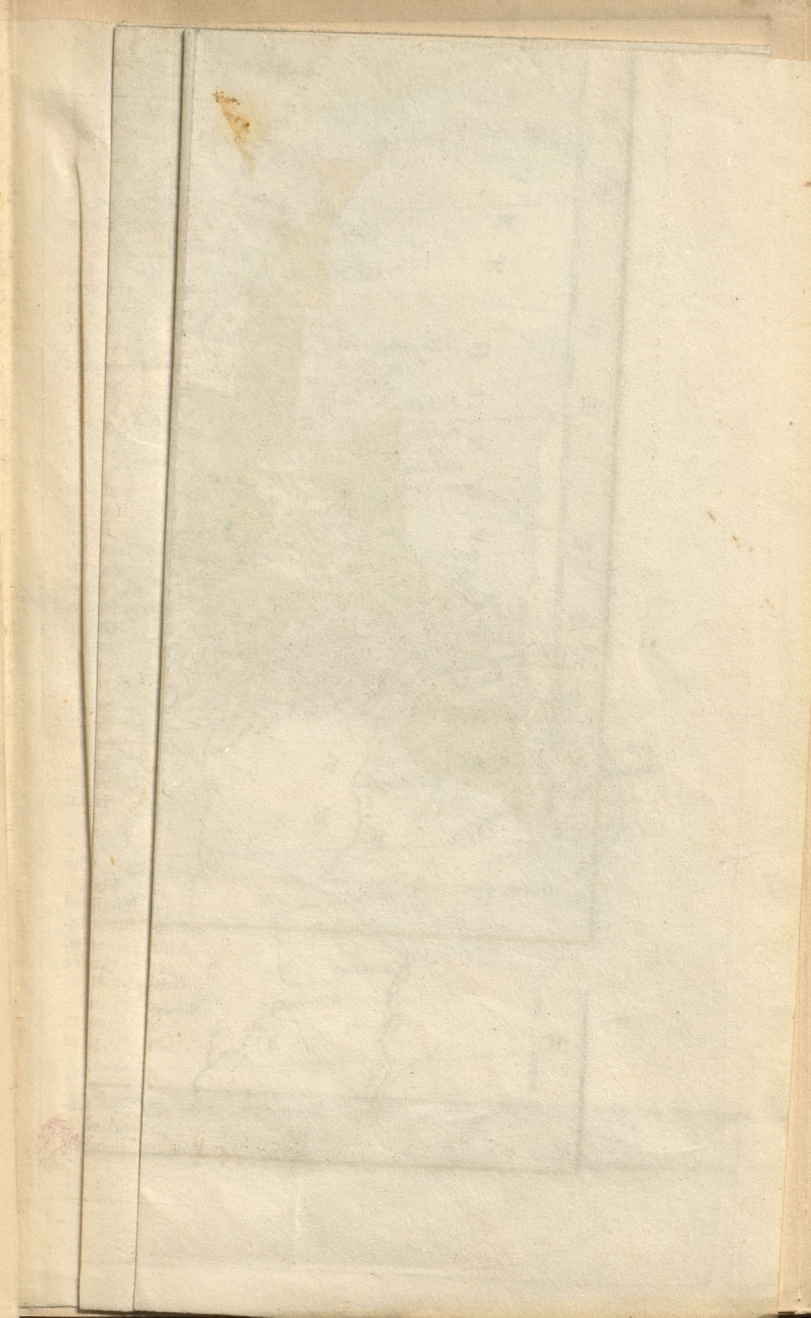
"An able and interesting work. * * * Has the singular merit of extracting everything that is important to the intending settlers from all these publications [Bouchette, Picken, Sir Richard Bonnycastle, and other previous works on Canada], and leaves nothing on the score of population, religion, travelling, wages, agricultural productions, progress of settlement, varieties of soil, state of parties, maritime advancement, price of land, public revenue, taxes, and the means provided for education—unnoticed. It is the most practically useful work we have hitherto met with. The knowledge which the author acquired by travelling over the greater portion of the interior of Canada, and through its vast chain of waters, is communicated with a fidelity and ability that render the volume eminently worthy of public patronage. * * * Those who either intend to visit or settle in that rising country should read with the greatest attention this interesting compendium. * * * It is a work the result of experience; and all who either have, or desire to have an interest in that colony, will experience much pleasure, and derive great profit, by the perusal of this volume."

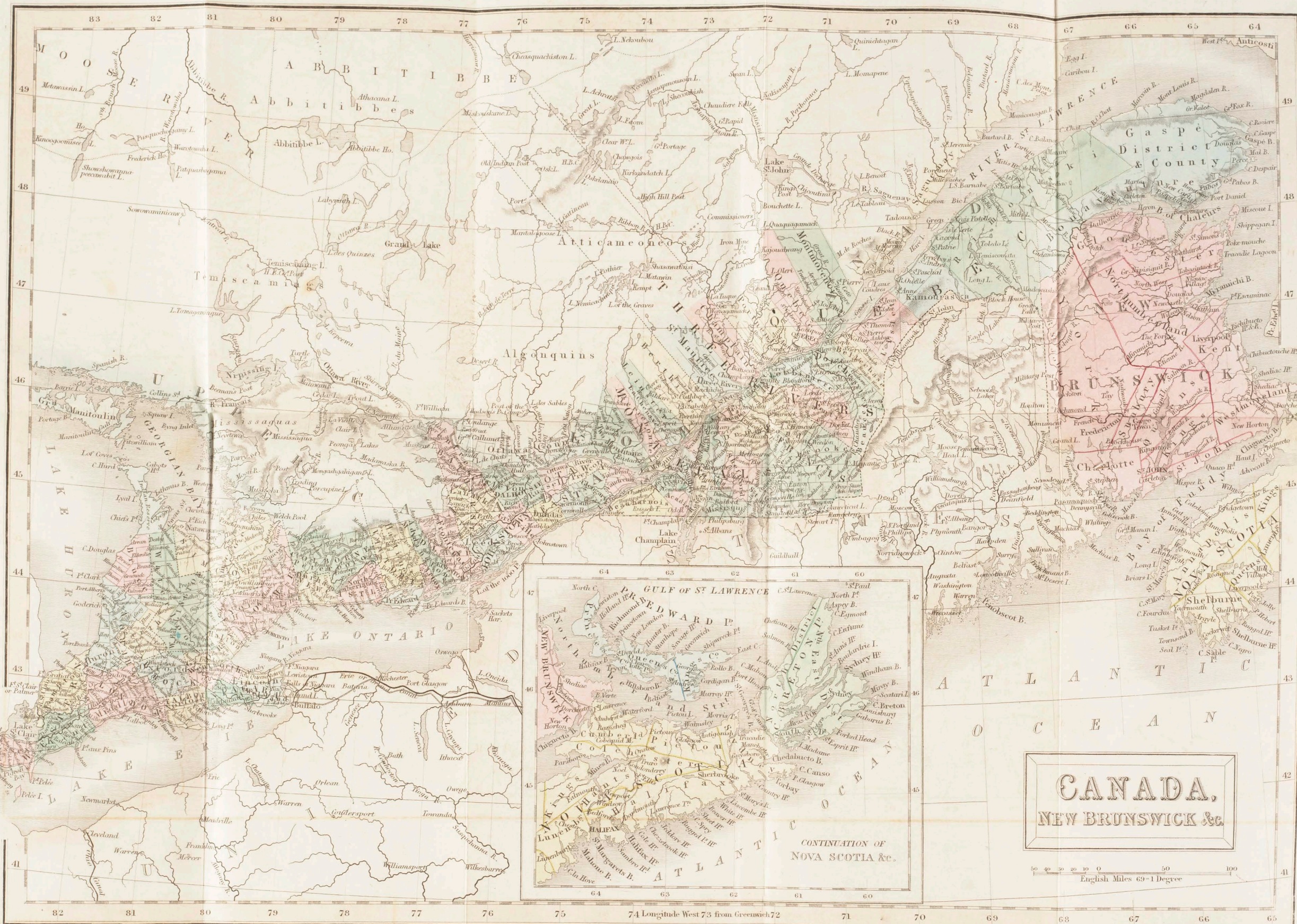
The Scotsman.

"An able work on the subject of that colony. * * * The writer has exhibited the most unwearied research in procuring fresh documents to support and extend what he observed personally; and he has here presented to us a complete view of the statistics, settlements, soils, rates of wages, and other important features connected with the *whole* of Canada, as these exist at the present time. We really do not know where the intending emigrant will find elsewhere so much valuable matter collected on the subject, and we most sincerely advise its consultation by all who have an eye to a residence in that country. * * * The price is so reasonable as to put it at the command of all classes."

The Dumfries Courier.

"We strongly recommend a book peculiar of its class, for information and honesty, the price of which is only 4s. 6d.; and which, in addition, is free from the slightest suspicion of bias, in recommending one district of country in preference to another."





CANADA,
NEW BRUNSWICK &c.

English Miles 69-1 Degree

W. A. Burdett
July 1851
W. A.

68 67 66 65

VIEWS

OF

CANADA AND THE COLONISTS.

‘ We should look to that great area cultivated by our own countrymen in our colonial possession in North America—a country to which we are united by the closest relationship—a country to find constant employment for our surplus labourers—a country which still looks to England with feelings of affection—a country which offers a market for our manufactured goods—a country subject to no hostile tariff—which supports our shipping—which improves the condition of our fellow-countrymen—a country which we may hold with signal benefit to ourselves, but in which we cannot maintain our supremacy unless we are cemented to her by the closest bonds of affection as well as of interest.’

EARL OF DERBY, then LORD STANLEY,
In the House of Commons.

VIEWS
OF
CANADA AND THE COLONISTS

EMBRACING

THE EXPERIENCE OF AN EIGHT YEARS' RESIDENCE ;
VIEWS OF THE PRESENT STATE, PROGRESS, AND PROSPECTS .
OF THE COLONY ; WITH DETAILED AND PRACTICAL
INFORMATION FOR INTENDING EMIGRANTS.

BY JAMES B. BROWN.

SECOND EDITION

CORRECTED THROUGHOUT AND GREATLY ENLARGED.

EDINBURGH :
ADAM AND CHARLES BLACK.
LONDON: LONGMAN, & CO.
MDCCCLI.

1773

ANALYSIS AND THE COLLECTORS
DIRECTOR TO THE

EDINBURGH: PRINTED BY ROBERT CLARK.

PREFACE TO FIRST EDITION.

‘BECAUSE of the uncertainty of information concerning our colonies,’ remarks the writer* of one of the recent Atlas Prize Essays, ‘few emigrate till things are well-nigh desperate with them at home. And then they go so thoroughly ill-informed, that there is every reason to fear they will return in disgust.’

The absence of sufficiently practical and detailed information regarding our colonies has indeed all along been seriously experienced; and, by those well informed in the matter, is believed to be the chief cause which prevents a much more extended flow of colonisation.

Books of travels, in a great measure composed of hasty observations, generally speaking do not satisfy the keenly practical inquiries of the numbers naturally desirous of being acquainted with parti-

* The Rev. Joseph Angus, M.A.

cular and detailed facts. Another class of works, the compilations from those books, are necessarily similarly deficient. A third class, being written by persons familiar with the facts presented, are the kind of works, which, if moderately comprehensive and faithful, may be considered to be the most practically useful; and, in the absence of other means of information (as might perhaps be expected to be furnished by either the colonial or imperial Governments, or conjointly, regarding the actual and particular condition of our colonies—this description of information having now in this country become a matter of increasing moment)—such sources must prove among the best aids, as they are believed hitherto to have been, in carrying forward the work of peopling England's 'noble openings for enterprise and capital.'

The present publication is offered to the public as an humble attempt to add to the stock of general information possessed in relation to one of our finest colonies; and concerning which, in its various familiar aspects, and progressively changing circumstances and prospects, it is natural to suppose that every such attempt, in proportion to the variety and value of the facts, and presumed fidelity of the views presented, will be more or less acceptably received. In addition to the gratification likely to

be derived by the general reader, there are large classes now in this country whom the subject particularly addresses. The numbers who have already made Canada their home, and have left behind them, among their relations and acquaintances, a share of interest in the colony; and the growing numbers, besides, naturally desirous of benefiting their position in life, and who look to the colonies as fields offering such an opportunity—cause Canada, the nearest and most attractive of all our colonies, to be viewed with lively and increasing interest.

The writer having resided four years in Canada, and in the course of that time travelled through a great part of it, both in making tours into the interior parts, and along almost its entire extent of lake and river boundary, from Lake Superior to the Gulf of St. Lawrence; and having for his own satisfaction, and the information of his friends, preserved much of his observations in regard to the features and nature of the country, the comforts, modes of life, and experiences of the inhabitants, as also concerning the general state, progress, and prospects of the colony—he has been enabled to present from full consideration, and in a familiar manner, a variety of views more or less interesting, respecting the colony and the colonists.

He proceeded to Canada in the spring of 1839,

having left Edinburgh in the middle of March, sailed from Liverpool towards the end of that month, and arrived at New York on the first of May, and sailing up the Hudson and through the Erie Canal, crossed at the Falls of Niagara into Canada upon the 18th May. Having satisfied himself of the prospects presented by the country, and liking it much in other respects, but especially for the proofs it afforded of possessing a wider field and fuller certainty of rewards to active and persevering industry than in the mother-country, he determined upon entering into commercial pursuits, and continued thus engaged, with the same satisfaction with which he commenced, during the whole period of his residence. The part of the country rendered most familiar by this residence was the western Peninsula of Canada, situated between the Lakes Ontario, Erie, and Huron, and containing half of the occupied portion of Canada; and though indisputably possessing the highest character for climate and soil, yet the least known of any part, chiefly on account of its being out of the ordinary route of travellers in making their usually hasty runs into Canada from the United States, and touching, in most instances, only at the towns of Toronto, Kingston, Montreal, and Quebec. This part of Canada has therefore been more fully dwelt upon

than the others; but, at the same time, to prevent any undue bias being likely to be left upon the mind of the reader, although one of the districts is selected for the fullest description, with regard to general appearance, scenery, soils, farms, towns, amount and description of population, success of the colonists, with views of internal economy and government—such is given more as a specimen or miniature view of Canada, having more or less especially reference to the colony as a whole; and the better to preserve this general character very full illustrative Notes and Appendix have been added.*

In the course of the writer's first tours upon entering Canada, as well as subsequently, having become strongly impressed that the colony was very imperfectly known in Britain, the means of comforts and the general advantages it possesses in such abundance, its steady and prosperous progress towards becoming a most important and influential country—the writer experienced much satisfaction in having had the opportunity of a temporary visit to this country, to contribute what little amount of information the nature of his visit allowed him. The general reader is requested to overlook the observation here made for the sake of satisfying the

* This plan of the first edition, has now been entirely set aside to give place to the more comprehensive one, adopted in the present work.

not unnatural curiosity of some, which is—that he has no interest whatever in speaking well or otherwise of any part of Canada, and that in the course of collecting his information of particular facts, he has throughout scrupulously abstained from laying himself in the remotest degree under obligations to any individuals who might be supposed to be biassed by personal interests in the colony. The facts he required to be possessed of, chiefly consisting of the most recent statistical information, have been procured in a great measure from official sources in the colony; and for the purpose of authenticating or illustrating his own observations, he had recourse to the most approved published authorities. He trusts, therefore, the views presented will be received at least as thoroughly disinterested. The writer only regrets, that in order to present as much as possible of desirable matter regarding Canada, in the form which would be most generally accessible—he should have been obliged to treat many subjects in a manner greatly disproportioned to their importance.

The series of Letters forming the commencement of the work was written originally for the 'Scotsman' newspaper, at the request of an esteemed friend of the writer, one of the conductors of that journal; and having been very favourably received

and proved useful, as well as, it is believed, generally interesting—these letters are now reprinted, and it is hoped will present in their collected form increased interest from the material additions they have received, particularly those parts descriptive of scenery, and the various familiar aspects of the country in the stages of its progress, from the still uninhabited forest to the first openings of the pioneer settler, the half-cultivated clearances of older settlements, and the busy and more comfortable and home-like life presented by the rapidly-growing prosperous towns and villages.

Numerous and closely-printed Notes contain much information both of details in regard to soil, population, and other characteristics of localities, which it is hoped will prove valuable to the practical inquirer, and present also general views of subjects suggested by the text, illustrative of the condition and progress of the colony. A very full Appendix contains matter more closely applicable to the entire colony, and of an essentially practical nature, particularly in regard to the rates of wages and state of trades, prices of provisions, furniture, clothing, rents; prices of lands and terms of payment, prices of farm buildings, agricultural implements, live stock, and such other useful details—presenting, as far as possible within limited space,

that kind of information most desirable to be known respecting the country. The Appendix contains also condensed views of the whole of the Western Peninsula of Canada, the respective advantages and disadvantages of localities with regard to soil, situation, population, and other matters.

A main division of the work strictly embraces General Views of Canada; the general aspect of the country through its entire extent; characters of various parts both in the Upper and Lower portion of the Province; amounts of occupied and unoccupied, cultivated and uncultivated lands; a glance at the chief resources of the colony, with the progress and present amount and description of population. A statement of the affairs, and of the income and expenditure of the colony, afford occasion to present a variety of interesting details regarding its civil management, sources of revenue, and public institutions.

The views of the present state and prospects of Canada, and those respecting the important subject of emigration, will, it is hoped, recommend themselves in such a manner as that, for the sake of the subjects, and overlooking the necessarily brief notice they have received—those who have influence, directly or indirectly, in the colony or at home, may be induced to bestow upon them some measure of

consideration. The leading views in both chapters, however briefly dwelt upon, are the result of close practical observation, from opportunities possessed both in this country and the colony believed to be most favourable to the study of the subjects, and are therefore put forth for consideration with some degree of perhaps pardonable confidence.

Practical suggestions addressed to intending emigrants regarding preparations for the voyage, directions for travelling through the country, with other information of like description, close the volume, which, it is hoped, may prove what it has been the writer's aim to make it, as far as its limits would allow, both a desirable companion in travelling to the colony, and a work possessing some degree of interest to the general reader.

EDINBURGH, NOVEMBER 1844.

PREFACE TO SECOND EDITION.

The volume now presented of Views of Canada and the Colonists, is, strictly speaking, more a new work than a new edition. To the former experience of four years' residence in Upper Canada, there is now added the experience of four years' residence in Lower Canada. The much more comprehensive, as well as more detailed views which the author, from this eight years' residence, has thus been enabled to present of Canada, and all that relates to the colony and the colonists—will at once be perceived by those who favoured the earlier work with perusal. The success of that work, which owed its origin to accidental circumstances, has induced the author to make the present volume more worthy of the favour which was extended to his first task.

The work now presented has, with very trifling exceptions, been entirely re-written. The amount of additional matter introduced, and the comprehensive nature of its arrangement, are such, it is hoped, as to entitle it to the claim of a standard work on the subject of Canada.

In no previous publication on the colony, it is believed, has an attempt like the present been made to treat the subject in so precise and comprehensive a manner. It has been the author's aim to place the country as it is, with all its interests and leading features, before the mind of the reader.

EDINBURGH, NOVEMBER 1851.

CONTENTS.



PREFACE TO FIRST EDITION	Pages v-xiii
PREFACE TO SECOND EDITION	xv-xvi

CHAPTER I.

GENERAL VIEWS OF ADVANTAGES AND DISADVANTAGE OF CANADA.

Advantages of Proximity to England, and being most easily reached by the largest number of those desirous of Emigrating...Advantages of Healthy Climate, Fertile Soil, and Cheap Land...The many good Roads, Churches, Chapels, and the extended means of Education...The field it offers for Industry and Enterprise...Disadvantages stated...Severity and Length of the Winter Season...Severe Labour and Hardships to be Encountered by Settlers on the New Lands...Indifferent Roads and Education in the Back Settlements...Unsettled Political State...Views with regard to these Objections, from an Eight Years' experience in the Colony...Present General Prospects of Canada...General Plan of the succeeding Chapters of the Work stated Pages 1-11

CHAPTER II.

EXTENT AND GENERAL ASPECT OF CANADA.

Extent and General Appearance of the Country...River and Gulf of St. Lawrence...City of Quebec, and View from the Heights of the Citadel...Character of the Northern and Southern Shores of the River...City and Island of Montreal, and surrounding Country Pages 12-18

CHAPTER III.

EXTENT AND GENERAL ASPECT OF CANADA.

Upper Canada...Ascent of the St. Lawrence to Kingston...The Interior and Country along the Ottawa...Lake Ontario and Bay of Quinte...Toronto and the Towns on Lake Ontario...Western Peninsula...View, from Burlington Heights, of Lake Ontario and surrounding Scenery...River and Falls of Niagara...Shores of Lake Erie and Country of the Interior...Detroit River, and the Lake and River St. Clair...Shores of Lake Huron and Settlements of the Interior...Goderich, on the River Maitland...Approach to Lake Superior...St. Mary's Channel, and View of Lake Superior	Pages 19-32
---	-------------

CHAPTER IV.

GENERAL AND MUNICIPAL GOVERNMENT, TERRITORIAL DIVISIONS,
AND ADMINISTRATION OF JUSTICE IN CANADA.

Constitution of General Government...Working of the Present Representative System of Government in the Colony...Income and Expenditure of Canada...Interest on Debt, and Revenue from Public Works...Details of Government Expenditure...Grants for the Support of Education and Encouragement of Agriculture...Income and Expenditure Compared with previous Years...Territorial Divisions of Canada...Seigniories and Townships, Nature, and when Constituted...New Divisions of Counties in Upper Canada Municipal Government of Canada...County and Township Councils, Constitutions, and Powers...Collection and Employment of Taxes...Annual Census, and Publication of Census and Public Accounts...New Board of Registration, and Statistics in Canada ...Administration of Justice in Canada...Nature of the Laws, Civil and Criminal...Old French Laws, and Feudal Tenure of Property in Lower Canada...New Courts of Justice in Lower Canada...New Judicial Districts...Bar of Lower Canada...Courts of Justice in Upper Canada	Pages 33-47
--	-------------

CHAPTER V.

AMOUNT, PROGRESS, AND DESCRIPTION OF POPULATION OF
THE COLONY.

Present Population of Canada...Upper and Lower Canada, Rates of Increase...Progress of Settlement in Lower Canada...Early Progress of Canada under the French...Increase under English Government...Comparative Results of Emigration in Upper and Lower Canada...Increase in the English Townships and Cities of Lower Canada...Characteristics of French Canadian Population...Evidences of Advancement...Amiable Qualities of French Canadians...Early Settlement of Upper Canada...Results and Progress of Emigration...Prospective Results and Progress of Canada...Rise and Progress, from the Forest, of a Settlement, to a District...Description of the Population...Census of Occupations...Natives of the Various Countries...Settlements of French Canadians, Germans, Dutch, and the Coloured, or African Race...Canada, a Place of Refuge for the American Slave.. Disproportion of Sexes...Employments and Behaviour...Indians of Canada...Settlements, and Government Superintendence Pages 48-65

CHAPTER VI.

AMOUNT AND DESCRIPTION OF CULTIVATED LAND, AND OF AGRICULTURAL AND OTHER PRODUCTIONS OF CANADA.

Amount and Progress of Cultivation in Lower Canada...Average Amount of Land to each Proprietor...Kinds and Quantities of Produce...Decrease of Growth in Wheat in Lower Canada—Amount and Description of Stock...Mills and Factories...Improving Habits of the Population...Cultivated Land in Upper Canada...Rate of Increase in Cultivation compared with Population...And with Rate of Increase in England...Quantities of Land Employed in Respective Productions...Produce of Wheat, and Quantity to Each Inhabitant...Compared with United States...Average Prices of Land...Prices of Wheat for Last Ten Years...Amount, Description, and Increase of Stock possessed by the Colonists...Dairy and other Productions...Domestic Manufactures...Easy Circumstances of the Colonists Pages 66-74

CHAPTER VII.

THE TRADE AND GENERAL RESOURCES OF CANADA.

Partial Effects of the Recent State and Changes of Trade on the General Prosperity of the Country...Amount and Description of Trade with United States...Low Duties on Tea, Coffee, Sugar, and Tobacco, imported from the United States...Flour and Wheat received from the Western Country at Montreal, and Amount Exported to England in 1847 and 1848...Prices and Freights... Decline of the Trade, and Effects on particular Cities, and on the Country generally...Average Prices of Wheat from 1832 to 1850 in Upper Canada...Average Price of Land and Rent of Farms... Importations from other Countries into Canada...Decline in the Imports of British Manufactures...Explanation of Decline...Colonial Exports to United States...Growth and Description of Trade with the United States...Exports of the Colony to England... Increase and Decrease of Particular Articles...Increase in Dairy Produce...Prices at Montreal since 1843...Decline in the Timber Trade with Britain...Some Statistics of the Trade of late years... Increased Trade with United States...Total Values of Exports and Imports of Canada...Remarks...General Resources of the Country Banks, with Amount of Capital employed...Effects of Recent State of Trade on Bank Stocks...Copper Mining operations on Lakes Superior and Huron...Fisheries of the Gulf of St. Lawrence— Railways, present and contemplated Lines Pages 75-94

CHAPTER VIII.

DISTRICTS OF LOWER CANADA.

Lower Canada compared with Upper Canada...Boundaries and Extent...Nature of the Country, and Scenery...The Country below Quebec...Approach to Quebec...Falls of Montmorency...Quebec and Neighbourhood...Nature of the Country and Scenery above Quebec...General Characteristic of the Lands of the District of Quebec, with its Subdivisions of Counties...Characteristics of Three Rivers District...County of Champlain, and Iron Works of St. Maurice, District of St. Francis—County of Sherbrooke, and the Eastern Townships... St. Lawrence and Atlantic Railway from Montreal to Portland...Portion Completed...Projected Quebec and Halifax Railway Pages 95-106

CHAPTER IX.

DISTRICTS OF LOWER CANADA.

District of Montreal, with its Subdivisions of Counties...Great Extent of the County of Ottawa...Recently constituted a New District...Counties on the South Shore of the St. Lawrence...Village and Mineral Springs of Varennes...Town of Chambly, and Scenery on the Richelieu...Canal Navigation on the Richelieu to Lake Champlain...Transportation of Timber to New York...Travelling on Lake Champlain...Journey between New York and Montreal...La Prairie...St. Lawrence and Champlain Railway...County and Seigniorship of Beauharnois...Beauharnois Canal...Advantages of the New Canals to the Navigation of the St. Lawrence...Most convenient Route to the Western States...Comparison with the New York Route Pages 107-115

CHAPTER X.

ISLAND AND CITY OF MONTREAL.

Situation and Appearance of Montreal from the River...Its Position for Trade...Sketch of Past and Present State, and Prospects...Population...Improved appearance of the Port and City...Slow spread of Information respecting Canada...First Impressions of Montreal Eighteen years ago...Natural Feelings and Associations of the newly-arrived Emigrant...Lachine and the other St. Lawrence Canals...Interior of Montreal...Principal Streets and the Suburbs...Banks and Public Buildings...French Cathedral...Other Places of Worship...The Mountain of Montreal...Fine Scenery...Road round the Mountain...French Canadian Houses...Appearance and manner of Living of French Canadians...French Village of Cote des Neiges...English Residences, and fine Orchards...Stone Quarries near Montreal...Municipal Government of Montreal...English and French Charities...Literary Institutions...Means of Education...General Features of the City...County and Island of Montreal Pages 116-140

CHAPTER XI.

DISTRICTS OF UPPER CANADA.

Lakes and Rivers of Upper Canada...New Divisions of Counties, and Present Use of Old Names of Districts...Description of Soil which

Predominates in the Country...Account of the Eastern District... Its Population and Resources...Description of Population...Respective Amounts of Land Occupied and Cultivated...Amounts under Tillage, in Pasture, and Employed in the Production of the Various Crops...Produce of Crops...Dairy Produce, and Domestic Industry...Description and Amount of Live Stock...Number of Proprietors and Non-Proprietors...Occupations of Population... General Use of these Details...Town of Cornwall...Average Value of Land...General Nature of the Land of the District...Account of the Ottawa District...Extensive Saw Mills on the Ottawa River... Village and Mineral Springs of Caledonia...Account of the Dalhousie District...Town of Bytown...View of Surrounding Country from the High Bank of the Ottawa...Settlement of Hull...Founder of the Settlement, and Narrative of Early Adventures...Associations awakened by it...Bytown and the Rideau Canal...Main Object of its Construction by Imperial Government... More Peaceful Appearances...Projected Line of Railway from the Ottawa to the St. Lawrence...Growing Trade and Intercourse with the United States...Objects of this New Railway and of the Rideau Canal Contrasted... The St. Lawrence still Closed to American Vessels...Advantages and General Prospects of Bytown... Population of Dalhousie...Account of the Bathurst District...Town of Perth...Marble and Other Quarries...District of Johnstown...Pleasantly Situated Towns...Scenery of the Thousand Islands of the St. Lawrence...Approach to Kingston Pages 141-157

CHAPTER XII.

DISTRICTS OF UPPER CANADA.

City, Fortress, and Harbour of Kingston...Early Settlements of Upper Canada...Changing Fortunes of Kingston...Improvements of the City on being the Seat of Government...Present State of Kingston...Newspapers in Canada...Provincial Penitentiary...State of Crime in Canada...Old Criminal Laws still in Force...Temperance Movement...Official Statistics of Crime...Classes of Offences and Amount of Crime in Particular Localities...Criminals belonging to respective Churches...Account of the Midland District...Population, Lands, and Produce of Crops...Live Stock, and General Industry of the Settlers...Characteristics of Townships...Value of Lands...Shores of Bay of Quinte...Account of Victoria District...

Settlements, and Town of Belleville...District of Prince Edward...Town of Picton...Prosperous Condition of Prince Edward District	Pages 158-173
---	---------------

CHAPTER XIII.

DISTRICTS OF UPPER CANADA.

Account of the District of Newcastle...Pleasant Aspect of the Country...Division of Old District...Town of Cobourg...New Towns in Canada...Characteristics of Newcastle District...Trent Navigation...Lands and Settlements of the District...‘The Oak Plains’...The Writer of ‘The Backwoods of Canada’...Pleasing Scenery...Scenery of ‘The Plains’...Country along the Coast of Lake Ontario...Town of Port Hope...Progress of Settlement...Cultivated Land...Quantity of Land under Wheat Crop, and Amount of Produce...Value of Wild and Cleared Lands...Account of Colborne District...Town of Peterborough on the River Otanabee...Rice Lake, and Means of Communication...Township of Otanabee, and Indian Settlement...Lands of Townships...Chain of Lakes and Rivers...Population and Lands of Colborne...Interesting Character of Country	Pages 174-190
--	---------------

CHAPTER XIV.

DISTRICTS OF UPPER CANADA.

The Western Peninsula of Canada...Nature of the Country North of Toronto...Ancient Shores or Banks of Lake Ontario...Height of Land between Lakes Ontario and Huron...Table Land around the Head of the Lake...Burlington and Queenston Heights...Falls of Niagara...Geological Strata of the Country...Lord Sydenham’s Opinion of the Western Peninsula...Report of M. Bouchette, Surveyor-General...Extent and Population...Progress of Settlement...Rapid and Prosperous Growth of the Country...Growth of Districts...Rise of Villages and Towns...Account of the Home District...Historical Associations...First Parliaments of Upper Canada...Seats of Government...Capture of Toronto by the Americans in 1813...Changed Aspect of Matters on the American Lakes...Situation of Toronto on Lake Ontario...Descriptive Sketch of the City...Colleges, Churches, Schools, and Periodical Literature...Royal Observatory...Progress and Growth of Toronto...Steamers on Lake
--

Ontario...Interior Country North of Toronto...Route to Lake Superior...Railway Across the Neck of the Peninsula to the Shores of Lake Huron...Present Appearance of the Country...Sir Richard Bonnycastle's Sketches...Divisions of Home District...Townships of the District...Population and Amount of Cultivated Lands...Live Stock and Amounts of Annual Produce...Successful Dairy Farming...Average Value of Lands...Account of the Simcoe District ... Town of Barrie and Southern Shores of Lake Huron Pages 191-215

CHAPTER XV.

DISTRICTS OF UPPER CANADA.

Account of the Gore District, head of Lake Ontario...City of Hamilton...Rapid Growth of Population...Railways through Western Canada...Population, Lands and Crops of the District...Amount of Live Stock, Dairy and other Produce...Village and Settlement of Ancaster...Town of Dundas...Picturesque Situation, and Interesting Country around ... Townships Eastward along Lake Ontario...Farm Orchards in Canada...The Country westward to the Grand River...Town of Galt...Banks of the Grand River to the Town of Brantford...Village of Paris...Gypsum Beds...Town of Brantford...Navigation from Brantford to Montreal...Indian Settlements on the Grand River...Exertions of Churches on behalf of the Indians...The Country along the head of Lake Ontario towards Niagara...Interior Townships along the Banks of Grand River...Lands granted to the Indians of the Six Nations in 1784...Account of the District of Wellington...Well Settled and Prosperous Townships...Success of German Settlers...Township of Nichol, Mr. Ferguson of Woodhills' Settlement...Town and Township of Guelph...Population and Lands of the District Pages 216-234

CHAPTER XVI.

DISTRICTS OF UPPER CANADA.

Account of the District of Niagara...Falls of Niagara...Lines from an Album, at the Falls, by Mrs. Sigourney...Early Settlement of the District of Niagara...Historical Associations...Events of the War, 1813...Attack upon Fort-George near the Mouth of the Niagara River...Burning of the Town of Niagara...Old Fort of Niagara...

Battles of Lundy's Lane and Queenston Heights... Death of General Brock in Defence of Upper Canada... Monument to his Memory on Queenston Heights... Fort Erie... Unsuccessful Storming of the Fort by General Drummond... Desolating effects of the War upon the Country along the Frontiers... Burning of Towns in the Winter of 1813... Contrasted results of Peace... Township of Niagara... Other Townships of the District... County of Haldimand and Banks of the Grand River... Population and Lands of the District... Value of Lands... Highest and Lowest Value of Cleared Land in Upper Canada... Numbers of Churches, Schools, Inns, and Merchants' Shops in the District... Agricultural and other Produce... Live Stock possessed by the District . . . Pages 235-246

CHAPTER XVII.

DISTRICTS OF UPPER CANADA.

Account of the Talbot District... Port Dover and Harbour on Lake Erie, and District Town of Simcoe... Township of Charlotteville... Iron works at Normandale... Characteristics of Townships of the District... Population of the District... Amount of Cultivated Land... Increase of Population and Cultivation... Quantity of Wild Land in the District... Value of Lands... Quantities of Land under Particular Crops, with Amounts of Produce... General appearance of the Country... Banks of Lake Erie... 'Long Point Country'... Peninsula changed into an Island... Account of the District of Brock... Characteristics of Townships... Population and Lands of the District... Live Stock, Dairy, and other Produce... Descriptions of Population... District Town of Woodstock... Ports of the District... Main Road, and New Railway... Quantity of Wild Land in the District... Value of Lands Pages 247-255

CHAPTER XVIII.

DISTRICTS OF UPPER CANADA.

Account of the London District... The River Thames... Extent and Description of Country Watered by it... Townships of the District... The Range Fronting Lake Erie... Banks of Lake Erie... Picture of a Settlement in the Country Parts of Canada... Scene in the Bush... Travelling through the Bush... Road-side objects... Size of Farms, and Description of Farmers' Houses... Taste for Flowers and Gardens... Characteristics and Soil of Townships along Lake Erie...

Port Burwell on Otter Creek...Village of Jamestown...Early Settlement of the Country...Colonel Talbot, the Pioneer of the Settlement...Residence of Colonel Talbot...The Future of Canada... Town of St. Thomas...Village and Harbour of Port Stanley... Harbours on Lake Erie Pages 256-271

CHAPTER XIX.

DISTRICTS OF UPPER CANADA.

Townships in the interior of the London District...Township of Westminster, Scotch Settlement...Township of Delaware...Story of the Early Settlers...Forest and River Scenery...Village of Delaware... Early Land Granting in Canada...Tax upon Unoccupied Lands... Township of London, Settlement and Progress...Town of London ...General Appearance, Streets, and Public Buildings...Trades and Public Works of the Town...Infantry and Artillery Barracks at London...Impressions of a Traveller...Population of the District, Amount and Progress...Extent and Value of Lands...Cultivated Lands and Crops...Amounts and Descriptions of Annual Produce ...Dairy Produce and Provisions...Live Stock of the District... Description of Population...Coloured Population of African Origin ...Canada the Refuge of the American Slave...Indian Population... Oneida Indians...Indian Settlements on the Banks of the Thames... Indian Hunters...Statistics of Houses, Churches, Schools, Inns, and Shops of the District...Comparison with other Districts...Public Roads and Distances...Central Position of the Town of London... Sir James Alexander's Experiences...Climate of Canada... Mornings and Evenings of Summer and Autumn... Forest Scenery Pages 272-296

CHAPTER XX.

DISTRICTS OF UPPER CANADA.

Account of the Huron District...Divisions of the District, Counties and Townships...Description of Soil...Official Report of the late Dr. Dunlop, the Author of 'The Backwoodsman'...Lake Huron, and Rivers of the District...Elevated Position of the Country overlooking the Lake...Population and Lands of the District...Cultivated Lands and Produce...Extent and Value of Lands ...Description of Population...Miscellaneous Products of the District...General Statistics of Population...Progress and Success of

Settlers...Town of Goderich, on the River Maitland...Town of Stratford, on the River Avon...Acquaintance with a Scotch Settler, Mr. John Linton...Rapid Changes in the Progress of Canada...Settlement of the Township of Blanchard...Village of St. Mary's on the Thames...Operations and Honourable Dealings of the Canada Company...New County of Bruce...Saugeen River and Harbour...Fine Promise of the Country Pages 297-308

CHAPTER XXI.

DISTRICTS OF UPPER CANADA.

Account of the Western District...General Character...Abundance of Fruits...Scenery on the River Detroit...Divisions of District...County of Lambton...River Sydenham, Country Watered by it...Town of Sarnia on the St. Clair...County of Kent...Lands of the County...Chatham and Louisville on the Thames...The Country Upwards...Indian Settlement of Moraviantown...Battle, and Destruction of Indian Village...Indian Chief Tecumseh...Battle-field, and Deserted Village...Appearance of New Settlement...Harbour of Rondeau, on Lake Erie...New Road, and Circuitous Navigation...County of Essex...General Advantages, Climate, and Soil...Fine Fruits...Town of Amherstburgh...Historical Associations...Last War with America...Military Importance of Amherstburgh during the War...Port of Amherstburgh...Vessels and Description of Produce Shipped...Cultivation of Hemp and Tobacco...Sandwich and Windsor, on the Detroit...Reminiscences...Population and Lands of Western District...Extent of Districts in Canada...Live Stock and Products of Western District...Lands, Crops, and Produce...Characteristics of District...Steam Propellers...Sketches of Districts Concluded Pages 309-327

CHAPTER XXII.

CLIMATE AND SEASONS OF CANADA.

Winter in Canada...Sleigh Driving...Depth of Snow in Canada...Depth of Frost in the Ground...Sleighting Season...Approach of Spring...Commencement of Ploughing...Luxuriance of Early Summer...Summer Mornings...Summer Weather in Canada...The Thermometer for July...Compared with England...Royal Observatory at Toronto...Meteorological Observations in Canada and in England...Temperature of the Months at Montreal, Toronto, and

Greenwich...Average Quantities of Rain of the Months in Canada and England...Average Quantities of Snow of Winter Months in Canada...Prevailing Winds of Canada...Lakes and Rivers of Canada during Winter...Opening of Navigation...Winter Forest... Indian Summer...Autumn in Canada...Characteristics of Canadian Climate Pages 328-341

CHAPTER XXIII.

EDUCATION, AND PLACES OF RELIGIOUS WORSHIP IN CANADA.

State of Education in Canada...Legislative Support of Education... Provisions of the Act of Legislature...Religious Scruples Obviated ...General Legislative Encouragement of Education...Statistics of Schools in Upper Canada...Numbers of Schools in the Towns... Government Educational Department...Recent Establishment of Normal Schools...Universities and Collegiate Institutions in Upper Canada...Expenses of Board and Tuition...Education in Lower Canada...General Condition of the French Canadian Population... Educational Institutions in Lower Canada...Seminaries of Quebec and Montreal...University of M'Gill College, and High School of Montreal...General Condition, and Statistics of Churches in Canada...Church of England, and Presbyterian Denominations... Methodist and other Denominations...Interesting Mission for the Instruction of Fugitive Slaves in Upper Canada...General Remarks on the subject of the Chapter Pages 342-354

CHAPTER XXIV.

WAGES, RENTS, AND PRICES OF PROVISIONS.

Imperfect Information on the subject of the Demand and Value of Labour in Canada...General State of Trades in Canada...Rates of Wages and other Particulars of Trades...House Carpenters and Joiners ... Bricklayers ... Stone-Masons ... Plasterers ... Painters... Blacksmiths...Carriage Makers...Wheel Wrights...Tinsmiths... Bakers...Shoemakers...Tailors...Printers...Seamen ... Apprentices ...Female Employments ... Farm Servants...Labourers...Scotch Farm Servants...Experiences and Prospects of a Forfarshire Ploughman...Other Trades and Occupations in Canada...Table of Wages Published by the Emigration Commissioners...Demand for Labour in Canada....Rates and Description of Board and

Lodging in the Colony...Rents and Description of Houses...	
Prices of Provisions and Fuel— Prices and Description of	
Clothing	Pages 355-372

CHAPTER XXV.

PRICES AND DESCRIPTION OF CROWN AND OTHER LANDS IN CANADA.

Classes of Lands for Sale in Canada...Prices and Terms of Crown	
Lands...Government Grants...Clergy Reserve Lands...Lands of	
the British American Land Company...Situation, Quality of Soil.	
Roads, General Features and other Particulars...Lands of the	
Canada Company in Upper Canada...Situation and extent of their	
Lands...Description of their Principal Tract...Sketch of the Pro-	
gress of its Settlement...Prices and Terms of the Company's	
Lands...Remarks in Regard to their Dealings with their Settlers...	
Settlers' Savings Bank Account...Extent of Remittances from	
Settlers in Canada to their Friends in Europe...Description and	
Prices of Improved Farms in Upper Canada...Registry Search as	
to Validity of Title...Value of Cultivated Lands, and Progress of	
Settlement in Lower Canada...Progress very Unequal...Defective	
Cultivation of French Canadians...Prosperous Condition of Mis-	
sisquoui County...Settlers chiefly of British and American Origin,	
and Exempted from the Feudal System generally prevalent in	
Lower Canada	Pages 373-392

CHAPTER XXVI.

ON THE CHOICE OF FOREST LANDS, AND THE MANNER OF SETTLING;
AND DESCRIPTION AND PRODUCE OF CROPS.

'The Life of a Backwoodsman,' by Mr Linton...How to choose Good	
and Dry Forest Land...Detailed Directions as to the Selection of	
Land...Directions for Settling upon Land...Clearing the Land...	
Erection of a House...First Crops...Winter Clearing...Sugar	
Making in Spring...Preparing for Spring Crops...Spring and	
Summer Clearing...Fencing the New Land...Ordinary Crops Cul-	
tivated in Canada...Sowing time, and Average Yield of Crops...	
Canada as represented in the Great Industrial Exhibition in	
London... Total Annual Value of Agricultural Exports of	
Canada	Pages 393-403

CHAPTER XXVII.

VIEWS OF THE PRESENT STATE AND PROSPECTS OF CANADA.

General Views of the Present State of Canada...Improving Prospects of the Colony...Large Emigration...Arrivals at Quebec 1851... Economical Management of Affairs...Development of Resources... Improvement of Roads and other Means of Internal Communication...Improvement of Agriculture...Agricultural Education... Model Farms...Agricultural Societies...Political Aspect of Canada...Imperfect Knowledge of the Colony in Britain...Frequent Change of Governors injurious to its Interests...Increased Duties of the Colonial Office injurious to Interests of Colonies...Suggestions towards a Remedy...Plan of Colonial Representation... Importance of Cheap Postage... Lesser Suggestions regarding Internal Economy of the Colony...Savings Banks...Public Walks and Parks... Improved Cemeteries... Improving Social State... Means of Religious Worship...Condition of Churches...Education...Concluding Observations Pages 404-416

CHAPTER XXVIII.

PREPARATIONS FOR THE VOYAGE.

Supply of Clothing...Articles of Furniture...Tradesmen's Tools... Agricultural Implements...Books and Writing Materials...Medicine Provided by the Ship...Bedding, Cooking Utensils, and Provisions of Steerage Passengers...Average Length of Voyage to Quebec...Best Period of the Season for Sailing to Canada...How to Dispose of Spare Funds...Information upon Particular Points previous to Embarking for Canada...Duties of the Colonial Land and Emigration Commissioners...Secretary's Address Pages 417-422

CHAPTER XXIX.

CHOICE OF A VESSEL.

Best Vessels Sailing to America...New York and Quebec Passages... United States Vessels...Chief Causes of Disasters at Sea...Clyde Vessels...Government Information and Protection to Emigrants... Chief Provisions of Passengers' Act...Emigration Agents in Scotland, England, and Ireland...Rates of Steerage and Cabin Passages to America...New York and Liverpool Packet-ships...Royal

Mail Steam-ships...United States Mail Steamers...Screw Steamers to Boston...Direct Railway Communication from Boston to Canada. Pages 423-428

CHAPTER XXX.

ARRIVAL AT QUEBEC, AND ROUTES THROUGH THE INTERIOR.

Government Information and Advice at Quebec...Arrival at Quarantine...Disembarking and Journey Onwards...Departure from Quebec...Ship Canals of Canada...Extent of Direct Inland Communication through these Canals and the Great Lakes...Branch Routes through Lower Canada...To the Eastern Townships...To Boston and New York...Scenery of Lake Champlain...Main Route to Montreal and Kingston from Quebec...Conveyances and Cost of Travelling...Routes Through the Great Lakes Ontario, Erie, &c. Route to Sault Ste Marie, Foot of Lake Superior...United States Steamers on the Lakes...Travelling on the River Ottawa...Branch Routes through Upper Canada...From Kingston up the Bay of Quinte...From Belleville, Cobourg, Port Hope, and Toronto Inland Route through Lake Simcoe to Lake Huron...Routes through the Western Peninsula of Upper Canada...Main Routes to London, Sarnia, Chatham, and Goderich...Contemplated Railways through Canada Pages 429-440

CHAPTER XXXI.

ARRIVAL AT NEW YORK, AND ROUTES THROUGH THE INTERIOR.

Information and Advice at New York...Passage up the Hudson River...Cost of Travelling...Scenery of the Hudson...Railways and Steamboats—Albany, and its Lines of Communication...Railway to Boston...Routes to Canada...Routes Westward to Buffalo...The Erie Canal and Branches...Railway to Buffalo, and Branches...Buffalo to the Falls of Niagara...Suspension Bridges across the Niagara...Route from Buffalo to Toronto...Rates of Travelling by Railway in America...Railway Accommodation in the United States...Travelling on the Erie Canal...Comparative Estimate of New York and St. Lawrence Routes...Travelling from Buffalo Westward and Southward...Steamers on Lake Erie...Routes from Cleveland, on Lake Erie, to the Rivers Ohio and Mississippi...Distance, Time, and Cost of Travelling...From Buffalo Westward

to Detroit...To Ports in Canada...Detroit to Ports on Lake Michigan...Chicago through the Illinois River to the Mississippi... Aspect of the Country Pages 441-449

CHAPTER XXXII.

VIEWS ON EMIGRATION.

The most Practical Considerations Suggested...Sound Colonization Dependent on the Laws of Demand and Supply...Dangers likely to result from Grand Schemes of Emigration Proposed, without regard to such Considerations...The Paupers and other Descriptions of Persons not Wanted 'Shovelled' into our Colonies... Serious Want of Information respecting the exact Condition and Demands of our Colonies...The Present Large Emigration from Ireland...How Promoted Chiefly...Manner in which it might have been Directed...Plan Suggested for Collecting and Diffusing Proper Information regarding our Colonies . . . Pages 450-455

APPENDIX.

- No I.—Catalogue of some of the Economic Minerals and Deposits of Canada, with their Localities Pages 457-465
 No. II.—Imports into Canada, 1849, showing from whence Imported Pages 466-467
 No. III.—Exports of the Produce of Canada, 1849, showing to where exported Page 468

CHAPTER I.

GENERAL VIEWS OF ADVANTAGES AND DISADVANTAGES OF CANADA.

Advantages of Proximity to England, and being most easily reached by the largest number of those desirous of Emigrating—Advantages of Healthy Climate, Fertile Soil, and Cheap Land—The many good Roads, Churches, Chapels, and the extended means of Education—The field it offers for Industry and Enterprise—Disadvantages stated—Severity and Length of the Winter Season—Severe Labour and Hardships to be Encountered by Settlers on the New Lands—Indifferent Roads and Education in the Back Settlements Unsettled Political State—Views with regard to these Objections, from an Eight Years' experience in the Colony—Present General Prospects of Canada General Plan of the succeeding Chapters of the Work stated.

CANADA is the nearest of all our colonies. A comparatively short and cheap voyage places it within the reach of the largest number of individuals, with limited means, desirous of improving their condition and prospects by emigration. The climate is healthy, the soil fertile, and throughout its entire extent, from the Gulf of St. Lawrence to the head of Lake Superior, it is watered by lakes, rivers, and streams, affording unsurpassed means of internal communication.

Land is to be had at such prices, and easy modes of payment, that no able-bodied and industrious man may be long without being the possessor of his own farm, whereby he may soon work himself and his family, however numerous, to comfort and independence. Taxes are light, and furniture, clothing, and other necessaries, are to be had in

abundance and variety in every part of the country. The improved roads laid down by the Government within the last few years have very materially advanced the prosperity, as they have agreeably changed the entire aspect of Canada, especially the western portion of it. The increased facilities thus afforded for carrying on trade, and for transporting the produce of the farmer, have, among other advantages, usually the result of good roads, improved the appearance, and added to the population of towns ; thereby, generally lowering the prices of the ordinary necessaries of life, and at the sametime furnishing a better ready-money market for the farmer's produce.

To these material advantages which Canada holds out, may be added others, not less generally prized. There, all alike enjoy entire freedom of industry and enterprise, perfect security of person and property, and civil and religious liberty ; churches and chapels connected with the various denominations are in almost every part of the country, and, what is not the least consideration to persons with families, a national system of education extends its benefits within the reach of all.

To complete these mere preliminary glances at the more obvious advantages offered by Canada to the enterprising and industrious emigrant, it may be stated that, by a recent act of the Colonial Legislature, the settlers of each county and township elect their own local council, for the purpose of assessing themselves to a certain limited rate per pound on the valuation of property, and of administering the taxes thus levied in such manner as they conceive best for the local and general benefit, such as providing for the administration of justice, and the advancement of education, making and repairing of roads, bridges, and other public improvements within the county. Settlers, besides being

eligible to offices connected with these county and township councils, are also qualified as electors to return members to the Provincial Parliament. The qualification of an elector is to be possessed of freehold property to the value of forty shillings. The qualification of members, who have an allowance of pay for their services during session, is to be possessed of freehold property of the value of £800, colonial currency, which is about £640 sterling.

These, then, being some of the more prominent advantages of Canada to persons of industry and enterprise, it becomes us now to notice some of the drawbacks it is most commonly considered to have, in order that we may arrive, in this manner of approaching the subject, at some correct general views, before proceeding to give the more detailed information connected with the colony.

The climate of Canada is spoken of as being very hot in summer and rigorously cold in winter ; the length, as well as the severity of the winter season, materially interfering with farming operations. The severe labour and hardships to be encountered by the farmer in clearing away the heavy forest trees from the land, and preparing a comfortable farm out of this wild state of nature, have, undoubtedly, deterred many from settling in Canada. The very indifferent roads, too, in the back settlements, have been another drawback. Education, though supported by Government, and generally diffused, is not always very accessible in some localities, and, it may be too, not quite good enough to meet the wishes of some families. Then there is the unsettled political state of the colony, making it, now and then, the scene of bitter party contention, and leading, occasionally, to unseemly popular outbursts.

These may be considered the leading drawbacks connected with Canada, as a future home to the intending emi-

grant ; and are, all of them, entitled to mature consideration, especially as, viewed from a distance, and in the uncertainty of conflicting statements, the respective value of which it is not easy always to determine. The absence of sufficiently practical and detailed information regarding our colonies, as I have before had occasion to observe, in writing upon Canada, has all along been seriously experienced ; and, by those well informed in the matter, is believed to be the chief obstacle to a much more extended flow of colonization. Advantages and disadvantages of respective colonies are exaggerated ; and the very natural consequence is, that so comparatively “few emigrate till things are well nigh desperate with them at home.” And in this uncertainty and haste, in which people frequently enough betake themselves to the resource of seeking a home in one of the colonies, that particular one which, in their circumstances, was most suitable to promote their prospects, may have, as likely as not, been overlooked, and disappointed hopes may be the ultimate result.

The writer having resided eight years in Canada, and, in the course of that time, travelled through the greater part of it, making tours into the interior, and otherwise becoming familiar with all its interests, its advantages and disadvantages, he is thus enabled to speak, from experience ; and he trusts that he will be able to do so carefully, and with candour. Those who undertake to give an account of a particular colony, are, he conceives, in a measure, individually responsible in a very serious point of view ; as they may be the means of misleading individuals, to the great and permanent injury of their interests, by exaggerated statements of a country's advantages, or too lightly touching upon, or perhaps altogether concealing, disadvantages. Persons themselves, too, in perusing accounts, do not always

do so with the fullest benefit, and may, in this way, be alone to blame for future disappointment, by their own over-hasty conclusions. Their hopes, not unfrequently, dwell too exclusively upon the advantages, and, if they do not altogether overlook, they do not sufficiently allow the mind to take into account, and be prepared for, the difficulties and disadvantages attendant on following out their designs in a change of home. It is, indeed, quite true that, on the other hand, many exaggerate, for themselves, fancied or comparatively trifling difficulties and disadvantages into real and overwhelming ones. Thus, reader, as well as writer, has to be on his guard, and to endeavour to bring to the consideration of a subject so important as emigration, a proper degree of care and caution, as well as sufficiently liberal and comprehensive views, in order that the very useful and generous spirit of enterprise, which should actuate all who hope to better their condition, be not too much kept in check. Could we enter on our inquiry in such a spirit as this, the greatest possible amount of benefit would be the result. I shall endeavour, on my part, to convey what information I conceive to be most generally interesting and most useful, in the most concise and plainest manner possible.

Having settled in our minds, then, what weight we are to attach to the disadvantages above noticed, connected with Canada we will be enabled to proceed with some clear general views, as well as in a right spirit of inquiry. As the subject of climate is one of the first importance, calling for a detailed and careful estimate as we enter more minutely into the subject, I shall only very generally observe, with regard to this objection to Canada, that its climate is very usually quite exaggerated and misunderstood. The cold in winter I have ever experienced to be not only remarkably

healthy, but, owing to the dry, clear, bracing atmosphere, very generally rather agreeable than otherwise, prepared, as the inhabitants are for it, in the comfort of their clothing and warmth of their dwellings, and accommodating their modes of life, in various ways, so as to turn what, at a distance, appears so serious a drawback, into a season bringing with it a large share of social comfort and happiness. This is the general experience of the inhabitants. The length of the winter is, no doubt, however, a real drawback; and it cannot be overlooked that the poor in the larger towns, such as Quebec, Montreal, and Toronto, at a season when labour is little in demand, are, on this account, subject to much suffering. Industrious and economical mechanics are, in ordinary circumstances, able to keep themselves very comfortable through the season, in common with the other classes of society. The farmer in Canada (and any man may be a farmer there, and be the proprietor of his own land to boot) is, I should say, the most happily situated, to enjoy the rest, comforts, and sociable recreations of winter. He is lord of his own hall, as of his own fields, and if he has been actively industrious during the proper season, he may have his stores running over; and in this happy position of independence, the winter most usually finds the farmer's hearth in Canada. That hard labour and some difficulties are to be encountered by the farmer, not only in clearing the rough bush land, but in some way or other, more or less, in every stage of his progress, is only to say, perhaps, viewing this obstacle in its true light, that the man who has shown himself deserving of the comfortable position of independence we have glanced at, has had the manfulness to encounter and to surmount those difficulties, which brought to him their own ample and satisfactory reward. It is only, perhaps, when reward is unsatisfactory and un-

certain, that difficulties come to be viewed as real and discouraging difficulties. When a commendable and tangible object is to be gained, they may be said, in relation to a resolute mind, entirely to change their usual character. Colonial life, in whatever direction it is sought, has its trials and hardships, but lighter perhaps, because of the view we have, I think, properly taken of them, than those only less obvious in their many diversified forms, that wear away unprofitable years, and oftentimes sicken the cup of existence, amid the over-crowded pursuits of the parent country at present. Persons contemplating the life of a farmer in Canada, must make up their mind to hard work, and some few hardships, as they are generally looked upon; but there is the reward beyond, which, to most healthily constituted minds, more than compensates for all. I believe this to be the general opinion of those in the colony who have experienced both the difficulties and the reward.

The roads of the country, as we have already passingly alluded to, have been so improved within the last few years, as to make one of the most agreeable changes on its general appearance it has ever known—not to take into account how much this pleasing improvement has materially advanced its agricultural and other interests. The main roads, running through almost the entire length of Western Canada, are either now, for the most part, substantially macadamized or planked; and many of the principal branch roads have received the same attention. The beneficial results have awakened more interest to this all important feature, so necessary to a country's prosperity, and development of its resources; and the lesser branch lines through the newer settlements are not now so much neglected as they were in the earlier stages of the country's progress. With these material signs of advancement, increased facilities have

been afforded for supporting improved means of education. Much better schools are to be found throughout Western Canada, and in very many of the towns these are of a highly respectable character. In parts of the back settlements, no doubt, very indifferent ones may not only be found, but families may be placed at inconvenient distance from these. These localities, however, are, of course, matters of choice, and there being, therefore, no necessity for families placing themselves in such situations, in a country where land is to be had, in abundance, more favourably situated, both with respect to good schools and the advantages of religious ordinances. Over the greater part of Canada churches and chapels, in connexion with the leading denominations, are to be found, even in some of the most remote districts.

The somewhat unsettled political state of the colony is now the only subject, in this introductory general view, left for consideration. There can be no doubt that unfortunate events, connected with political proceedings of the country, have, for some time back, tended to retard its prosperity. We may, however, say this for Canada, that no country, any more than the colony, is exempt from its political commotions at times. And I humbly think that we are warranted in saying farther, that, perhaps, the inhabitants of the colony have been much less to blame, in those matters which gave rise to those disaffections and commotions, than the Colonial Department of the Home Government, whose insufficient knowledge, or unwise interference, may have either remotely originated or aggravated them. I believe this to be a very general opinion, not only among the most dispassionate observers in the colony, but among the best informed and unprejudiced, in relation to these matters, in the mother country. Such a state of feeling will most likely bring about some desired changes in the mode of con-

ducting colonial affairs, that will, in all probability, it is to be hoped, tend greatly to advance the colony's material prosperity, while the harmonizing effect on conflicting party interests will not be the least of the effects of improved arrangements at the seat of Home Government. Canada is far too important, either as a branch of the empire, or as a large and fertile country on its own resources, to have its prosperity materially impeded for any length of time, or its peace disturbed, through imperfect knowledge hastily exercised, on the part of the Imperial Government, in influencing the administration of its affairs. There is the much more hopeful consideration, moreover, that at no former period in the history of Canada has the spirit of public opinion in England, shared also by the Home Government, been more favourable to independent action on the part of the colony in conducting its own affairs. And the more popular system, some time ago introduced into the working of the Colonial Government, may be taken as a fair guarantee of an honest and hearty desire, on the part of Britain, to do the utmost to promote colonial interests; while, at the same time, this large amount of independent action accorded to the colonists, so widely different from the restrictive policy sought to be imposed upon the old colonies of Britain—now the United States—such, so far as we can judge, may be taken as good grounds for believing that there can be no serious or protracted political struggle in the colony materially to interfere with its peaceful progress in developing, as it continues silently doing from year to year, its immense natural resources. There are, doubtless, a variety of views entitled to respectful consideration, with regard to the political affairs of Canada; but as it is conceived that anything approaching to discussion on these would be out of place here, we have therefore purposely avoided entering more

closely into the subject; and the more so, we may also add, as, perhaps, the general views we have ventured to offer may, in a great measure, be said to embrace the entire matter. Viewed at a dispassionate distance, these things wear a different aspect than they assume to those mixed up with passing interests and party feeling.

The prudent, industrious, and enterprising settler may not feel himself called upon to join any of the mere party interests of the day; as he may fulfil his duty to the colony as well as to himself, when occasion requires him, without his at all doing this; and interrupting thereby, most likely, the peacefulness and prosperous progress of his daily avocations. The latest intelligence from Canada, while we write, up to the middle of December last, is of a very gratifying description. There is a lively hopefulness, showing itself in renewed activity in developing the resources of the colony, which may be looked upon as satisfactory symptoms of an increase of prosperity to the country.

With these very general preliminary views put forth in regard to Canada, the reader, it is hoped, will feel greater interest in accompanying us, while we endeavour to open in detail such others concerning the country as will enable him to become in a degree familiar with its distinctive features, general resources, and the inducements it offers to those desirous of looking towards it as a future home. We shall, in the first place, take a brief survey of its extent, general aspect, population, and resources. Having obtained this comprehensive view, we shall proceed more closely to the subject, and notice, in a general manner, the characteristics of the respective districts and settlements, so as thus to assist in guiding the steps of the intending settler; and, as an interesting part of our task, bearing also thus in view

the tastes of the general reader, we shall not overlook to take glances at the every-day features of the country as it presents itself to the eye of the passing traveller, and at the peculiar habits and pursuits of the inhabitants. Following this, such further detailed views will be presented of the country as will best illustrate its general peculiarities, and inform the reader, minutely and practically, in regard to particular subjects, as the selection of land, manner of settling, state of trades, rates of wages, rents, prices of provisions, preparations for proceeding to Canada, and also travelling through the principal parts of it.

The various points of information, in short, will be more or less touched upon that are most likely to be useful to those desirous of obtaining a familiar acquaintance with the country in all its minute and special features, including those of more striking and general interest, just such as persons would naturally direct their attention to, were they themselves to proceed to the spot. That, within the limited space of a small volume, we may be unable to fulfil so large a promise to all classes of readers, is indeed highly probable. We shall only, therefore, observe that, having thus at least sketched a very desirable task, we shall aim to overtake as much of it as may conveniently be accomplished.

CHAPTER II.

EXTENT AND GENERAL ASPECT OF CANADA.

Extent and General Appearance of the Country—River and Gulf of St. Lawrence
City of Quebec, and View from the Heights of the Citadel—Character of the
Northern and Southern Shores of the River—City and Island of Montreal,
and surrounding Country.

CANADA comprises a long stretch of country. Commencing at its eastern extremity at the Gulf of St. Lawrence, and extending in a south-westerly direction along both sides of the River St. Lawrence for a distance of between six hundred and seven hundred miles; then, for about one hundred miles along the northern shore of the river, and for between four hundred and five hundred miles along the northern shores of Lakes Ontario and Erie; and thence, following a north-westerly course along the northern shores of the Lakes St. Clair, Huron, and Superior, with their connecting rivers—the extreme western boundary of this territory is reached beyond Lake Superior, at the sources of the rivers and streams which fall into that lake. The extent of distance here stretched along the shores of this grand course of navigable waters, may be safely stated to exceed two thousand miles.

The entire surface of the territory possessed by Canada, exclusive of its great waters, has been estimated by the best authority, to consist of 196,000,000 acres, or between two and three times the size of Great Britain and Ireland. Its direct length from east to west is computed

at 1400 miles, and its breadth, from north to south, from 200 to 400 miles. This vast country, situated 3000 miles across the Atlantic, and usually reached by steam-ships in from twelve to sixteen days from Britain, and by sailing vessels in from thirty to fifty days, lies between the latitudes of $41^{\circ} 71'$, and 52° north, and the meridians of $57^{\circ} 50'$, and 117° west longitude.

The character of the rivers and lakes of Canada stamp the country with peculiar grandeur. The vast valley, which is the depository of these immense collections of waters, and through which the river St. Lawrence, for a stretch of two thousand miles, takes its course, is on each side walled by different mountainous ranges, sometimes bearing close along the shore, as on the river below Quebec ; and again, in the upper parts of the country, receding into the interior, and leaving extensive plains, composed for the most part of rich, alluvial soil, and presenting grounds suitable for almost every description of produce. Occupying a large portion of this valley, and in every direction along its fertile sides, watered by lakes and rivers that feed its great reservoirs of waters, the situation of Canada, while it is thus well suited for agricultural and commercial purposes, presents to the traveller, gratified by the grand and beautiful in nature, features unsurpassed in any quarter of the world. The height of land along the northern boundary of this valley, separates the streams which take their rise in it, and flow into its basin from those that take their rise in the great unexplored and almost unknown territory beyond, and which fall into Hudson's bay. The height of land along its southern boundary separates its streams on that side from those that have their course to the Atlantic and Mississippi.

The grand expanse of the Gulf of St. Lawrence, exceeding two hundred miles in breadth, and the mouth of the

river having a breadth of ninety miles, form befitting approaches to this great country, with its magnificent chain of river and vast lakes. Cape Roziere, a bold headland on the south shore, like a great portal, is placed at the wide entrance of the mouth of the river. For about sixty miles upwards, the width of the river is still seventy miles; and sixty miles further, which is between Pointe des Monts on the north, and Cape Chat on the south shore, the width is estimated to be twenty-four miles.

Upon the northern shores of the St. Lawrence, from its commencement, Canada is bounded by rugged mountainous ridges, which run close to the river, and form its banks for upwards of one hundred miles. Among the most remarkable of the bold heights striking the eye of the voyager, is one named Cape Tourment, twenty-five miles below Québec, which, abruptly approaching the very brink of the river, towers upward its bare, bleak sides and top, and somewhat prepares the spectator for the bold grandeur of the magnificent panorama of the basin-harbour of Quebec, where Cape Diamond—the Gibraltar of America, as it has been called—rising to a height of about four hundred feet—crowned by its citadel, and fortifications of towers and battlements, and enclosing within its walls the crowded, tin-roofed, antiquated city, with its convents, cathedrals, and churches—overlooks a scene which, for uniting grandeur and picturesque beauty in so striking a manner, is considered to be unsurpassed either in the New or Old World. From the uppermost heights of the citadel the spectator surveys bold ranges of hills fringing the northern distance, and forming the outposts of civilization, and the commencement of almost untracked territories beyond. Spread out beneath the eye, and stretching to these fringes of hills, are the valleys, undulating and sloping to the St. Lawrence, enlivened by verdant stripes of cultivation; villages, with

their church spires, and patches of green woods, and small lakes, and winding rivers. Turning towards the south-westward, the eye—scanning in its progress the expansive basin formed partly by the smiling Isle of Orleans, presenting throngs of ships, timber-rafts, steam-vessels, boats, and canoes, enlivening the mid-river, and clustering around the jetties at the foot of the steep rock—is attracted by the wooded, and somewhat bold, rocky banks on both sides up the river, here closing to about half-a-mile; beyond which, toward the south, along the stretch of table-land, wide sweeps of plains present, for leagues upon leagues, their dark masses of forest, with sprinklings of houses and fields, until the dim mountains of the States of Maine and Vermont bound the view.

The rugged mountainous ridge we have noticed as jutting so boldly on the river, in the shape of Cape Tourment, below Quebec, takes a direction west-south-west, along the course of the river, for about three hundred miles, terminating on the river Ottawa, about one hundred and twenty miles above its confluence with the St. Lawrence. The tract of country lying between this ridge and the St. Lawrence, which may be estimated at from fifteen to thirty miles in breadth, is beautifully picturesque, well watered, level, and fertile. This portion of Canada—lying along the northern shore of the river, in the immediate vicinity below Quebec, and all along upwards to Montreal, and still further extending along the banks of the beautiful Ottawa—may be considered, especially towards this upper and western portion, to embrace one of the choicest parts of this division of the country.

The territory lying beyond this ridge, which bounds this part of Canada, is intersected by another and higher range of mountains which runs into the interior in a north-west direction, at the distance of about two hundred miles

from the other, and forms the height of land by which the tributary streams of the St. Lawrence are divided from those that fall into Hudson's Bay. This territory may be said to be only one great wilderness of forest, whose solitudes are as yet unexplored, and only occasionally tracked by wandering hunters. Thus far of the northern shore of the St. Lawrence to a little above Montreal, and thence along the northern shore of the Ottawa.

On the south side of the St. Lawrence, a ridge commences nearly one hundred miles below Quebec ; and, taking a south-west direction, and passing opposite to that city, crosses the boundary line between Canada and the United States, and continues until it meets with the Hudson river. Beyond this ridge, at about the distance of fifty miles, is another and a higher one, which commences at Cape Roziere, the bold headland at the mouth of the St. Lawrence, and running in a direction nearly parallel with the river and with the other chain, it terminates upon the eastern branch of the river Connecticut, after a course of nearly four hundred miles. This forms the dividing ridge between the tributary streams of the St. Lawrence and those which flow towards the Atlantic Ocean. It also divides a portion of Canada from the territory of the United States.

The general character of the country along this south side of the river, from Cape Roziere upwards, to within about a hundred miles of Quebec, where the lesser ridge commences, is somewhat rugged and mountainous ; but there are many fertile parts near the river, which are being well settled and cultivated. On the south side of this main ridge, down to the shores of Gaspé and Chaleur Bay, the country is of a mountainous nature, interspersed with level and fertile spots, some of which are settled, especially along the coast, where the inhabitants are principally dependent on the fisheries. The country for a hundred miles below Que-

bec, and extending to the river Chamdière, a few miles above that city, has much of the broken and hilly character which it has further down the river, but with extensive tracks of excellent land. This portion, as well as for a distance of above a hundred miles further down, is, all along the banks of the river, a succession of settlements. Opposite to Quebec, the lesser ridge of mountain-land is about thirty miles from the river, the intervening country being a fertile plain, with several insulated, small hills covered with trees to their summits. This part of the country is a good deal settled, and a considerable portion of the land cultivated. The country above Quebec, along the south side of the St. Lawrence, to the line 45° of north latitude, which is the southern boundary of Canada, may be characterised as one extensive and fertile plain, in parts agreeably broken and undulating. Much of this part is covered with populous and flourishing settlements. A large track of the most fertile land, and most picturesque in its general features, is divided into townships; and being chiefly inhabited by British and American settlers, and from its being contiguous to the United States, and embracing some of the principal points of communication between the two territories, it is at present, and bids fair to continue to be, the most flourishing portion of this lower division of Canada.

We have thus far sketched broadly the leading features of the portion of the country known as Lower Canada. We have seen that it is intersected by mountainous ridges, which extend from the coast into the interior, and between which, and also sloping towards the river, lie extensive plains, which are generally pleasant and fertile.

Quebec is situated four hundred miles from the mouth of the river. One hundred and eighty miles above Quebec,

and immediately below the confluence of the River Ottawa with the St. Lawrence, is the city and island of Montreal. The banks of the St. Lawrence are here presented stretched out into smiling plains of most luxuriant appearance, in midst of which, and forming a main feature, is the garden-island of Montreal—producing grain and fruit, especially some description of the latter, in perhaps greater perfection than in any other part of the country. The size of this island is thirty-two miles in length, and about ten in breadth, upon which is situated the city, covering above one thousand acres—with its quaint mixture of English, American, and old French architecture, in its streets, shops, English, American, and Scotch churches, and French cathedrals, and spires, and ancient convents. Rising from, and forming a sheltering background to the city on the north, is 'The Mountain,' as it is called, thickly wooded to the summit—an elevation of between five hundred and six hundred feet, commanding a magnificent view of the picturesque and luxuriant country around, the expanse of the St. Lawrence, and the bold mountain scenery in the distance. Along the substantially built stone wharfs skirting the south of the town, and towards the broadest channel of the river, lie throngs of ships, barges, and steam-vessels, loading and unloading the natural products of the interior, and the manufactures and other merchandise of Britain. Montreal, situated about six hundred miles up the St. Lawrence, forms the head of navigation for ocean vessels, and is the main point at which the produce of the interior arrives, in steam-boats, steam-propellers, and barges, for reshipment on board of the Atlantic vessels.

In proceeding to our survey of Upper Canada, we shall devote to this continuation of our subject a new chapter.

CHAPTER III.

EXTENT AND GENERAL ASPECT OF CANADA.

Upper Canada—Ascent of the St. Lawrence to Kingston—The Interior and Country along the Ottawa—Lake Ontario and Bay of Quinte—Toronto and the Towns on Lake Ontario—Western Peninsula—View, from Burlington Heights, of Lake Ontario and surrounding Scenery—River and Falls of Niagara—Shores of Lake Erie and Country of the Interior—Detroit River, and the Lake and River St. Clair—Shores of Lake Huron and Settlements of the Interior—Goderich, on the River Maitland—Approach to Lake Superior—St. Mary's Channel, and View of Lake Superior.

TAKING our departure up the river from Montreal, the broad and ample stream having its bosom diversified by several large and beautifully-wooded islands, we reach Upper Canada. Throughout the whole of this upper division of the country the soil, generally, is excellent, and is not exceeded by any other part of the American continent. It consists, generally speaking, of a fine dark loam, mixed with a vegetable mould; but it is, in a great measure, so varied, as to present soils adapted to almost every species of produce.

From the commencement of Upper Canada to the head of the Bay of Quinte, on Lake Ontario, the land is spread out into an almost uniform level of great beauty, which rises only a few feet from the banks of the St. Lawrence. It is in every direction well watered by means of numerous streams, which are generally navigable for boats and canoes,

and, at the same time, present the most desirable situations for the erection of machinery.

The distance between Montreal and the commencement of the great lakes, at the town of Kingston—the lower extremity of Lake Ontario—is one hundred and eighty miles. The navigation of the St. Lawrence in this space is greatly impeded by rapids, to overcome which, a series of canals have recently been completed, upon so grand a scale, as to allow a class of ocean vessels to proceed with their cargoes to the inland lakes, so far as Lake Huron, or even to the foot of Lake Superior, about two thousand miles into the interior. The journey between Montreal and Kingston, formerly attended with tedious inconvenience, is now accomplished, in the most comfortable manner, by means of powerful and elegant steam-boats, taking only partially the use of the canals going upwards, and proceeding entirely through the river in their downward trips. The scenery along the banks, enlivened by cascades, foaming rapids, and innumerable islands, is exceedingly picturesque in parts. The route is a favourite one of numerous travellers from the United States, in the course of summer excursions to the cities of Quebec and Montreal, and to the Falls of Niagara, Montmorency, Chandiere, and other places of note in Canada. Much of the country in the immediate vicinity of both the south and north shores of this part of the St. Lawrence, notwithstanding many spots of great beauty, presents a good deal that is rather tame and uninteresting than otherwise—the wild-looking, shaggy woods hanging over the margin, being only relieved by the broad expanse of clear and rapid stream on which the traveller shoots along.

Farther into the interior, off the broad and level margin of the north shore—along the course of the great stream of

the Ottawa, which flows into the St. Lawrence a short distance above Montreal—and between the Ottawa and Lake Ontario, the face of the country, which we have noticed as being spread out into a plain of great beauty, is, in parts, here diversified by ridges and bold heights, and also by numerous streams and inland lakes. The Rideau Canal, a work constructed by the Imperial Government for military purposes, passing through this part of the interior, from the town of Bytown, on the Ottawa, one hundred and twenty miles above Montreal, through the country, to Kingston—a distance of one hundred and thirty-five miles—is almost one continued chain of natural lakes and streams. The chief link of these waters is Rideau Lake, twenty-four miles in length, forming the summit level of the canal, and being two hundred and eighty feet above the level of the Ottawa river, and one hundred and fifty feet above Lake Ontario.

Having reached Kingston, at the foot of Lake Ontario, after an ascent up the St. Lawrence, marked by numerous rapids, the commencement of the country, along the shores of the great lakes, is found to be from two hundred to three hundred feet above the level of the Atlantic. The town of Kingston, with a population of twelve thousand, is very favourably situated in a spacious bay; and with its strongly-built stone fortress, upon the summit of a rocky hill overlooking the town, the river, and the lake, the place altogether strikes the observer as one of much strength, as well as beauty of situation, and may be said to form at once a commanding and inviting approach to the gigantic inland lakes.

Lake Ontario, one hundred and eighty miles in length, fifty miles in breadth, and about four hundred and seventy miles in circumference, presents, along its banks, one vast stretch of plain, only partially broken by an inconsiderable ridge which runs through it, and which, coursing around

the head of the lake, and crossing into the United States at the Falls of Niagara, forms the commencement of the extensive and fertile table-land which stretches westward from Lake Ontario, and situated between Lakes Erie and Huron, forms the great western peninsula of Upper Canada.

The north shore of Lake Ontario has nothing very striking in its appearance, being chiefly either composed of agreeable slopes, level flats, and in places somewhat bolder, of high sandy or clayey banks. One of the most fertile and beautiful portions of this lake, is the magnificent inlet of the Bay of Quinte, commencing near Kingston, and forming a spacious indentation of about seventy miles, to the mouths of the rivers Trent and Moira. The towns of Belleville and Picton are situated in this bay; the former at the mouth of the Moira, and the latter is the chief town of the well-cultivated and old-settled peninsula of Prince Edward, formed by the near approach of the waters of the bay and the main lake, not far from the mouth of the River Trent, near the western point of the bay. The shores of this bay are more diversified and pleasing in their features than those of the great lake; and in the picturesque nook in which Picton is situated, the scenery is agreeably characterised by finely-wooded heights.

The chief towns situated along Lake Ontario, are—Kingston, at the foot of the lake; Toronto, about forty miles from the head; and Hamilton, at the extreme head. There are, besides, the smaller towns of Cobourg and Port Hope, both thriving places, and agreeably situated; the former along the very gently sloping bank, the latter in a very picturesque gorge, of a higher and bolder part of the lake shore. Being only seven miles apart, they have been a sort of rival towns, contending for the trade of the extensive and important back territory, possessing very agreeable features,

being fertile in parts, and watered by numerous small lakes and fine streams. These two ports of this district are situated a little over a hundred miles from Kingston, and, measuring distance along the shore of the lake, nearly seventy from Toronto. Cobourg has a population of about four thousand, and Port Hope upwards of two thousand.

Toronto is situated in a protected part of the shore of the lake ; a long point of land so bending round its harbour, that the approach to it is only from the south-west. The site of the city is raised very slightly above the level of the lake. Entering the spacious harbour, the appearance of Toronto, lying closely along the shore, and extending backwards, produces a very favourable impression in the mind of the traveller as to the prosperity and importance of this part of Canada. A close mass of houses, with several spires, warehouses, market-houses, and public works, meet the eye ; and towards the upper part of the city, fronting the lake, are the fort, houses of legislature, and several excellent private residences and public hotels. The line of wooden wharfs along the shore, with their ragged and temporary appearance, serve only to remind one of the comparatively recent forest origin of this extent of progress and civilization now presented along the northern shore of Lake Ontario. The population of Toronto is about twenty-five thousand. It is at present the seat of Government, having been selected on the removal from Montreal, in 1849. The country situated back of Toronto, is believed to be one of the best cultivated, and most flourishing parts of Canada. Situated in the interior, at a distance of thirty-six miles from the shore of Ontario, is Lake Simcoe, which communicates, by means of the River Severn, with the Georgian Bay on Lake Huron ; and thus, leaving only the neck of land, of thirty-six miles, forms the eastern commencement of the great western penin-

sula of Canada, between the lakes Ontario, Erie, and Huron. The settled parts of this great peninsula embrace about one-half of the settled parts of Upper Canada ; and it is estimated to have, at present, a cultivated surface equal to about a sixth part of the cultivated surface of Scotland. This settled, and partially occupied portion of the peninsula, contains about 9,000,000 acres. Such is the extent and progress of Canada, so comparatively little known in the mother country.

Hamilton, situated at the extreme head of Lake Ontario, and recently incorporated into a city, is the chief port of the important country westward. It contains a population of about ten thousand. Its situation is commodious and picturesque, being at the head of a fine bay, locked in by a stripe of land from the main lake, with the exception of a navigable passage for steam and sailing vessels. Immediately back of the town, rise the agreeably wooded heights which form the commencement of the great and fertile tableland stretching westward. The view from this elevation, called Burlington Heights, is one of the finest in western Canada. The expanse of the waters of Ontario, surrounded by its forest shores, specked with towns and farm-settlements, spreads out to the spectator ; and stretching into the interior, is the mass of forest, almost in every direction broken in upon by cultivated openings, with rising villages. Clustering around the level shores of the bay beneath, and along the slopes, and in the wooded nooks of this picturesque eminence, are the many elegant residences and rows of wide streets of the young city of Hamilton. The bay, and the bosom of extended lake, like a small sea—its limits lost in the distance—present, here and there, a sailing vessel or steamboat coasting along the shores, or crossing to the opposite territory of the United States, on the south ; or west-

ward, to the River Niagara. The clear atmosphere of summer, and the lively green of the woodlands around, throw additional enchantment over this New World scene of hopeful progress. The head of Lake Ontario is nearly a thousand miles into the interior of Canada, from the mouth of the St. Lawrence; yet, such is the facilities of communication in every direction around, that it may be reached in less than two days, by the most speedy modes of conveyance, from either Montreal or New York.

Following the chain of waters westward, the traveller approaches the Niagara River, thirty-three miles long, connecting Lakes Ontario and Erie. The town of Niagara is situated near the mouth of the river; and the small village of Queenston, at the foot of the table-land which stretches westward, is about four miles farther up. Queenston, again, is about nine miles from the celebrated Falls, and about twenty miles from Lake Erie. The scenery along both the United States and Canada side of this beautiful river or strait, not to speak of its one stupendous feature, presents much both of grandeur and picturesque beauty. At the commencement of the river, receiving into its channel the vast flow of waters from Lake Erie and the other great lakes, the breadth is about two miles; then contracting and expanding betimes, now closing to one mile, now bending out to three, and then, at nearly half-way to the Falls, dividing its course, and encircling Grand Island, a body of land of 17,000 acres—the breadth here, measuring across the island, is eight miles. Below this it measures again three miles, with a surface smooth and glassy, like the peacefulest lake; its wooded banks and islands throwing an additional calm and still beauty on this part of it. Now it narrows to less than a mile, expands again to a mile and a-half; and at the next narrowing, of three-

quarters of a mile, the mass of collected waters, here broken and rapid, opposed and divided by islands, and tossing on a bed of rough ledging rocks—having now assumed their mightiest energy and fury—pour themselves, amid the incessant roar, and broken into foam, over the cragged cliffs, and down the hundred and sixty feet and more, whitening the vast broad sheet of stupendous precipice. The circling white clouds of foam and spray dash around the depths, and, lighter as they rise, ascend like an unceasing incense, partially veiling the scene, amid the deep, muffled, murmuring roar—imparting thus completeness to the grandeur. Other features, too, display the most perfect and pleasing repose. Over the brow of the great white precipice, and amid the light particles of ever-ascending spray from the chasm beneath, the soft bow of the beautiful iris expands itself. Green fresh foliage cluster about the rocky cliffs; and the eye, falling on the depths below, part of the waters removed but slightly from the boiling foaming surge—and where they have expended their roar and turmoil—lave playfully, in their deep and beautiful blue, in eddies, around the rocky edges of the shore, and amid the long grass and overhanging bushes. The interest of Niagara is thus heightened by noting, amid its features of stupendous grandeur, others of calm and softest beauty.

The banks above the Falls vary in character as the stream does in breadth—now low, grassy, and lawn-like, again bold, high, and steep. Below the Falls, and for six miles down the river, they are bolder, loftier, more rugged, and uneven. Emerging from their restrained course of these six miles, between overhanging rocks and a rough bed, the waters make their appearance at the village of Queenston, with an exceedingly light and peculiar blue. Now broad, majestic, and even in their course, for thirteen miles, be-

tween banks sloping, regular, and smooth, and a country smiling and cultivated, they join Lake Ontario at the town of Niagara. The beautiful work of art of the Suspension Bridge, eight hundred feet across the river, between the high rocky banks, a little below the Falls, is an object of much interest, and commands several favourable points of view.

Having now parted from Niagara, we pass to the shores of Lake Erie. The shores of this lake present features very much similar to those of Lake Ontario; the banks of Lake Erie being generally, perhaps, especially some way up the lake, bolder and more elevated, and composed chiefly of clay and sand. The more fertile parts are situated some distance off the banks, throughout the extensive plain of table-land beyond, situated nearly six hundred feet above the level of the ocean. There are several good natural harbours along the shore, formed chiefly by the mouths of deep creeks or streams, and protected from the action of storms and current of the lake by strong projecting piers. Among the harbours of Lake Erie may be mentioned Port Colborne, at the entrance to the Welland Canal, which cuts through the neck of land situated along the Niagara river, and unites the Lakes Ontario and Erie for the purposes of navigation. Port Colborne is situated a little above the mouth of the Niagara River. A little farther up is the harbour of Port Maitland, at the mouth of the Grand River. This is a very fine and capacious stream, navigable for small vessels a considerable distance, and possessing much fertile land and pleasing scenery along its banks. The shore of the lake, for some way above the mouth of the Grand River, presents many delightful and fertile settlements. Among the harbours farther up the lake are Ports Dover, Burwell, and Stanley. Port Stanley is perhaps the most flourishing of

these, being the port of one of the most populous and enterprising districts of this part of Canada, and situated near the centre of the great peninsula. The banks of the lake here, about midway up, are high, and of a sandy character; but off the immediate bank, and extending all the way through the extensive tract of country, to the town of Goderich, on Lake Huron, a distance of about eighty-five miles, and indeed, generally, through the entire peninsula, the soil is of the best quality, being, for the most part, timbered with beech, maple, black and white walnut, oak, ash, cherry, and other descriptions, indicating the first qualities of soil. The whole tract is gently undulating in its appearance, and is everywhere well watered.

Farther up Lake Erie is one of the best natural harbours on the lake, named Rondeau. The climate of this south-western point, and all around the shores of the Detroit River, is the finest in Canada. Large quantities of tobacco have usually been cultivated along the south-western shore of the lake; and the banks of the Detroit produce peaches in great perfection, and also grapes of excellent quality. The upper part of Lake Erie is distinguished by many beautiful islands, the largest of which is Pelee, on which there is a lighthouse, and several farms, cultivated by a family who possess the island. The shores along the upper part of the lake, especially towards the mouth of the Detroit River, have a smiling and luxuriant aspect; trees of the finest growth rise from the shore, and the wild vine may be seen twining and clustering among the branches of the lesser trees and tall shrubs along the sloping grassy banks. The shore is here covered with fine white sand.

Lake Erie is two hundred and forty miles in length, and about sixty at its greatest breadth. It is not nearly so deep as Lake Ontario—its greatest depth being about fifty

fathoms. The channel connecting Lake Erie with Lake St. Clair, called the Detroit River, is about twenty-seven miles long, and in places several miles broad; and is interspersed with many islands, several of which, near the entrance, are beautifully wooded. The towns of Amherstburg and Sandwich, and the small village of Windsor, are situated along the Canada side of the river. Opposite Windsor, towards the upper part of the river, and where the banks narrow to about three quarters of a mile, is the American city of Detroit, in the State of Michigan.

Lake St. Clair, the smallest of all the lakes, being only from twenty to thirty miles long, and about the same in breadth, leads to the river St. Clair, in length about thirty miles. There are several thriving settlements along the fertile and beautiful banks of this river. Towards the lower part, amid a cluster of wooded islands, the banks, with somewhat of a flat appearance, are covered with luxuriant timber. Farther up the land rises, with finely-sloping banks and cultivated farms. Near the head of the river, and pleasantly situated, is the enterprising and flourishing village of Sarnia.

The River St. Clair now opens to the wide expanse of Lake Huron, of about one thousand miles in circumference. Along the south-eastern shores of this lake, extending beyond the town and harbour of Goderich, on the River Maitland, are many highly prosperous settlements. The lands in this direction, and through the large and fine district inland, are believed to be the most fertile in Canada. The country is everywhere well watered, and enjoys much delightful scenery, both along the elevated banks of the lake, and the beautiful rivers which diversify it. The town of Goderich, on the River Maitland, is very agreeably situated, and pos-

sesses an excellent harbour. The high banks of the Maitland are exceedingly picturesque.

Lake Huron is distinguished by several magnificent bays. The Georgian Bay, running into its south-eastern shore, is one hundred and twenty miles long, and forty-five in average width. All along the north-eastern shores of this immense bay, and along the northern shores of the lake, is one continued cluster of islands; the largest of these, the Great Manitoulin, is one hundred miles in length.

We now approach the uppermost of these vast collections of waters, not inappropriately named inland seas. The river or strait of St. Mary, connecting Lake Huron with Lake Superior, is between thirty and forty miles in length. The character of the scenery, on entering St. Mary's Channel, is the most delightful, one is led to conceive, that can possibly be imagined. It was upon a clear, sunny day of August that the writer, being one of a party upon a tour up the lakes, entered this channel, when a scene, so agreeable in contrast to the seemingly boundless deep blue expanse of Lake Huron, presented itself, as still to leave a vivid and most pleasing impression. A calm, bright surface of water, without a ripple, lay stretched out farther than the eye could reach, studded closely with numerous islands, each encircled by a ring of pebbled and sanded beach, and luxuriantly covered with trees and other foliage. The channel throughout, with the exception of several small lakes, seemed to be almost packed with islands; and, in proportion to its intricacy to the navigator, it was every now and then revealing new and striking beauties of wooded heights and steep banks clothed with verdure, and spots of flat, fertile meadows, and, at times, bare, rocky, fantastic crags, yielding delight to the tourist. The sides of the ridges of table-lands that skirted the country, around the borders of Lake Supe-

rior, appeared in the distance clothed with one mass of lively green; and, from the hue and luxuriance of the foliage in parts, there seemed to be hundreds of acres in extent of groves of the maple tree presented to our view.

Our vessel, a steamboat, named the *Cleveland*, of about four hundred tons, which had sailed from Lake Erie for a fortnight's excursion, approached within about eighteen miles of Lake Superior, at the foot of the Falls, or rather, more properly speaking, Rapids of St. Mary; whence, divided into numerous small parties, those who were sufficiently tempted to have a sight of Lake Superior, took the further voyage in canoes and batteaux. The region in this direction seemed much less fertile, the trees along the shores of the broad strait appearing to be chiefly of the pine species, and the soil, in parts which we saw, rather light and sandy, and the lands close upon the banks principally low-lying and flat.

As we approached the great Queen Lake, or inland sea, upwards of four hundred miles in length, and one hundred and thirty in breadth, dark blue masses of hills uprose, somewhat reminding the voyager of the approaches to the St. Lawrence, in the forms of the headlands of Cape Roziere and others, yet being neither so high nor so bold as those. The main entrance to the lake is marked by two such rocky headlands, one upon either shore, several miles apart. From the heights of the one on the northern shore, named Gros Cap, composed of the rock of the old red sandstone—the sides of which were partially covered with junipers, blue bells, wild briars, and other vegetation, reminding one of Scottish hills—we overlooked a scene of the most imposing and still grandeur possibly to be imagined. The dim distance into the lake was bounded by vast islands, and along both shores bold, uneven banks uprose, apparently covered

with dark, dense foliage, and stretched themselves in irregular course, as far as the eye could scan, along the wide expanse of water that presented no speck of navigation. The light craft of our party alone lay in the clear crystal bay at the foot of the rock. Between the lake and the rapids we had passed three or four vessels engaged in the fur and fishing trade, which were chiefly the whole of the fleet of Lake Superior.

The shores of Lake Superior, which were at that period, several years ago, imperfectly explored, have since proved to be abundant in mineral resources. Many of the enterprising inhabitants of Canada having formed themselves into associations, are now engaged in mining the seemingly inexhaustible treasures of virgin copper, which are found along the shores of this lake, as well as Lake Huron. This source of wealth to the colony is likely to prove of considerable importance. A short canal of three-quarters of a mile is all that is required to obviate the bed of rapids, and to connect Lake Superior for navigable purposes with the other great lakes. The work, it is understood, will now very speedily be carried through.

Having thus concluded this survey of the lake and river borders of Canada, we will proceed to other general views of the country by a glance at the nature of its general government, its constituted divisions, amount of population, and chief resources.

CHAPTER IV.

GENERAL AND MUNICIPAL GOVERNMENT, TERRITORIAL DIVISIONS, AND ADMINISTRATION OF JUSTICE IN CANADA.

Constitution of General Government—Working of the Present Representative System of Government in the Colony—Income and Expenditure of Canada—Interest on Debt, and Revenue from Public Works—Details of Government Expenditure—Grants for the Support of Education and Encouragement of Agriculture—Income and Expenditure Compared with previous Years—Territorial Divisions of Canada—Seigniories and Townships, Nature and when Constituted—New Divisions of Counties in Upper Canada—Municipal Government of Canada—County and Township Councils, Constitution and Powers—Collection and Employment of Taxes—Annual Census, and Publication of Census and Public Accounts—New Board of Registration and Statistics in Canada—Administration of Justice in Canada—Nature of the Laws, Civil and Criminal—Old French Laws and Feudal Tenure of Property in Lower Canada—New Courts of Justice in Lower Canada—New Judicial Districts—Bar of Lower Canada—Courts of Justice in Upper Canada.

CANADA, formerly divided into two provinces, known as Upper and Lower Canada, was, in 1841, by an act of the Imperial Parliament, constituted one province with one legislature. The Government is designed to resemble, as closely as possible, that of the mother country. A governor-general, appointed by the Crown to represent sovereign interests, a ministry, termed the Executive Council, chosen by the governor, to act as his advisers, and to conduct chief public offices—two houses of legislature, one, the Legislative Council, nominated by the governor; the other, the Legislative Assembly, elected by the people—these com-

pose the Government of the colony. Members of the House of Assembly require to be possessed of freehold property of the value of £800, electors in counties, of freehold property of the value of forty shillings, and electors in towns and cities, of a yearly rent of £10. Members of Assembly, during session, have an allowance for their services, and the body undergoes a new election every four years. The present number of members of the House of Assembly is eighty-four—half of which are the representatives of Upper Canada, and half of Lower Canada. These are chiefly elected by counties, a small proportion being elected by incorporated towns and cities. The cities of Montreal and Toronto elect each two representatives. Members of the Legislative Council are selected by the governor from among individuals of distinction and influence in the colony. The appointment is for life, and the individuals so appointed have the title of *Honourable*. The present number of members of the Legislative Council is thirty-eight. The members of the Executive Council or Ministry require to possess seats in the House of Assembly, and retain their offices so long as they have the confidence of this popular branch of the Legislature. The present governor-general is the Right Honourable James, Earl of Elgin and Kincardine. His Lordship succeeded the late Lord Metcalfe in 1847, with the exception of a very short intervening period, during which the Government was administered by the then commander-in-chief of the forces, Lord Cathcart.

The basis of the political constitution of Canada, is the Act of the Imperial Parliament, commonly known as the Constitutional Act, which was passed in 1791, during the ministry of Mr. Pitt. In dividing the old province of Quebec (which then embraced the whole of Canada) into the two distinct governments of Upper and Lower Canada, this

Act of 1791 endeavoured to make full provision for establishing and carrying on a certain form of representative government for each of the new provinces. The practical working of the government of the colony has, since then, been further explained and modified, particularly since the re-union of the provinces by the Imperial Act of 1841. The result of this has been the introduction of a more harmonious action and understanding between the Executive branch of the Government and the Representative Assembly. The influence of the Assembly is, in its nature, similar to that possessed by the House of Commons over the fate of a ministry. No ministry can long hold office in opposition to any leading sentiments expressed by a majority of the House of Assembly. The Governor of the colony is, in such circumstances, in a similar position to that of the Sovereign in relation to the House of Commons. When a ministry is thus called upon to resign, the Governor is also called upon to form another Executive, whose sentiments are understood to be in accordance with those of the majority of the Assembly.

The forms of procedure in the Colonial Houses of Legislature are understood to be identical with those of the imperial bodies. Bills passed by both Houses have to receive the Sovereign's assent previous to their becoming law, either at once, through the delegated authority of the Governor, or within a limited period, when the Sovereign's pleasure may be consulted on the particular measure. The bills thus reserved for the direct sanction of imperial authority are comparatively few. Even this limited exercise of authority, however, over the legislation of the colony, must have a proportionate influence on its character;—dependant thus on the particular opinions of the colonial minister or office at home, who may not be sufficiently informed, or

may be wrongly biased on certain measures very materially affecting colonial interests. The effect of this we may conceive to be imperceptibly almost, in some degree, to impart a less comprehensiveness and vigour to the legislation of the colony.

We now approach the subject of income and expenditure of the colony. The income or revenue of Canada is chiefly derived from customs and excise duties, from public works and the sale of lands, and an impost of one per cent. on the circulation of the notes of the chartered banks of the colony. This latter item amounted, for the year 1848, to £12,473 colonial currency; the amount of territorial or land revenue set down for that year, is £3181; the revenue derived from public works, is £24,057; the amount of excise revenue is £28,545; and that of the customs, is £304,358. Of this amount of customs' duties for 1848, £190,723 was collected at the ports of Montreal and Quebec; and £113,634 at the various inland ports situated along the United States' frontier. The total amount of the income or revenue of the colony for 1848, was £379,646. The expenditure for that year exceeded this amount by £94,845.

The expenditure of Canada, which, for 1848, was thus £474,491, includes an amount of £166,014, of interest on public debt. The largest portion of this debt was incurred on account of the public works of the canals of the country, which have only lately been completed in their present improved condition. The revenue, in the shape of tolls on these canals increased very rapidly from 1842 up to 1847. The falling off in the trade of 1848 will be noticed under its proper head, in a succeeding chapter. The nett revenue from canal tolls, in 1842, was £16,369; and in 1847, the amount from this source had arisen to

£42,557. The receipts or gross revenue for the series of years, may be here stated. In 1842, the amount was £24,232; in 1843, £34,604; 1844, £44,429; 1845, £41,039; 1846, £61,486; and in 1847, £83,335. The canals, however, were not wholly completed during this full series of years. One of them, the Welland Canal, which connects Lakes Ontario and Erie for navigable purposes—the navigation being interrupted by the Falls of Niagara—has supplied only five years in this series of six years. This Welland Canal yielded one-third of the whole canal revenue for 1847. Another of these works, the Beauharnois Canal, running along the south of the St. Lawrence, some distance above Montreal, to avoid the rapids of the river, which chiefly commence there, supplied revenue for only three years of the series; and another of them, the most recently finished one, on the north shore of the St. Lawrence, towards Prescott, supplied a revenue for only one of the years. The opening of the navigation of the St. Lawrence, for United States and other vessels, among other expected results which would follow, such as the increased commercial and trading activity of Canada, would very largely swell the revenue arising from these canals.

The interest on these works, then, as we have noticed, form the largest item in the account of the expenditure of Canada for 1848. There is a small item of interest of £3172 on turnpike trusts, and an amount of £15,000 charged towards the redemption of public debt. The amount charged for civil government is £33,804. About £550 of this amount have been voted incidentally by the Colonial Legislature; and the remainder, of £33,250, is the amount of the civil list. Of this sum, upwards of £11,000 are for the Governor's salary, and expenses connected with the office. The amount charged for the administration of

justice, is £68,082 ; of which the sum of £24,229 is included in the civil list. The expenses of the Legislature are charged £29,231. This sum includes £4733 to returning officers ; £3127 for printing ; and the remainder, of £20,921, is charged as salaries and contingencies. The sum of £15,000 is charged for the maintenance of a provincial penitentiary ; and a further sum of £1500 is found, among miscellaneous items, as the expenses of a commission of inquiry into some alleged abuses connected with the management of this institution. In connection with these items, we may here state that the much larger amount, of £64,780, is charged for the purposes of education ; and a further sum of £9376 for the encouragement of agriculture. These sums are in addition to what are otherwise raised for agricultural and educational purposes, more directly by the people themselves. The municipal councils in the respective counties and townships vote liberally for the support of education in both the common and grammar schools, everywhere established throughout the country. The amount voted by the Legislature for hospitals and other charities is £12,709.

The total expenditure of Canada, in 1848, as we have thus noticed in its principal details, was, as already stated, £474,491 ; being an excess of £94,845 over the income of £379,646. The income for 1847—a year in which a large trade was transacted by the colony—amounted to £719,895, and the expenditure for the year was £716,059. The falling off, in 1848, was one compared, not only with the previous year of 1847, but with several years previous. The subject, as has been already stated, is more minutely noticed in the succeeding chapter, on the Trade and General Resources of Canada.

We now come to notice the judicial, legislative, and

municipal divisions of the country, as well as to give some account of the municipal institutions, and of the administration of justice.

Canada, although now united for legislative and other purposes, will, most probably, continue to be viewed and spoken of under its formerly recognised divisions of Upper and Lower Canada. [The terms Eastern and Western, introduced at the period of the union, appear to be already getting into disuse, and the more familiar, as well as sufficiently appropriate terms brought back.]

Lower Canada, chiefly for judicial purposes, is divided into three chief districts—Quebec, Montreal, and Three Rivers; and two lesser ones—Gaspé and St. Francis. These districts are subdivided into thirty-six counties for legislative and municipal purposes. The counties are further subdivided into seigniories, townships, and parishes. The seigniories comprehend the original individual grants of land of the French Government under the feudal system; and which were afterwards partitioned into parishes. The townships are divisions of counties made under the English Government since 1796, in free and common socage. The district of Gaspé, commencing at the eastern extremity of Canada, upon the south shore, at the mouth of the St. Lawrence, contains two counties. The Quebec district, comprising the northern shore from the gulf, and the southern from the upper boundary of Gaspé to the mouth of the River St. Anne, sixty miles above the city of Quebec, contains eleven counties. Three Rivers district, situated above this, and on both sides of the St. Lawrence, contains five counties. The district of St. Francis, situated along the river of that name, on the south shore of the St. Lawrence, contains two counties. The district of Montreal, the uppermost and largest of the districts of Lower Canada, ex-

tending along both sides of the St. Lawrence, including the island of Montreal, and the extensive country along the north bank of the Ottawa, contains sixteen counties. [See page 45 in regard to two newly-constituted judicial districts—Kamouraska and Ottawa.]

Upper Canada, comprising the remaining territory, extending south-westward all along the northern shores of the lakes and rivers, to the sources of Lake Superior, was, until quite recently, divided into twenty districts, and these were subdivided into counties and townships. By an act of the Colonial Legislature, passed in 1849, and which came into operation in 1850, this old territorial division of Upper Canada into districts has been abolished, and that of counties substituted, for judicial, municipal, and all other purposes. [This change having been so recent, and in order to avoid any doubt or confusion, as well as to accommodate our references to the maps of Canada still in use in England, we shall most generally make use of the old divisions of districts.] The number of counties in Upper Canada at present is thirty-eight; the number of townships, three hundred and seventy-eight. The size of a township is ten miles square, which territory again is subdivided into concessions and lots. A township is divided into eleven concessions or ranges, usually running east and west, with roads along the division lines; and each range or concession is further divided by lines at right angles into twenty-eight lots, each lot containing two hundred acres, the ordinary size of a farm in Upper Canada. These concessions, it will be perceived, serve the purposes of streets in towns; and when it is known that the concessions and lots are all regularly numbered, the resemblance between concessions and lots, and houses and streets, becomes more apparent. The address of the most remote farmer in Canada may be thus precisely

ascertained :—thus, for example, A. B., Lot 10, first Concession, Township of Westminster, London District, Canada.

Having thus briefly explained the nature of the general government and territorial divisions of Canada, we come to the Municipal Government of the colony, by corporations of counties, townships, cities, towns, and villages. Under the old division of Upper Canada into districts, the highest municipal bodies were the district councils. By the Colonial Act of 1849, abolishing the districts for judicial, municipal, and other purposes, the powers of these district municipalities were transferred to counties. Townships, cities, towns, and villages have also corporate powers for their respective local purposes. The qualification necessary to be elected as a township councillor, is to be assessed on the roll for rateable real property, as proprietor or tenant, to the value of £100. All resident householders are qualified to vote as electors. The number of councillors elected in each township is five. The elections are annually, on the first Monday in January. The councillors elect from among themselves a townreeve and deputy-townreeve, who act as presidents at the meetings of council. The council appoint three assessors, a collector, and treasurer, for their township. The duties of this simply elected body of a township council are somewhat important within the township. The councillors, among their duties, are authorised to carry out the provisions of the Act of the General Legislature for the establishment and support of common schools, constructing and repairing roads and bridges, and for regulating and, in certain cases, licensing inns and other houses of entertainment. They also assess and collect on the legally rateable property within the township for their purposes. These township councillors also appoint a body of officers for the regulation of lesser duties affecting the welfare and con-

venience of the township. There are pound-keepers for restraining and regulating the running at large of horses, cattle, and other domestic animals ; fence-viewers, to settle disputes as to the making and repairing of dividing fences between properties ; and overseers of highways, and road-surveyors, to superintend and keep in repair the roads and bridges of the township. Such are the nature and some of the duties of the township municipalities of Upper Canada.

The county municipalities are composed of the town-reeves and deputy-townreeves, or presiding councillors of the townships, villages, and towns in each county. The county councillors choose a president from among them, who is named the warden. The duties of the county council are similar to those of the township council, with the exception that they embrace a higher range in regard to affairs connected with a more enlarged jurisdiction—such as the county roads and bridges, erection and maintenance of county hall, court-house, gaol, house of correction, house of industry, and also the support of grammar schools. A very commendable clause is made in the act in relation to this subject of grammar school education ; which is, that the county councils are authorised to make permanent provision for defraying, out of the public funds of the county, the expense of the attendance at the University of Toronto, and of Upper Canada College, and of the Royal Grammar School at Toronto, as many of the pupils of the county grammar schools as shall be desirous, and are approved of by the masters of the schools, and who, from inability to incur the necessary expense, might otherwise be deprived of the opportunity of such attendance. Upper Canada has generally bestowed much attention to education ; and the recent municipal acts give the people every facility still further to extend its benefits.

The taxes which are imposed by these popularly-elected bodies of councils, are limited by law to a certain amount. The value of each description of property liable to assessment is also legally fixed—the rates being generally under real value. The annual rolls of the assessors, besides ascertaining the amount of property liable to be assessed for taxes, serve also the important purposes of a census. The returns, after being made use of by the collector, and transmitted by him, along with the collections of taxes, to the treasurer, are consolidated, and then transmitted to a department of the Colonial Government, along with a copy of accounts for the year in detail. These documents are thereafter printed and laid before the Colonial Legislature. At the end of each session, they are bound up with the journals and statements of other public accounts and transactions, and a certain number of copies distributed throughout the country. Such is the very simple and satisfactory mode of procedure of Canada in levying taxes, and of making known the manner in which they are applied. While recording, too, from year to year, the progress of the country, it serves as a check upon public offices. In order to make the official returns of Canada still more efficient, a Board of Registration and Statistics has been recently established, who publish observations on the kind and degree of progress the country is making from year to year. With careful returns, the services of an intelligent board of this nature must undoubtedly prove of great value, both as respects the direct interests of Canada, and as extending advantages to the classes of the home population who are desirous of being acquainted with the condition of the colony.

These municipal councils, as we have explained them, with their accompanying machinery, in relation to Upper Canada, also extend to Lower Canada. Cities, towns, and

villages over all Canada possess similar municipal privileges.

We now come to the subject of the administration of justice in Canada. In Lower Canada the old French law, which was introduced into the country in 1663, during the reign of Louis XIV., is still, with some exceptions, the law of property. The laws enacted in France after that period, extended only to the colony when enregistered there. At the time of the country being ceded to England, the laws, language, and customs of the French population in Lower Canada were guaranteed to them by treaty. The tenure of property in Lower Canada is therefore feudal, with the exception of that of lands in the townships. These lands have been laid out of late years in the district of St. Francis, and partially in other districts, where new townships have been surveyed. These township lands are held in free and common socage. In order, in some measure, to remove the inconveniences of the feudal system in the seigniories, and to render titles to property more secure, a system of registration has recently been established. The commercial law of Lower Canada is understood to be regulated partly according to the English custom of merchants, and partly by the old French code. The criminal laws of England were introduced into Canada by 14 Geo. III., c. 83. No English laws passed since that period became laws of Canada, unless particularly so specified, or unless made laws of the colony by acts of the Colonial Legislature. This state of the criminal law extends both to Upper and Lower Canada.

A new act (12 Vic. c. 38), passed in 1849 by the Legislature of Canada, abolishes the old Courts of Queen's Bench in the judicial districts of Lower Canada; and the offices of resident judge of Three Rivers, and provincial judge of St. Francis; and establishes for Lower Canada a court called the

Superior Court, to consist of a chief justice and nine puisne judges ; four of these puisne judges to reside at Quebec, four at Montreal, one at Three Rivers, and one at Sherbrooke, in the district of St. Francis. This court has original civil jurisdiction throughout Lower Canada, except in Admiralty cases, and cases expressly confided to the circuit courts. Appeals are allowed to it from the inferior courts. The old judicial districts of Lower Canada are continued, except that two new districts are authorised by it. Their names are Kamouraska and Ottawa ; the former comprising the two counties of Kamouraska and Rimouski, from the Quebec district, and the latter the large county of Ottawa, from the district of Montreal. Circuit judges, when in Gaspé, are judges of the Superior Court ; and out of term, in Kamouraska and Ottawa.

The circuit courts have original civil jurisdiction to the extent of £50 currency, that is, about £40 sterling. In cases not exceeding £15 currency, or not relating to property titles, the proceedings are summary. Where the matter in dispute does not exceed £6 : 5s., the case is decided according to equity. In cases exceeding £15, appeal is allowed to the Superior Court. The circuit courts have sittings each month at Quebec and Montreal, and at longer intervals in the lesser and more thinly-settled districts.

The Court of Appeals, which is also the Court of Queen's Bench, by the late new act, has appellate civil jurisdiction, and also the jurisdiction of a court of error ; and original jurisdiction in all criminal matters, except Admiralty cases. This court consists of a chief justice and three puisne judges. The Court of Error and Appeal has two terms yearly, in each of the cities of Quebec and Montreal. Appeals are allowed in certain cases to the Queen in Privy Council. The Criminal Court holds two terms yearly in each district, with the exception of Gaspé. The Admiralty Court has its sittings in Quebec.

Commissioners' courts are held monthly in the country parishes, for the summary trial of small causes, affording an easy and expeditious mode of recovering petty debts not exceeding £6 : 5s. currency. The circuit judges are *ex officio* commissioners of these courts. These commissioners' courts in Lower Canada are of recent date, having been called into existence by the Colonial Act, 7 Vic. c. 19.

The advocates, barristers, attorneys, solicitors, and proctors-at-law, in Lower Canada, are incorporated under the name of the Bar of Lower Canada. Barristers may act as attorneys and solicitors at the same time in Canada. Pleadings may be written in French or English in Lower Canada, and both languages are spoken in the courts. Judges of the Superior Court are selected from barristers of ten years' standing, and judges of the circuit courts from barristers of five years' standing.

Such, at present, are the more prominent constituted arrangements for the administration of justice in Lower Canada. We have now only briefly to enumerate the arrangements for Upper Canada. As is well known, the French laws have no jurisdiction in this division of the colony.

The new provincial act, passed in 1849, 12 Vic. c. 63, regulates the establishment of two Superior Courts of common law in Upper Canada. These are the Court of Queen's Bench and the Court of Common Pleas; and it also provides for a Court of Error and Appeal. The Courts of Queen's Bench and Common Pleas are each presided over by a chief justice and two puisne judges. The Court of Error and Appeal is composed of the judges of the Courts of Queen's Bench, Common Pleas, and Chancery. The Court of Chancery is presided over by a chancellor and two vice-chancellors. All the fees of these courts are paid into the consolidated fund, out of which stated salaries are paid to the clerks and other officials. The courts all sit at Toronto.

The circuits are held twice a-year in each county, except in the county of York, in which Toronto is situated, where there are three a-year.

The county courts of Upper Canada have original jurisdiction in civil matters to the extent of £25 currency, in open account, and £50 in cases of notes or bills, with trial by jury. Appeals are allowed to the Courts of Queen's Bench or Common Pleas. The division courts are held in different places in each county, by the county judge, for the summary disposal of cases not exceeding £10. A jury is allowed in certain cases, though seldom applied for. The Insolvent Debtors' Court is presided over by the county judge, for the relief of insolvent debtors. The Probate Court is in Toronto, and there are surrogates in each county. The Heir and Devisee Court has its sittings in Toronto twice a-year, to determine claims to lands in Upper Canada, for which no Crown patent has issued in favour of the proper claimants, being heirs, devisees, or assignees. The commissioners are the judges of the Court of Queen's Bench, the vice-chancellor, and other persons specially appointed. Then there are the quarter sessions, the chairman of which is the county judge, who, with one or more justices, holds a court four times a-year for trials of petty offences by jury.

Having now given an account of the General and Municipal Government, territorial divisions, and of the administration of justice in the colony, we will proceed, in a fresh chapter, to the interesting subject of population. The remotely-past, as well as recent stages and rates of progress connected with the settlement and growth of the colony, will here, among other matters, be accurately ascertained and defined.

CHAPTER V.

AMOUNT, PROGRESS, AND DESCRIPTION OF POPULATION OF THE COLONY.

Present Population of Canada—Upper and Lower Canada, Rates of Increase—Progress of Settlement in Lower Canada—Early Progress of Canada under the French—Increase under English Government—Comparative Results of Emigration in Upper and Lower Canada—Increase in the English Townships and Cities of Lower Canada—Characteristics of French Canadian Population—Evidences of Advancement—Amiable Qualities of French Canadians—Early Settlement of Upper Canada—Results and Progress of Emigration—Prospective Results and Progress of Canada—Rise and Progress, from the Forest, of a Settlement, to a District—Description of the Population—Census of Occupations—Natives of the Various Countries—Settlements of French Canadians, Germans, Dutch, and the Coloured, or African Race—Canada, a Place of Refuge for the American Slave—Disproportion of Sexes—Employments and Behaviour—Indians of Canada—Settlements, and Government Superintendence.

THE population of Canada in 1848 was, in round numbers, estimated to be nearly 1,500,000. The population, at present, may be estimated to be somewhere about what the population of Scotland was at the beginning of this century, fifty years ago.

The population of Upper Canada alone was, by the census of 1848, 723,332, which shows that the colony has much more than doubled its population since 1834, a period of fourteen years; and nearly doubled it since 1836, a period of only twelve years. In 1834 the population of Upper Canada was 320,693, and, in 1836, it was 372,502.

The population of Lower Canada was, in 1848, estimated to be 770,000. In 1825 it was 423,630 ; which shows how very much slower the increase of population has been in Lower than in Upper Canada. Calculating from a period of thirteen years, from 1831 to 1844, it would appear that, for the most part, the nearer the settlements are to the mouth of the St. Lawrence, the increase in population is least. The increase, in the above period, in the district of Gaspé, was calculated to be 15 per cent. ; in the district of Quebec, farther up the river, 35 per cent. ; in the next district of Three Rivers, 39 per cent ; in the district of St. Francis, 41 per cent. ; and, in the Montreal district, 34 per cent. The largest increase is in the district of St. Francis, in which the most flourishing of the eastern townships are situated. The lands of the townships of Lower Canada, as has been mentioned, not being subject to the feudal tenure existing in the seigniories, are held in the same manner as the lands of Upper Canada. From 1831 to 1844, a period of thirteen years, the rate of increase, in the whole of Lower Canada, was just about 35 per cent. In 1831, the population of Lower Canada was 511,922, and, in 1844, 690,782. The slower rate of increase in the Montreal district, compared with Quebec, may, most probably, be accounted for by the larger migration of unskilled labourers that frequently takes place from that quarter of Canada to the public works of the United States. The navigation of the River Richelieu and Lake Champlain, offering direct facilities from the district of Montreal to the States of New York and Vermont, large numbers of unskilled French Canadian labourers are known to take advantage of this easy transit when out of employment. These French Canadians, from their unsettled habits as labourers, are neither so suitable nor so inclined to farm work (even should they be able to procure it at all

times readily, in Lower Canada), as they are, on any emergency, induced to pass over into the adjoining States, with which they are in such direct communication. A migration, in certain proportions, and much of it of this character, from mostly all parts of Lower Canada, has been going on for numbers of years back.

It may be interesting to cast a glance backward, and trace the progress of Lower Canada in population at successive periods. In 1622, when Champlain occupied Quebec, just fourteen years after it had been founded by him, there were only fifty individuals, it is said, in the place. In 1663, when Canada was erected into a royal government, with civil authority and jurisdiction, according to the laws and usages of France, by Louis XIV., under the direction of his minister Colbert, the population of the country amounted to 7000. It now, for the first time, began steadily to increase. In 1714 the numbers had risen to very nearly 27,000. In 1720, when the French colony was under the government of the Marquis de Vandreuil, Quebec contained a population of 7000, and Montreal 3000. In 1759, when the country was under the last of the French Governors, and Quebec surrendered to the forces of General Wolfe, the population of the colony amounted to 65,000. A stimulus being now given to English enterprise in the newly acquired colony, the population, in 1784, had increased to 113,000—an increase, in twenty-five years, of 48,000. In 1825 the inhabitants of Lower Canada amounted to 423,600, being an increase, in forty-one years, of 310,600; and, in 1827, the numbers rose to 471,800, showing an increase, in two years, of 48,200. It was during this period that emigration commenced to flow in larger numbers to Canada. Upper Canada, however, has continued to be the great field. During the next four years, from 1827 to 1831, the increase in the population of Lower

Canada was less than in the two years preceding 1827, amounting only to 40,000; the population in 1831 being 511,900. The emigration to British America, which amounted, during the two years 1825-6, to 21,500, reached, over the period of four years, from 1827 to 1831, to not less than 68,600. And we have seen that the increase, from all sources, to the population of Lower Canada, during these four years, was only 40,000. The increase, during the thirteen years from 1831 to 1844, has been already noticed, as having been 35 per cent., being an annual increase of little more than $2\frac{1}{2}$ per cent. The exact number added to the population of Lower Canada, during these thirteen years, was 178,860; and during the same period, the emigration to British America, by much the largest proportion of which was to Canada, amounted to not less than 438,290. The increase of population in Lower Canada, during the four years, from 1844 to 1848, was 79,218; while the British American emigration for that period was 207,846. In one year alone, namely, 1847, the numbers who left this country, chiefly for Quebec and Montreal, amounted to above 109,000.

The largest increase of prosperity in Lower Canada has shewn itself in the townships, where the lands have been held exempt by the English Government from the feudal tenure; and in the cities of Quebec and Montreal, indebted for their support to the trade of the upper and surrounding country, and to the commerce of England and the United States. In 1827 these cities had each a population of about 27,000, and by the census of 1848, Quebec shews a population in that year of nearly 40,000, and Montreal a little over 55,000. The commercial crisis which visited the colony three years ago, and Montreal more particularly, has affected the prosperity of both its chief commercial cities ever since;

and they are only now, it is believed, beginning to recover. In 1845 and 1846, Montreal had made rapid progress, and was in a highly prosperous condition. Elegant and substantial stone buildings, public and private, were being added to the city in every direction; and banking, and other stocks also, furnished evidence of the then flourishing state of things in the commercial capital of the colony. The effects of the temporary check to this prosperity, will, it is believed, not be of long continuance. The leading merchants of Montreal are distinguished alike for intelligence and enterprise. Commercial prospects, too, have recently very much improved.

Before turning our attention to Upper Canada, it may be interesting to notice some of the distinctive characteristics of the mass of the population of Lower Canada, who are of French origin. In many respects the French Canadian colonists, settled along the banks of the St. Lawrence, present a singular spectacle at the present day, surrounded by the more intelligent and energetic race of English and Americans. For the most part descendants of settlers from Normandy, established in the colony previous to the Conquest by England, in 1759, we have here still very much the same sort of people clinging to their ancient prejudices, ancient customs, and ancient laws; not from any strong sense of their beneficial effects, as has been well observed by a distinguished statesman who possessed privileged opportunities of forming an acquaintance with their character, but with the unreasoning tenacity of an uneducated and unprogressive people. They brought with them to the stripes of farms they now occupy the institutions of a period more than any other in the history of their parent country, or of any other European nation, calculated to repress intelligence and freedom of thought among a people, and to

make them the mere passive instruments of their feudal superiors and their priests. Cut off by the conquest from all chance of being led along by the improving civilization of their own parent country, and quite as effectually fencing themselves by their prejudices, customs, laws, and language, from the influences of English or American progress surrounding them, they have grown up, the great mass of them, a stationary and isolated people, possessing many of the simple virtues that adorn life, but destitute of that comprehensive vigour and enterprise that characterise the race that have become a prosperous nation close upon their borders. Their institutions, with the character and habits which these formed, and which they brought with them in long by-gone times across the Atlantic to their present settlements, have, it is to be feared, unwisely, though with best intentions, been allowed to cling around them. Their laws, customs, and language, which they still very strongly and very naturally cherish, continue almost as effectually as at any former period of their history to retard their advancement. The mass of them are uninstructed, inactive, and unprogressive.

Some hopes, indeed, of improved intelligence may be formed as regards a large proportion of the present rising generation of French Canadians. The English language is more generally learned among them ; municipal institutions have been introduced into Lower Canada, and other evidences appear on the part of the general government of Canada of a steady desire to introduce English habits and progress, without all at once too violently shocking the prejudices of the mass of Canadians. The higher classes, and many of the inhabitants of the towns, are well educated and intelligent, and quite alive to the deficient cultivation of the mass of their fellow countrymen. The education pre-

sented by their colleges, and the means made use of for agricultural improvement, are exercising, it is hoped, a more beneficial and wider influence; and though no marked results may be expected among the present race of *habitans*, yet with more earnest exertions in the same directions, there can scarcely be a doubt entertained but that the French of Lower Canada, in years hence, will have shewn some decided progress. Very many of the better educated youth display both intelligence and enterprise, and, not contented with the inactive life which their own towns present, they are to be found not unfrequently occupying positions of comfort to which they could not have attained at home, in the cities of the United States. I have myself met them thus situated in the city of New York, throughout the western country of the United States, and even along the banks of the Mississippi; and doing not only well for themselves, but diffusing the influence of their energy to those they had left behind them in Lower Canada.

The French Canadians settled along the St. Lawrence are distinguished for many amiable virtues. Their mild and kindly disposition shews itself, irrespective of class or education; you find them always sociable, cheerful, and hospitable, and their manners are at all times, and in all circumstances, throughout every rank of life, remarkable for courtesy and real politeness. The less polished manners of the English emigrants, too evidently undervaluing the Canadians for the absence of the hardier qualities they themselves possessed, though being only the more privileged in having had better means of attaining them, have done much to widen the breach which customs, laws, and language naturally placed between the races to a certain extent. The English have done much for Lower Canada in creating and pushing forward its trade and commerce, and

in giving employment to the labouring classes among the Canadians. Their improved modes of agriculture in the township settlements have also greatly assisted the prosperity of the country. But, notwithstanding all this, it is surely to be regretted that a more kindly spirit has not manifested itself in particular efforts to advance the intelligence of their less privileged fellow colonists, without in any marked manner doing violence to their prejudices, or ordinary habits of thought and feeling. The great contrast the races still present has, it is to be regretted, allowed very little to be done in this way, and in this spirit. The beginnings of improvement we have mentioned, are, however, to some extent hopeful.

We have now to turn to Upper Canada. For a period of many years after Canada had come into the possession of England, and Lower Canada had begun to experience the stimulus of new enterprise, and an increased population, the large portion of country westward, lying along the great lakes, now known as Upper Canada, and in its extent nearly double the size of England, was, it may be said, literally, one vast forest. Only a few French immigrants had placed themselves near the foot of Lake Ontario, and on the shores of the Detroit River, previous to 1770. The only other inhabitants were the native Indians. Several years later, numbers of families who had resided in the now United States, and who, at the disruption with England, refused to transfer their allegiance to the independent government, came over into Canada, and settled on the borders of the lakes. These individuals, the pioneer settlers of Upper Canada, were, and have since been, termed United Empire Loyalists. In 1791, when, by an Act of the Imperial Parliament, the colony received a constitution, and was divided into the two provinces of Upper and Lower Canada, with

separate legislatures, the amount of the white population in Upper Canada, was estimated at less than 50,000. In 1811, twenty years later, it had only increased to about 77,000. Very shortly afterwards, and especially upon the conclusion of peace between Britain and the United States, in 1814, population rapidly increased in Upper Canada. In 1825, when the advantages of the colony to the home population began to attract attention, the colonists of Upper Canada had increased to 158,000. With an increasing emigration, the country now rapidly swelled the number of its inhabitants. In 1830 they amounted to 210,000; in 1832, to 261,000; and, in 1834, the numbers exceeded 320,000. The increase within the nine years previous to 1834 having been not less than 162,000. This was a period of great prosperity in the settlement of Upper Canada; the advantages of the colony having been brought prominently forward in Britain by many intelligent writers who had visited it. The consequence of the general attention directed towards it was a very augmented flow of emigration. During the first five years of this period of nine, from 1825 to 1830, the emigration to British America was proceeding very steadily at about 12,000 a-year; when, in 1830, it rose to 30,000, in 1831 to 58,000, and in 1832 it reached over 66,000. From this period emigration gradually declined, and was, in one year, that of 1838, so strongly marked by the political disturbances in Canada, so low as 4500. Since then, notwithstanding the claims of other emigration fields having greatly increased, the official returns show that, in one year, that of 1847, the emigration to British America had exceeded 109,000. In 1841 the population of Upper Canada was 465,000; showing an increase, since 1830, of 255,000—a period of eleven years, and including the season of political disturbances. In 1842 Upper Canada numbered 486,000 inhabitants, and the last census of 1848 shows the

amount to have reached 723,332—an increase, within the six years, of over 237,000.

Should the colony thus continue to increase, the present generation of its farmers may witness their adopted country possessing a population as large as the present population of Scotland. The population of the entire colony now exceeds half the population of Scotland. The amount of cultivated land in Canada, as we shall come to see, now fully exceeds that of Scotland. Toronto, the third sized town of the colony, situated on the shore of Lake Ontario, where, within living remembrance, there existed only an unbroken line of forest to the water's margin, has now a population exceeding that of Perth, in Scotland, by several thousands. The population of Perth is about 22,000, and that of Toronto 25,000. In many spots throughout Upper Canada, where all was forest a very few years ago, there are now thriving farming settlements, villages and towns ; and, in the instance of Hamilton, situated at the extreme head of Lake Ontario, what was a village not many years since, has now a population of over 10,000, entitling it to the rank and municipal privileges of an incorporated city. Only those who have witnessed the progress of Canada for this number of years past, especially in its western parts, can have any adequate impression, it is believed, of the extent and rapidity of its growth.

With a view to illustrate this, we will take a glance at one of the new districts farthest west. We will see how thriving settlements rise up as the results of ordinary enterprise and persevering industry, stimulated by the encouragements to accumulate property in a country where the necessaries of life are placed in abundance, within easy reach ; and obstacles which press heavily on humble industry in the Old World, are unknown in the new existence, as it were, which greets the settler on these western shores.

The district of Canada which we select for this glimpse of the rise of a settlement from the forest, is one lying along the eastern shore of Lake Huron, in the most fertile part of the peninsula, partly surrounded by the other great lakes Erie and Ontario. In 1827, this tract of country, lying along the shores of the lake for sixty miles, and called the Huron tract, was then one great forest, broken only by several rivers which ran through it, and watered it in every direction. In 1828 a narrow sleigh tract was cut into it, and three temporary houses, or shanties, were built, for the accommodation of travellers, along it. In the same year, a tavern and two houses, for the reception of emigrants, were built at the mouth of one of the rivers, the Maitland, having a basin of nearly eighteen feet in depth. This spot, with its three houses in 1828, became the nucleus of a new district of Canada. This district, which was thus first settled in 1828, and had its first new wide road cut in 1829, contained a population, in 1840, of 5900. By a return of 1840, made from personal inspection, these 5900 settlers possessed means, on arriving in the country, amounting to £60,110 currency; on going on the land their means amounted to £68,749; and, in 1840, they possessed 22,900 acres of land cleared and cultivated; besides 1760 acres chopped, or partially cleared; 1312 dwelling-houses; 1144 outhouses; 850 yoke of oxen; 2600 cows; and other stock, consisting of horses, young cattle, sheep, and pigs, to the amount of 18,678. Their means, consisting of the value of their stock and improvements, had increased to £242,286.

Nearly one-half of the families commenced working on land, possessed of nothing but their own energy and industry; 61 of them possessed means under £10; 254 possessed means under £50; and the rest commenced with means varying from £50 upwards. This district, which

has been recently subdivided, and forms two new counties, Huron and Perth, has now a population of over 20,400, and occupied, in 1848, 367,900 acres of land, 51,900 acres of which were cultivated. Their produce of wheat, in 1847, amounted to 305,700 bushels; of oats, 174,700 bushels; potatoes, 125,500 bushels; besides other grains. There were in the district 2 town-halls, 15 churches, 53 schools, 52 inns, and 39 merchants' shops or stores. The number of children attending school, chiefly between the ages of five and sixteen, was 2700. Such is the rise and growth of the band of colonists, whose history affords a miniature glimpse of very much of the mode and progress of settlement throughout the whole country. It may be further stated, in relation to these settlers we have noticed, that at a late assizes held in the district, there was not one person in jail, either on account of crime or debt,—the presiding judge having received from the sheriff the customary congratulatory present on such an occasion.

A very large proportion of the population of Upper Canada derive their subsistence directly from agriculture. The returns from the entire province are imperfect on this point; but most of the districts give returns, which may throw some light on the matter. We may turn to this district of Huron, to which we have had our attention just directed, the population of which, in 1848, amounted to 20,450. The number of houses occupied was 3624; which return of houses gives just about the number of heads of families. The number of persons returned as employed in agriculture in this district is 3242. The number of proprietors assessed was 2060; the number of non-proprietors, 1817; and the number of labourers, 55. The persons engaged in professions were 79; those in trade and commerce, including handicrafts, amounted to 506; and the number of per-

sons employed in factories in the district, was 60. This is one of the most agricultural districts ; and the proportions of occupations in most others do not much differ. The district of Brock, now the county of Oxford, which is a very much older settlement than Huron, and situated in the centre of the peninsula, contained a population, in 1848, of 29,219. The number of houses occupied was 4721 ; which we may take as the number of heads of families. The number of persons returned as employed in agriculture in this district, was 3550. The number of proprietors assessed was 2913 ; the number of non-proprietors assessed, 1897 ; and the number of labourers, 270. The number of labourers may be of course swelled accidentally in a particular district at one time. There are, however, it is believed, a larger number of labourers permanently engaged in this district than in the district of Huron. The number of persons employed in professions in the district of Brock, was 85 ; in trade or commerce, 171 ; in handicraft, 616 ; and in factories, 135. In the Home district, the most populous in Upper Canada the capital of which is Toronto, but which city is not included in the district returns, the population, in 1848, numbered 83,492 ; and the houses occupied, or say heads of families, 13,667. The number employed in agriculture was 9277. The number of proprietors, was 7864 ; non-proprietors, 6180 ; and labourers, 1766. The number of persons engaged in trade or commerce, including handicraft, was 2983 ; and the number employed in factories, was 162. Such are glimpses of the colonists of Upper Canada, in regard to the classifications of employments in three districts in different parts of the country, and each at a different stage of progress—Huron being one of the most recent settled, Brock much older settled, and the Home district being one of the oldest settled in Western Canada.

Having thus sketched the progress and present extent of the population of Canada, and ascertained also something of the relative proportions of occupations among the colonists, it may be interesting further briefly to glance at the national origins of the individuals now composing this population of the colony.

Situated so near to Europe, and offering to all inexhaustible supplies of fertile and cheap land, with light taxes and a liberal government, we are prepared to find in Canada people from various countries. The census of 1848 shows the population of Upper Canada to consist of, in round numbers, 64,000 from England, 57,000 from Scotland, 140,000 from Ireland, 8000 from Germany, 32,000 from the United States, 11,000 from other countries, and 583,000 natives of Canada, 20,000 of whom are of French origin. Fully one-fourth of these French Canadians are settled in the south-western point of Canada, in the Western district, about the head of Lake Erie, along the shores of the Detroit river, Lake St. Clair, and near the mouth of the River Thames. They do not amount, however, to so much as a fourth of the population of that district—one of the most fertile in Canada, with the most salubrious climate, and distinguished for the fine quality of the fruit it produces. The Western district, in 1848, had a population of above 27,000 ; 12,000 of whom were natives of Canada, of British or American origin, 1800 were natives of England, 2300 natives of Scotland, 2800 natives of Ireland, 2000 natives of the United States, 5600 French Canadians, and about 700 from other countries. The largest number of Germans is in the Wellington district, another very fertile district, situated above the head of Lake Ontario, with a population, in 1848, of nearly 27,000. The Germans in the district amounted to 3000. With regard to the rest of the population, 3500

were from England, 5300 from Scotland, 5600 from Ireland, 1600 from the United States, with 580 French, and 10,400 British Canadians, besides 6600 from other countries. There is a very thriving Dutch settlement in the district, remarkable for industry, and the attention bestowed upon dairy farming. The most populous district in Upper Canada is the Home district, in which Toronto is situated. It contained, in 1848, exclusive of the city, 83,500; 12,400 of whom were from England, and 43,800 were British Canadians.

The number of coloured persons of African descent in Upper Canada was, in 1848, 5400; 3000 of whom were males. Upper Canada, as is known, affords a safe refuge to the American slave escaping from bondage, and numbers of the runaways become permanent settlers in the colony. There were 1080 in the Western district in 1848; 600 of whom were males. This disproportion of itself speaks of the manner of their coming into the colony—men being so much more able to obtain their freedom in this way than women. Next to the Western district, the largest number of these coloured people are in the district of Niagara, both being frontier districts, in the most southerly parts of Canada, and both separated from the United States only by narrow rivers, the Niagara and Detroit. The number in the Niagara district is 620; 368 of whom are males. A still greater disproportion of the sexes is shown to exist in the district of London, in which there are, in all, 480—374 of whom are males. The Home district, including the city of Toronto, is almost the only part of Canada in which something like a proportion of the sexes of this unfortunate and scattered race is found to exist. In the city, which contains the largest number, there are 616; 236 of whom are males, and 280 females. These people are usually em-

ployed in the towns as waiters in hotels, barbers, and generally in performing the most burdensome and lowest descriptions of labour, such as cutting up and preparing wood for fuel. They have, as labourers, usually great powers of endurance; and when their dispositions have not been soured by ill usage, they are most generally civil and attached servants. There are also some educated coloured persons whose qualifications and general conduct have assisted much to remove those prejudices against the race that exist less or more all over America.

With regard to the native Indians of Canada, it may convey some idea of the thinning out that has taken place among these children of the forest, to observe, that it is only on comparatively rare occasions, in most parts of Canada, that the white settler meets with a straggling few, or single family or individual. There are various small settlements of them scattered in different parts of Canada, where, under the civilizing influences of missionaries and school teachers, they have adopted, with some exceptions, improved habits of life, subversive of their former wild and roving dispositions. The principal Indian settlements in Canada are, Manitoulin Island, near the northern shore of Lake Huron; a small settlement near the head of the River St. Clair; and one on Walpole Island, at the foot of the same river; another on a retired part of the banks of the River Thames, in the London district; also along the banks of the Grand River, in the Niagara district; in one or two localities along the shore of Lake Ontario; also on the banks of the St. Lawrence, between Kingston and Montreal; in the vicinity of Quebec; and towards the mouth of the St. Lawrence, around a part of the shore of the gulf. These localities on which they are settled are comparatively limited in extent, and apart from the white settlements. The In-

dians now, however, of the present day, are almost, without exception, civil and quiet in their manners, as well as generally improved in many of their habits. They are chiefly addicted to indolence and intoxication. The Indians in Upper Canada have been chiefly indebted to the body of Wesleyans and to the Church of England for their missionaries, and those of Lower Canada are, perhaps, without exception, brought up in the faith of the Romish Church, under the teachings of the French Canadian clergy.

The greater number of the Indians in Canada are almost directly under the care of the Government. There is a special Government department devoted to their affairs, the chief superintendent of which is the Governor-General's secretary. There are several assistant superintendents who watch over the particular interests of the Indians, and there are Government missionaries and schoolmasters. The number of Indians under the care of the Government in 1849 was not quite 13,000; the official returns give 12,818. Of these, 4054 were women, 781 boys from ten to fifteen years of age, 850 boys from five to nine, 1024 male children under four years, 615 girls from ten to fifteen, 831 girls from five to nine, and 1021 female children under four years. There is thus left, of the 12,818, the number of 3642 males above fifteen years of age. Besides the settlements alluded to around the occupied parts of Canada, there are numbers of Indians in the great forests along the shores of Lake Superior, and other distant points, comparatively speaking, beyond the limits of civilization. These, though much tamed by civilising influences, extending even to them in these retreats, are yet engaged, in a great measure, in their primeval pursuits of hunting and fishing. The Hudson's Bay Company afford employment to numbers in the collection of their furs. The stations of the Company throughout

the remote regions in which they are situated, distribute European goods in exchange for the produce of the hunt; and the Company's interests are exercised paternally, in some measure, over these far-scattered inhabitants of the forest.

Many of the Indian women employ much of their time in fanciful bead-worked articles, such as moccasins, and various kinds of small bags, made from prepared deer skin and the pliant inner bark of trees, which they dispose of to the white inhabitants as Indian curiosities. They make also useful, as well as ornamental baskets from the prepared bark. The small and very prettily situated Indian village of Lorette, in the neighbourhood of Quebec, and not many miles from the Falls of Montmorency, is much noted for this description of Indian industry.

We have now brought to a close this chapter on the population of Canada. The next will give some account of the amount and description of cultivated land in the colony, with the various kinds of produce; and such other matters as will present the extent and nature of the country's agricultural resources.

CHAPTER VI.

AMOUNT AND DESCRIPTION OF CULTIVATED LAND, AND OF AGRICULTURAL AND OTHER PRODUCTIONS OF CANADA.

Amount and Progress of Cultivation in Lower Canada—Average Amount of Land to each Proprietor—Kinds and Quantities of Produce—Decrease of Growth in Wheat in Lower Canada—Amount and Description of Stock—Mills and Factories—Improving Habits of the Population—Cultivated Land in Upper Canada—Rate of Increase in Cultivation compared with Population—And with Rate of Increase in England—Quantities of Land Employed in Respective Productions—Produce of Wheat, and Quantity to Each Inhabitant—Compared with United States—Average Prices of Land—Prices of Wheat for Last Ten Years—Amount, Description, and Increase of Stock possessed by the Colonists—Dairy and other Productions—Domestic Manufactures—Easy Circumstances of the Colonists.

WE now come to the amount and description of cultivated land in Canada, and such other particulars of crops and general industry as may assist in throwing light on the progress and condition of the settlers. In 1831 there were 2,065,913 acres of cultivated land in Lower Canada, and, in 1844, 2,802,317 acres—a rate of increase precisely similar to that of the population during the same period, namely, 35 per cent. The number of proprietors of land in Lower Canada, in 1831, was 57,891, and, in 1844, 76,440; thus giving 36 acres of cultivated land to each in the former year, and $36\frac{1}{2}$ acres in the latter. The quantity of wheat produced in Lower Canada in 1831 was 3,404,756 bushels,

and in 1844, such was the immense falling off, the quantity produced amounted only to 942,835 bushels. The increase in other grains, in 1844, was mostly in oats; in 1831, over 3,000,000 bushels of oats were produced, and over 7,200,000 bushels in 1844. Barley was another grain which showed a large increase—394,000 bushels having been produced in 1831, and 1,195,000 bushels in 1844. The other kinds of produce which showed an increase were pease, rye, buck wheat, and potatoes. The produce in Indian corn, too, as well as wheat, had considerably fallen off. The crops of wheat are found to be neither so safe nor so productive, generally, as in Upper Canada; the climate of the upper country being, it would appear, more suitable both to it and Indian corn. The extent of damage done by the wheat fly in Lower Canada, between the years of 1831 and 1844, is believed to have been the principal check to the production of wheat in that part of the country. Oats, barley, pease, potatoes, and hay, succeed better in Lower Canada, and are, therefore, more generally cultivated.

The total produce, in 1844, in Lower Canada, on the 2,802,317 acres of cultivated land, was, exclusive of potatoes, 11,445,727 bushels; and allowing that two-thirds of this land was under potatoes and fallow, this would give an average crop of a fraction over twelve bushels per acre. A similar calculation applied to the produce of 1831, gives an average crop, for that year, of $12\frac{1}{2}$ bushels.

Of the 76,440 proprietors of real estate in Lower Canada, 15,188 held their lands in free and common socage; and these lands amounted to 1,706,993 acres, 540,256 acres of which were under cultivation. The stock possessed in Lower Canada, in 1844, was as follows:—469,800 neat cattle, 146,700 horses, 602,800 sheep, and 197,900 swine. The returns now to be stated throw some light on the gene-

ral industry of Lower Canada. The number of grist mills was 422, oatmeal mills 108, barley mills 45, saw mills 911, oil mills 14, fulling mills 153, carding mills 169, thrashing mills 469, paper mills 18, iron works 90, nail factories 16, tanneries 335, pot and pearl ash factories 540, other factories 86. It may be mentioned, as proof of improving habits of the settlers in Lower Canada, that stores where liquors were sold had decreased from 857, in 1831, to 808 in 1844; taverns, of which there were 1035 in 1831, had made only the slight increase, during the thirteen years, of 171. But as taverns may increase for greater accommodation to travellers, and stores where liquors are sold may even also increase, along with a diminished consumption, the most marked feature in the returns is, that distilleries had decreased from 70, in 1831, to 36 in 1844. The decrease in the consumption of spirits in Lower Canada, is understood to be fully quite as apparent at the present time, too, as it was in the above period. The largest, and formerly the most profitable distilleries working, have experienced a very material check.

These statistical facts, then, shew the extent and description of cultivation in Lower Canada, and also assist in throwing some light on the progress and present condition of the settlers. We will now turn to the state of matters in Upper Canada in regard to these particulars. Owing to neglect in taking the census in Lower Canada in 1848, we have had to fall back upon the returns of 1844. Upper Canada gives very full tabular returns for 1848, with the addition of some intelligent remarks on these, in the form of a report, by the new Board of Registration and Statistics for the province.— [It may be here stated, that this latest census, which we make use of, is understood to be taken in the beginning of 1848, and the amounts of productions returned therefore apply to

the crops and general industry of 1847. Explanation of this is the more necessary, as, to prevent confusion, 'the census of 1848,' without further remark, will generally be mentioned.]

The number of proprietors of real estate in Upper Canada in 1848 liable to assessment were 60,000, which is just about one-half of the heads of families in the colony. The amount of occupied land was 8,613,591 acres, or about 143 acres to each proprietor. The quantity of cultivated land was 1,780,152 acres under tillage, and 761,768 acres of pasture land, being in all an amount of cultivated land of 2,546,920 acres, or about $3\frac{1}{2}$ acres for the support of each individual of the population. The increase in the population of Upper Canada, from 1842 to 1848, has been about 47 per cent.; and in the cultivated land, during these six years, about 33 per cent. Every 100 increase of the population has been found to add 265 acres to the amount of cultivated land. Applying this to the state of things in England, for the sake of more clearly illustrating the case of the colony in this respect, it may be mentioned, that the number of acres brought under cultivation in England, from 1760 to 1834, is stated to be 6,840,540; while the population, during the same period, had increased 10,059,588—shewing, that with every 100 increase in the population only about 68 acres had been added to the cultivated lands. This is taking the whole period of 74 years; but, confining the period to the first quarter of the century, when the increase of manufactures more immediately occupied the population of England, there were only 37 acres brought into cultivation with every 100 increase of the population.

Of the 1,780,152 acres of land under tillage in Upper Canada, 593,700 acres were employed for the production of wheat; 280,600 acres for oats; 82,500 for pease; 52,000

for maize, or Indian corn ; 38,400 for rye ; 29,300 for barley ; 26,600 for buck wheat ; and 56,800 for potatoes. The remainder is accounted for as being comprehended under crops not specified, and as garden and town plots. The crop of potatoes amounted to 4,751,300 bushels ; buck wheat, 432,600 ; barley, 515,700 ; rye, 446,300 ; Indian corn, 1,327,500 ; pease, 1,753,800 ; oats, 7,055,700 ; and the amount of the crop of wheat was 7,558,800 bushels. The increase on the respective crops, compared with 1842, is chiefly on wheat, the crop of 1848 being more than double that of 1842. The exact increase was 4,336,800 bushels. The next largest increase is on oats, the increase being 2,267,500 bushels. The least increase is on buck wheat. The crops, of which less quantities were produced in 1848 than in 1842, were barley and potatoes. Only half the quantity of barley was grown, and of potatoes little more than half. The quantity of the crop of wheat in Upper Canada in 1847, to which season these returns of 1848 apply, is nearly $10\frac{1}{2}$ bushels to each inhabitant ; while, in the United States, the crop of the same year only gave $5\frac{1}{2}$ bushels to each inhabitant ; thus showing the more purely agricultural state, and, it may be, increased fertility of the colony, as compared with its neighbouring territory on the other side of the lakes.

The quantity usually allowed for the support of each inhabitant is 5 bushels ; it would therefore appear that Canada would be able to export, of this crop of wheat, fully one-half. It may be necessary, however, here to explain, in the case of the United States, that, instead of, as in the case of Canada, using chiefly flour for its own consumption, the population of the States are supported largely on Indian corn, and that they are thus enabled to export more of their wheat than they otherwise would. The United States pro-

duce about 23 bushels of Indian corn to each inhabitant, and in Canada not more than a bushel and a half of this grain is produced to each of the population.

The most purely agricultural and wheat-growing of the States is understood to be Michigan, which, according to returns of 1848, produced 24 bushels of wheat to each inhabitant. About 75 per cent. of the male population, between the ages of 15 and 70, it is estimated, are engaged in agriculture. The State of Ohio produced 10 bushels to each inhabitant; Indiana produced about 8 bushels to each of its population; Pennsylvania very nearly 7; and New York a little more than 5. It has been computed that about 80 per cent. of the whole population of Canada derive their subsistence directly from agriculture. The average price of wild land in Upper Canada is stated to be about 29s. currency, and cultivated land about 70s. currency per acre. The price of the greater part of Government land in Upper Canada is 8s. currency per acre, or about 6s. 6d. sterling.

The lowest average price of wheat in Upper Canada during the season of 1847 was 3s. 6d. currency, or about 3s. sterling per bushel. The average price of fall, or autumn-sown wheat, at Toronto, during that year, was 5s. currency, or 4s. sterling; and spring wheat about 6d. currency less. The average price of wheat at Montreal that year was 6s. 5½d. currency. In 1848 the average price of fall wheat at Toronto was 4s. 3d. currency; in 1849, 4s. 5d.; and to 10th May 1850, 4s. The price varied this year to the above period, from 3s. 3d. to 5s. 4d., but 4s. was the average. On December 11th 1850, the price in the Toronto market was from 3s. 6d. to 3s. 8d. The average price of fall wheat in Toronto for the last 10 years is 4s. 3d. per bushel; the lowest yearly average price was 3s. 8d. in 1843, and the highest 5s. in 1847.

We have now presented the amount and description of cultivated land in Upper Canada, the kinds and quantities of crops produced, the amount of the wheat crop in proportion to the population ; and have also given the average prices of land and of wheat. We thus find Upper Canada to be possessed of cultivated land to the extent of 2,547,000 acres, or about one-half of the amount of cultivated land in Scotland. And that in 1844, Lower Canada had a cultivated surface to the extent of 2,802,000 acres. Adding these amounts with what has since been brought into cultivation in both divisions of the colony, we have a much larger extent of cultivated surface in Canada than in Scotland. This illustration may place in a more distinct light the present position of the colony. The other statistical matter illustrates more in detail the general condition of the colonists, and the position Upper Canada is assuming as a wheat producing and exporting country. A few other statements may throw some further interesting light on the subject.

The number of neat cattle possessed by the colonists of Upper Canada in 1848 was 565,800, being an increase of 61,000 on the same description of stock in 1842, or about 12 per cent. The number of horses in 1848 was 151,400, being an increase, in the same period of six years, of 37,700, or 33 per cent. The increase of horses may be accounted for by the fact, that as parts of the colony advance from the first stages of settlement, the use of oxen in agricultural operations is superseded by horses. The increase in sheep from 1842 to 1848 was 45 per cent. ; the number of sheep in Upper Canada in 1842 was 575,700, and in 1848, 833,800, being an increase in number of 258,100. The quantity of wool produced in 1842 was 1,302,500 lbs., and the quantity in 1848 was 2,339,700, being an increase of nearly 80 per cent.

Among other items of colonial produce, the official returns of 1848 shew that there were 2,380,400 lbs. of butter, 668,300 lbs. of cheese, and 99,230 barrels of beef and pork produced for market by the farmers of Upper Canada. The quantity of sugar produced from the sap of the maple tree was 3,764,200 lbs., or above 5 lbs. to each individual in the colony. This sugar is exclusively used by very many farmers, who are enabled, besides, in the majority of instances, to dispose of quantities in the towns, at a price fully higher than common muscovado. Flax and tobacco are grown to a small extent in Canada, but the returns of 1848 of these products are incomplete. Besides the crop of the western district, which gives no returns, the quantity of flax produced was 41,600 lbs. Of domestic manufactures in Upper Canada, the quantity of 624,900 yards of fulled woollen cloth was produced, also 71,700 yards of linen, and 1,298,172 yards of flannel. We have in these statements some insight into the domestic economy of the farm house; and how the winter evenings by the blazing log fire may pass under many a roof-tree in the colony. A very agreeable view of the comforts possessed by many of the colonists is afforded by the number of 4680 carriages kept for pleasure, in addition to a much larger number, used both for farming and pleasure purposes, and which are not liable to assessment. The number of pleasure carriages in 1842 in Upper Canada was 980, thus shewing a very gratifying increase within the six years. The comparative absence of taxes in Canada, and the ease with which property is acquired, afford every encouragement to the increase of comfort among the colonists. The only taxes which may be said to be known to the colonists, are in the form of the exceedingly light rates levied on certain descriptions of property, and which are levied by the people themselves in municipal councils, already described,

and also expended by them for purposes within their respective localities. The General Government being supported, as we have also previously noticed, chiefly by very moderate customs duties.

The very large increase in the number of pleasure-carriages possessed by the colonists in 1848, compared with 1842, may perhaps, however, be more particularly accounted for by the great improvement that has taken place in the principal roads of the country within that period. Many hundreds of miles of main roads in Western Canada received most material improvement shortly after 1842. The principal route westward, from the head of Lake Ontario at Hamilton, through the great peninsula to two of its almost extreme western points—a distance of 150 miles—was most substantially improved. A large portion of the line was laid with solid pine planking, laid crossways over the road; and in one instance, an important branch road was laid in this manner. These plank roads have proved of great advantage to Canada, and they have been adopted, also successfully, in parts of the United States. The introduction of these plank roads into this part of Canada westward of Lake Ontario, so very recently, was the first time that tolls became known to the colonists in these parts. A railway has now lately been commenced in the same direction, as is noticed in the next chapter, and is expected soon to be in operation.

The trade of the colony, in the amount and description of exports and imports, will, with other general resources of the country, next engage our attention. Further views will here present themselves of the means of comfort within the reach of the colonists. To this subject we will devote a new chapter.

CHAPTER VII.

THE TRADE AND GENERAL RESOURCES OF CANADA.

Partial Effects of the Recent State and Changes of Trade on the General Prosperity of the Country—Amount and Description of Trade with United States—Low Duties on Tea, Coffee, Sugar, and Tobacco, imported from the United States—Flour and Wheat received from the Western Country at Montreal and Amount Exported to England in 1847 and 1848—Prices and Freights—Decline of the Trade, and Effects on particular Cities, and on the Country generally—Average Prices of Wheat from 1832 to 1850 in Upper Canada—Average Price of Land and Rent of Farms—Importations from other Countries into Canada—Decline in the Imports of British Manufactures—Explanation of Decline—Colonial Exports to United States—Growth and Description of Trade with the United States—Exports of the Colony to England—Increase and Decrease of Particular Articles—Increase in Dairy Produce—Prices at Montreal since 1843—Decline in the Timber Trade with Britain—Some Statistics of the Trade of late years—Increased Trade with United States—Total Values of Exports and Imports of Canada—Remarks—General Resources of the Country—Banks, with Amount of Capital employed—Effects of Recent State of Trade on Bank Stocks—Copper Mining operations on Lakes Superior and Huron—Fisheries of the Gulf of St. Lawrence—Railways, present and contemplated lines.

WE will now take a brief survey of the amount and description of the exports and imports of the colony, along with such particulars as may assist in illustrating its progress and general condition. In the statistics of population and agriculture, especially of Upper Canada, we have had presented proofs of a steady and even rapid prosperity, which will be unexpected to many who have had little other means of being acquainted with Canada than through transient

notices of the state of its trade from time to time. The trade of the colony is very generally known to have been depressed for the last two or three years; but this temporary and accidental state of things has chiefly affected the towns, and, most of all, the two seats of trade and commerce of the country, Quebec and Montreal. These cities, no doubt, re-act on the country more or less immediately dependent upon them, and Lower Canada has thus felt much more of the depressing influences of the past state of trade than the upper country. Toronto and the towns of Upper Canada being more directly indebted to the steadily increasing agricultural resources surrounding them, than to the more fluctuating influences of commerce, have, in a measure, very little felt the pressure experienced in the two chief cities of the lower province. The fact of 80 per cent. of the population of Upper Canada being employed in agriculture, has only to be remembered to illustrate more fully these considerations, established, besides, by other facts of the case. Every portion of the colony in some degree, indeed, and for some time, must experience effects of lessened encouragement to colonial produce consequent on the adoption of principles of free trade by England; but in the manner that Upper Canada has borne the change, and been so comparatively little influenced by it, the colony appears to have given the best proofs, at once of its own real strength and value, and that such measures cannot have any other than a temporary and local effect on the progress of its prosperity. The statistics of trade and commerce which we will glance at, will, therefore, considering recent circumstances of colonial trade, be less for any comparative results, than to present some general view of the description and ordinary extent of the exports and imports of the country.

The trade of Canada has been much divided within the last few years between the United States and Britain ; so much so, that persons in England, imperfectly informed with regard to this, and only made acquainted with the British exports, have drawn conclusions very much at variance with the actual state of consumption of imported manufactures and produce in the colony. In 1842, the customs duties collected at the inland ports of Canada—that is, ports situated on the United States' frontier, amounted to £47,800 colonial currency. In 1848, these customs duties on importations from the United States were to the amount of £113,634 colonial currency. [One fifth being deducted from colonial currency, reduces it roughly, sufficient for ordinary purposes, to sterling currency. The value of the sovereign in Canada is $2\frac{1}{4}$ colonial currency.] Of this £113,634 collected as duties on importations from the United States, through as many as about fifty inland ports of Canada, situated along the colonial frontier, by much the greater portion of the amount, namely, £90,544, was on importations into Upper Canada. The remainder of £23,089 was collected in Lower Canada, chiefly at the port of St. John's, situated at the foot of Lake Champlain navigation, on the south shore of the St. Lawrence, and nearly opposite Montreal. The value of such of these importations from the United States into Canada as paid duties, *ad valorem*, varying from 1 to 15 per cent. chiefly about $7\frac{1}{2}$, amounted to £541,243 sterling. Of the articles paying specific duties, there were 1,720,435 lbs. tea, 761,714 lbs. coffee, and 3,661,430 lbs. refined and muscovado sugar, besides wines, spirits, molasses, tobacco, and salt. The specific duty on tea imported into Canada is $2\frac{1}{2}$ d. currency per lb. ; and the fact of tea being imported into the United States, in the country's own vessels, duty free, explains very satis-

factorily the large importation of this article in this way into the colony. Coffee imported into the United States from the place of growth, in United States' vessels, is also free of duty, and, on being imported from the United States into Canada, is subject only to the duty of $1\frac{1}{2}$ d. per lb. Sugar, which is grown and refined in the United States, pays a duty on importation into Canada of 27s. 6d. per cwt. on refined, and 15s. 3d. per cwt. on muscovado. Tobacco, grown and manufactured in the United States, pays a duty on being imported into Canada of 2d. per lb. The quantity of manufactured tobacco imported into Canada in 1848 was 1,244,531 lbs.

We perceive by these statements how largely and cheaply some of the leading necessaries have been purchased by Canada from the United States. We have here some insight into the means of living possessed by the colonists; and we perceive, besides, the growing channels of trade the colony is marking out for itself in its progress. The late decline in its trade with Britain, and also the partial check experienced by Montreal and Quebec, are thus in part explained by the above statements.

The goods imported from the United States, to the amount of above £541,000 sterling, and paying duties *ad valorem* of about $7\frac{1}{2}$ per cent. on an average, consist very largely of United States manufactures, and much of which descriptions were at one time imported from Britain. Heavy cotton manufactures, including cotton yarn, leather manufactures, and certain descriptions of hardware, are largely imported from the United States into Canada.

Besides the above class of imports from the United States, the colony has received agricultural and dairy produce, and timber, chiefly for the purpose of being passed through the country to enter England as colonial produce. In 1847

and 1848, before the duty on foreign grain was lessened to its now almost nominal rate, considerable quantities were received by Canada for transport to England; the canals, shipping, and commercial cities of the colony were thereby much benefited. The receipts of flour at Montreal, through the Lachine Canal and River, from the western country, which includes Upper Canada as well as United States importations, amounted in 1847 to 893,300 barrels, besides 512,700 minots of wheat. The average prices in Montreal that year were 30s. 5d. colonial currency, for flour per barrel, and 6s. 5½d. for wheat per bushel. The average rates of freight from Montreal to Liverpool were 5s. 4d. for flour per barrel, and 12s. 8d. for wheat per quarter. The exports from Montreal that year were 281,000 barrels of flour, and 561,900 minots of wheat. The trade declined in 1848. Montreal received from the western country that year 645,500 barrels of flour, and 559,800 minots of wheat, and exported only 159,400 barrels of flour, and 172,200 minots of wheat. The average price of flour in Montreal was that year 26s. 3d. currency, and wheat 5s. 7d. per bushel. Freights were 4s. 2d. for flour, and 10s. 2½d. per quarter for wheat.

We here trace another chief source of the decline of colonial trade with England, affecting also the commercial capital of the colony. This branch of the trade, along with the principal city transacting it, has in the meantime been checked, and many of the interests of the colony connected with flour-mills, canals, shipping, and banking, have suffered. The farmers of Upper Canada, and towns chiefly dependent on them, have experienced least of the effects, and therefore the prosperity of the great western country of Canada goes on very much as usual. Wheat sold in Toronto in 1849, and up to May 1850, at just about the same

prices as it has done for the last ten years, with the single exception of 1847. During the four years previous to 1840 prices were much higher, but again, from 1832 to 1836, prices were much about the same, with the exception of 1847, as they have been for the past ten years. The lowest average prices in the Toronto market, during that series of years, was 3s. 8d. in 1843, and the highest, laying aside 1847, was 4s. 7d. in 1846. The next lowest was 4s. 0½d. in 1840, and the next highest 4s. 5d. in both 1841 and 1849. We have already observed, that the average price of cultivated land in Upper Canada is 70s. 10d. currency per acre, and farms, we may here notice, generally rent, it is believed, at from 10s. to 15s. currency per acre, where about 75 per cent. of the land is cultivated.

We have already noticed the light and equable taxes, also some of the means of general industry; and with these views, taken in connection with this cost of highly-fertile land, and prices obtained for produce, we may thus be able to account satisfactorily for the steady and prosperous progress of the colonists, as set forth in the official statistics of the country.

Besides these imports from the United States, the colony imported very largely by sea; being goods chiefly the produce of the British and Foreign West Indies, France, Spain, Portugal, and Sicily. In 1841 Canada imported from Cuba 1,159,700 lbs. sugar; in 1848 the colony's total imports of sugar, by sea, amounted to upwards of 6,525,000 lbs., of which upwards of 525,000 lbs. was refined sugar. The quantity of coffee imported by sea was 238,900 lbs.; and of tea, 483,500 lbs.; of wine, 124,500 gallons; and of foreign spirits, including 55,000 gallons of rum, 227,400 gallons. The number of vessels, with cargoes, and in ballast, that entered the St. Lawrence in 1848 was 1350, being a decrease

on eight of the last eleven years, but within thirty-three of an average of these eleven years, from 1838 inclusive. The value of goods imported into Canada, by sea, in 1848, according to entries for the payment of *ad valorem* duties, amounted to £1,180,274 sterling. This amount of these descriptions of goods, being chiefly British manufactures, is much under the importations of former years, until we arrive as far back as 1838, when the amount was about £300,000 less. The highest importation was that of 1846, a period of great colonial prosperity in trade, when the amount reached above £2,241,000. But the imports about that period had overstocked the colony, and it is only now reviving from the effects of that and other circumstances in its commercial experience. If we add, however, the value of imports into Canada from the United States, this total value of the exportations of the colony in 1848 will set the case in a much more satisfactory light. The official returns give £2,958,800 as the total value of goods imported into Canada in 1848.

The exports from Canada into the United States form now a very prominent branch of the trade of the colony. These exports, which, had they been to Britain, as the great bulk of colonial exportations formerly were, would have passed through Montreal or Quebec, were, instead, scattered over the whole line of inland custom-houses along the frontier. Besides, again illustrating the changed position at present of the two principal colonial cities, whose prosperity has been too generally assumed as an index of the condition of the entire colony, we are warranted to conclude that this rapidly-growing trade with the United States is even larger than it is officially reported—extending over so large a frontier, and offering the greater temptations in the high duties imposed by the United States Government. The

amount of these exportations into the United States from Canada in 1848 was £772,400. £159,500 of this amount represent exportations of the produce of the forest, consisting of various descriptions of sawn timber, logs, boards, posts, staves, and such like. The value in pot and pearl ashes alone was £43,100. One item of sawn timber was £125,400. The sum of £454,400 represents agricultural productions, consisting of flour, wheat, oats, barley, pease, and so forth. The value in flour alone was over £310,600, and in wheat £63,100. The amount of the exportations in live stock, chiefly horses, was £54,200. Horses alone amounted to £33,400. Among other items were furs, flax-seed, grass and timothy seeds, wool, butter, eggs, and salted meats. The value in flax-seed thus exported into the United States amounted to £3000, and butter to £8700.

The recent extent and growth of this trade with the United States, and its effects on the prosperity of Canada, is believed to be generally very little known, and much underrated, except by comparatively few familiar with it, even in most parts of the colony itself. The duties on most of the articles in the United States tariff is from 20 to 30 per cent. Wheat, and wheat flour, and timber, of which the exportations from Canada so largely consist, are all 20 per cent. Live stock, for the purposes of breed, is admitted free of duty. Should these United States duties be materially diminished, we may conjecture, from the present position of the trade, what it would then be. Efforts have been making by the Government of Canada, which have been partially successful, with the United States Government, to obtain a reduction or withdrawal of these high duties.

The exports from Canada, by the St. Lawrence, now close this part of our subject. These consist of agricultural pro-

ductions, and of productions of the forest. Of the first class of these exports, chiefly to Britain, the quantity of flour, in 1848, was 383,600 barrels ; wheat, 238,000 bushels ; ashes, 18,200 barrels ; pork, 2600 barrels ; beef, 3400 barrels ; butter, 923,700 lbs. A comparison of these exports by sea with those of former years require to be taken in connection with the same class of exports to the United States, in order to establish the satisfactory result expected from the known growth and increasing prosperity of the colony. The largest increase on all past years, with the exception of 1847, is on the article of butter, it being nearly double the amount of any previous year to 1845, and an increase both on that year and 1846. Taken in connection with the amount of exports into the United States, through the inland custom-houses, we have to conclude that this article of dairy produce is receiving a large share of attention in Canada. The colony is known, for some time past, to have bestowed particular care in the preparation of this article. The Montreal Board of Trade, composed of intelligent and influential merchants, took much pains, several years ago, to set forth detailed directions, for circulation over the country, of the most approved modes of preparation. The average price of butter in the Montreal market, in 1848, was $6\frac{1}{2}$ d. currency per lb., which is also the average price for the six years previous, namely, from 1843, inclusive. The lowest price was 5d. in 1844, and the highest $7\frac{1}{2}$ d. in 1845.

Of the produce of the forest, there was, in 1848, an increase of 1,083,000 feet on white pine ; the quantity exported by the colony, in 1848, was 10,709,600 feet. In staves there was a very trifling increase. In oak, elm, and other woods, the decrease in exportation is very marked. In oak alone the decrease is 927,000 feet. The prices of timber have also greatly fallen within the last four years,

the average price of white pine, in shipping order, in Quebec, in 1845, was $7\frac{1}{2}$ d. currency per foot; in 1846, 5d.; and in 1847 and 1848, $4\frac{1}{2}$ d. Red pine had fallen from 1s. per foot, in 1845, to $8\frac{1}{2}$ d. in 1848. In this branch of timber trade Canada had, up to 1848, severely suffered from the reduction of the English duty on foreign timber. This branch of the trade of the colony is in a great measure confined to the banks of the River Ottawa and its tributaries. The port of Quebec, being most intimately connected with this extensive trade, has been chiefly affected, next to the individuals directly engaged in procuring and preparing the timber from the forests for shipment at Quebec.

The English customs duty on British American timber, as is known, was reduced in 1842 from 10s. to 1s. per load; and at the same time the duty on foreign timber was reduced from 55s. to 30s. per load. In 1843, a further reduction of duty to 25s. per load took place on foreign timber. This change caused great alarm to those engaged in the timber trade of Canada. The number of vessels that entered the St. Lawrence from the sea in 1841, the year previous to the reduction of duty on foreign timber—which vessels were chiefly engaged in the timber trade—was 1458; in 1842 the number decreased to 1081; in 1843 the number was 1419; in 1844, 1420; in 1845 and 1846 the number rose to 1699 in each year; in 1847 a decrease took place to 1434; and in 1848 a still further decrease to 1350. The number of vessels that entered the St. Lawrence in 1850 was 1479. These respective numbers of vessels, chiefly employed in the trade, shew that, since the reduction of duty on foreign timber in 1842 and 1843, the timber trade of Canada has been in a very fluctuating state. In 1844, 1845, and 1846, the trade appears to have again commenced to grow, notwithstanding the change on the customs duty was

unfavourable to Canadian timber. In 1844 a very active demand took place in England, owing chiefly to the number of mills building, and railways in the course of construction. The quantity of timber exported in 1844 from Quebec, amounted to 11,950,000 feet of white pine; 4,669,000 feet red pine; 1,213,000 feet oak, and 1,208,000 feet elm. The prices received at Quebec up to 1845, as we have noticed, were highly favourable. In 1846 prices began to fall off. In 1848 the amount of exportation of white pine from Quebec, as we have observed, was 10,709,680 feet, shewing an increase in the amount exported in 1847, but a decrease compared with that of 1844. The exportation of red pine in 1847 shewed a decrease of a little over 200,000 feet compared with that of 1844. The exportation of red pine in 1848 shewed a further decrease on 1847 of over 100,000 feet. The quantities, both of oak and elm, exported in 1847 shewed an increase, compared with 1844, to the extent of 593,000 feet of oak, and 372,000 feet of elm. 1848 again, however, shewed a very much larger decrease on the exports of these descriptions, compared with 1847, to the extent of 927,000 feet of oak, and 419,000 feet of elm.

The prices in England for Canadian timber at present are represented by Quebec timber merchants to be barely remunerative. The growing importance of the United States' demand for the timber of Canada is, however, a new and a very hopeful feature in the trade of the colony. This demand has increased very largely indeed within these few past years. Five years ago the trade was so trifling as not to be considered worth notice by the Quebec merchants. Their attention is now much directed towards it, and it is even believed that the rapidly increasing demand in New York, and other parts of the United States, even against a

tariff of 20 per cent., may soon affect, some seem to think, the prices in England for Canadian timber. The quantity of sawed timber passed at one port alone for the United States, the port of St. John's on the river Richelieu, at the foot of Lake Champlain steamboat navigation, amounted in 1847 to 7,000,000 feet board measure. In 1848, the amount exported at the same port had increased to 9,000,000 feet ; in 1849, to 12,000,000 feet ; and in 1850, according to returns just closed, this trade with the United States had increased to 31,775,000 feet. The exportation in square timber to the United States, at the same port, were, in 1847, 310,000 cubic feet ; in 1848, 750,000 ; in 1849, 1,150,000, and in 1850, 1,660,000 cubic feet. Other evidences of a growing trade with the United States, besides those formerly noticed, might be given, but we have perhaps gone already sufficiently into details for the present.

The prices of timber in the Quebec market during 1850 maintained themselves much better than was expected. The price of white pine, in shipping order, in December 1850, ranged from 5d. to 6½d. per foot ; the price of red pine from 9d. to 9½d. ; of oak from 1s. 1½d. to 1s. 3d., and of elm from 10d. to 10½d. These prices are in colonial currency, deducting a fifth from which gives the sterling amount. The stock of timber on hand in Quebec at the close of the trade of 1850, was very much smaller than the stocks of many years back. In 1846, the stock of white pine amounted to 13,000,000 feet ; in 1847, the stock was somewhat over that amount ; in 1848 and 1849, the stocks greatly decreased ; and in December 1850, the quantity on hand was only 5,000,000 feet. The quantity of white pine exported by sea during this past season of 1850 amounted to 13,040,000 feet, and of red pine, to 3,586,000 feet.

We may now here state the respective values of exports and imports of Canada. For 1848 these were as follow :—

Imports by sea	£2,107,264	
Imports inland	851,534	
Shewing the total value of imports	—————	£2,958,798
Exports by sea	£1,749,167	
Exports inland	772,432	
Shewing the total value of exports	—————	2,521,599
Being excess of imports,		<u>£437,199</u>

This shews the state of the trade of the colony for this particular year, so far as that can be ascertained through custom-house entries. It does not in any particular manner shew us the amount of the actual resources of the country exported, nor the amount of actual wants supplied by imports. Such a view as this would have enabled us more correctly to judge of the actual condition of the colony. As it is, a large amount of these imports consisted of grain and other produce from the United States, for shipment to England. And again, of the exports, a considerable amount of these consisted also of grain and other produce to the United States, not however to so large an amount as the imports from that country. Taking these and other circumstances into consideration, the result will be, it is believed, a gratifying proof of the generally prosperous condition of the colony. Its steady growth in the increase of population, in cultivated land, and the varied resources made available by active industry, from its fertile soil, and inexhaustible forests, afford cheering prospects, both to the present and prospective settlers of the colony.

We have taken no account of the capital and industry employed in the towns, in particular trades and manufactures ; in steam and sailing vessels ; in the fisheries of Gaspé

and other places ; in railways and stage coaches ; in the copper-mining interests, and in the public works ; and not the least prominent item, the capital employed in banking.

There are eight banks in Canada, besides the Bank of British North America, which has its chief office in England, and spreads its branches all over British America. This bank, which was incorporated in 1840, has a capital of £1,000,000 sterling. Of the eight more strictly colonial banks, four are in Lower, and four in Upper Canada. The most important of these is the Bank of Montreal, incorporated with a capital of £750,000 currency. The three other banks in Lower Canada are the City Bank of Montreal, with a capital of £300,000 ; the Banque du Peuple in Montreal, with a capital of £200,000 ; and the Quebec Bank. The banks in Upper Canada are the Bank of Upper Canada, Toronto, incorporated 1821, with a capital of £500,000 ; the Commercial Bank of the Midland District, Kingston, incorporated 1832, with a capital of £500,000 ; the Gore Bank, Hamilton, incorporated with a capital of £100,000 ; and the Farmers' Joint Stock Banking Company, Toronto.

Almost all of these institutions have branches in various parts of the country, and issue notes, payable on demand, from one dollar upwards. The least denomination of the notes of the Bank of British North America is four-dollar notes, representing one pound colonial currency. The depression of trade since 1846 severely affected the banks of the colony. In 1846 the stock of nearly every bank stood at or above par. That of the Bank of Montreal was in that year 14 per cent. premium. The losses which they sustained in 1847 had depressed all their stocks in 1848 and 1849 below par. With the present evidences of reviving trade in the colony, the banks will most probably soon be enabled to overcome their losses of 1847, and re-establish

their formerly prosperous condition. The latest intelligence, while we write, from Montreal, to December 21, 1850, shews Montreal bank stock to be rising, and that it was then in demand at 7 per cent. premium. The stock of the Commercial Bank of the Midland District, Upper Canada, was at par.

With regard to the extensive copper-mining now going on in Canada by means of associations, along the shores of Lake Huron and Lake Superior, the success is understood to be such as to promise that this branch of enterprise and industry will become permanent, and prove of great importance to the resources of the colony.

The minerals along the shores of Lake Superior had attracted attention as early as the times of the old French voyagers. The first notice of them is traced as far back as 1665; and La Hontan and Charlevoix from 1689 to 1721; and Carver, Henry, and Mackenzie from 1765 to 1789, successively alluded to them. The statements of Carver appear to have led to the formation of an English company on the present American or south side of the lake, which resulted in failure. In 1841 the authorities of the State of Michigan directed their attention to the matter, and the reports of the State geologist fully proved the existence of silver as well as copper. A joint stock company was formed, and in 1845 mining operations commenced on the south shore of Lake Superior. These operations were decidedly successful. In 1848 one thousand tons of copper were procured from one mine alone, named the Cliff mine—some of the blocks of copper from which weighed upwards of a ton.

Towards the latter part of 1845, the first location or settlement for the purpose of mining was taken possession of on the British side of the lake. The reports of discoveries of copper and silver, on the north as well as on the south shore of Lake Superior, very speedily led to the forma-

tion of numerous mining companies, both in Canada and the United States. In 1847, it is said that there were upwards of eighty American, besides seven or eight Canadian or British companies formed. Much of the excitement which brought these companies into existence was, as might be believed, merely the offspring of pure speculation. After some loss to parties involved, and mining interests having settled down on a more substantial business basis, there are now several companies reaping successfully, it is understood, the rich mineral harvests scattered along the shores of both Lakes Superior and Huron.

The operations at *Pointe-aux-Mines*, on the east coast of Lake Superior, have been conducted under the practical skill of Cornish miners, assisted by French Canadian labourers. Highly sanguine expectations are formed of the importance of these mineral treasures to Canada. Canada possesses about 500 miles of coast along Lake Superior, much of which has been ascertained to abound in mineral wealth; besides, the vast interior is as yet unexplored.

We have now to direct attention from the mineral wealth of the far western shores of the interior of Canada to a very important branch of industry, the chief seat of which is at the extreme eastern point of the country. We mean the fisheries of Gaspé and other places. The Bay of Chaleur, the southern shores of which are situated in the province of New Brunswick, and the northern in Canada, has long been known for its extensive fishing establishments. The salmon fishery at Rustigouche was formerly carried on very successfully. The Acadian French around the Bay of Chaleur employ themselves principally in fishing. The settlement of Pashabiac is occupied chiefly by those people. There are also people from Jersey employed by a large fishing establishment here. The vessels employed in these

fisheries, after having made the best use of the summer, proceed laden in the autumn for the disposal of their cargoes to Brazils, Portugal, Spain, and to various ports within the Mediterranean.

Besides these Bay of Chaleur fisheries, there are the cod fisheries at Gaspé and other places, and the whale fishery of the gulf. The species of whales caught in the Gulf of St. Lawrence, by Gaspé fishermen, are called 'humpbacks,' and usually yield, on an average, three tons of oil each. These fisheries around the shores and inlets of the gulf have very much fallen off of late years, to such an extent even, that instead of the Gaspé fisheries exporting yearly thousands of barrels, the amount is now limited to hundreds. The cause of this is attributed, by those who possess opportunities of being most conversant with the subject, to be the diminishing quantities of food for the larger sorts of fish, afforded by the shoals of smaller fish, such as herrings and mackerel—these being now thus very much diminished by the mackerel fishing of the Americans, and the settlers of the coast making a practice of taking immense quantities of herring and caplin for manuring their lands. Upwards of 600 barrels of caplin have been known to be taken at one tide expressly for that purpose.

Railways have occupied a large share of attention for several years past in Canada. There are at present four lines of railway in the country, worked by steam-power. The earliest introduced into Canada was the Champlain and St. Lawrence Railway, connecting the navigation of Lake Champlain, at the town of St. Johns, with the south bank of the St. Lawrence, at the village of Laprairie, nearly opposite Montreal. The distance is fourteen miles; and the same company possess the privileges of the ferry across the river to Montreal—a distance of nine miles—on which

they employ two steamboats. The stock of this company is understood to be one of the best, if not the best, in the colony. The Montreal and Lachine Railway, which was finished about three years ago, is over a distance of nine miles, between the city of Montreal and the village of Lachine, situated towards the upper end of the Island of Montreal. The passage on the river is interrupted by rapids, which impede the navigation chiefly upwards; and the canal through the island, for that distance, is used principally for heavy goods. The stock of this line declined very materially in 1847, shortly after it was opened. The rapid progress of the vast western country, upwards, together with the re-establishment of the commercial prosperity of Montreal, will, it is believed, make this railway a profitable investment, if prudently managed. The line is undoubtedly one of great advantage to the general traffic over one link of the main chain of communication with Upper Canada, and all the fast-growing countries around the great lakes. The returns of the traffic of 1850 just closed, shew a large increase on the previous year. A continuation westward is contemplated, and very active exertions are now being made by the chief towns and districts along the route to carry forward the undertaking. The third of the railways in operation in Canada is the St. Lawrence and Atlantic Railway, connecting the St. Lawrence, a little below Montreal on the opposite shore, with the Atlantic ocean at the town of Portland, State of Maine. The distance is about 280 miles, of which 130 miles are on the Canada side, and 150 on the American. A considerable portion on the Canada side is understood to be now in operation. A continuation of this line from Portland to Halifax is contemplated. In connection with the Atlantic steam-ships landing at Halifax, speedier communication with Europe will thus be effected,

both for Canada, and much of the other British American provinces, and for the United States. Such an outlet for Canada to the sea during winter, when navigation is closed by the St. Lawrence being frozen over, will undoubtedly prove of great value. The traffic in business and pleasure travelling during the other seasons, will, it is expected, be also a considerable source of revenue to the undertaking. The route is through some of the finest scenery in Lower Canada—crossing the valley of the Richelieu, and the exceedingly picturesque scenery of Belœil Mountain, embosomed in the wooded recesses of which is a very pretty small lake, like that of Tarni, near Tivoli, well known to many European travellers. Great numbers of United States travellers, particularly from the Southern States, pass a portion of the summer in visiting the unrivalled scenery of the lakes, and River St. Lawrence. Their route usually embraces from Quebec and the Falls of Montmorency, and upwards, passing the thousand islands of the St. Lawrence, and through Lake Ontario to the Falls of Niagara. The old French convents, churches and cathedrals of Quebec and Montreal, are objects of special interest to these American visitors. They enter and take their departure from Canada into the United States in various directions.

Among other railway undertakings in Canada, may be mentioned a line, named the Great Western, now commenced to be formed from the town of Hamilton, at the head of Lake Ontario, through the fertile peninsula westward, passing the town of London, to Windsor, on the Detroit River, to form a connection with the railways of the State of Michigan. Two contemplated branches are—one of forty-two miles from Hamilton to the Niagara River; another of about fifty miles, from a point westward to Port Sarnia, at the head of the River St. Clair, and foot of Lake Huron.

The branch to the Niagara River will form a connection with the railways of the State of New York. A line is about to be commenced connecting Lake Huron with Toronto, by a route of about seventy-five miles—thus cutting off the long circuit of Lakes Erie and St. Clair, and the several rivers. The Great Western line is intended also to be connected with another main one passing through Toronto downwards to Montreal, and it may be to Quebec. This main line along Lake Ontario and the River St. Lawrence is also to have branches at various points into the interior; among these, at present, are one from Port Hope, on Lake Ontario, through the Newcastle and Colborne districts, and another from Prescott, on the St. Lawrence, to Bytown, on the Ottawa. The Quebec and Halifax line is one that has for some time now been contemplated, and is understood to be held in much favour by many individuals, both in Canada and in England. Two chief recommendations of this line seem to be, that it would open up the vast country between Quebec and Halifax; and that it would wholly pass through British territory.

The Americans appear, in various directions, to be active in extending lines of railway to their frontier, in order to promote their trade with Canada. Two or three of these are understood to be already completed, and others are contemplated.

We here close the survey we have attempted, of the resources and prospects of Canada. Following chapters will enter on more detailed views of the respective districts, and particular localities of the country.

CHAPTER VIII.

DISTRICTS OF LOWER CANADA.

Lower Canada compared with Upper Canada—Boundaries and Extent—Nature of the Country, and Scenery—The Country below Quebec—Approach to Quebec—Falls of Montmorency—Quebec and Neighbourhood—Nature of the Country and Scenery above Quebec—General Characteristic of the Lands of the District of Quebec, with its Subdivisions of Counties—Characteristics of Three Rivers District—County of Champlain, and Iron Works of St. Maurice, District of St. Francis—County of Sherbrooke, and the Eastern Townships—St. Lawrence and Atlantic Railway from Montreal to Portland—Portion Completed—Projected Quebec and Halifax Railway.

LOWER CANADA, owing to so large a proportion of the inhabitants being of French origin, retaining their native language, and chiefly governed by their old laws, and the climate of the country being also more severe than the upper or western portion of the province, has, on these accounts, not been generally considered of so interesting a character as Upper Canada, to which the main stream of emigration is therefore directed.

Lower Canada, nevertheless, in many material points of view, is an exceedingly interesting country. The bold and picturesque features of its scenery, not only along the banks of the St. Lawrence, but on its other less known noble river, and its most beautiful inland situations, will ever claim for it a very high degree of interest, leaving even historical associations connected with much of this scenery entirely out of view. It possesses also many fertile and flourishing dis-

tricts of country, throughout which, and inhabiting its towns, are a not inconsiderable number of prosperous and intelligent British settlers.

A more particular view of this country, then, cannot be considered uninteresting. Its geographical boundaries are limited by the 45th and 52d degrees north latitude; and the parallels of 57.50 and 80.6 west longitude. Commencing at the mouth of the St. Lawrence, and proceeding up that river in a south-westerly direction, we reach the line 45 of north latitude, at the village of St. Regis, on the south-eastern side of the river, between seventy and eighty miles above Montreal. The territory south of this line, and upon the south-eastern side of the river, is that of the United States. The territory south of this line, and upon the north-western side of the river, commencing from *Point au Baudet*, about fifty-five miles from Montreal, together with the country lying north-westward of this point to the River Ottawa, and all along the south-western shores of the Ottawa, comprises Upper Canada. All north of this boundary, then, as far as the parallel of 52, we have already named, and westward to its extreme south-west point on Lake Temiscaming, the source of the river Ottawa, comprehends the large territory of Lower Canada.

The extent of its area is estimated at 205,863 square miles, excluding the river St. Lawrence, but including the numerous other rivers and lakes, by which its surface is diversified, and which are estimated to have a superficies of 3200 miles. This extent gives 135,000,000 acres of land. This large country is divided into three chief districts, Quebec, Three Rivers, and Montreal, and two lesser districts, Gaspé and St. Francis. These again are subdivided into thirty-six counties, and these counties into seigniories, fiefs, and townships. [Two new districts have recently been consti-

tuted, named Kamouraska and Ottawa, the former being from two counties of the Quebec district, the latter from the county of Ottawa, in the district of Montreal.]

We will now take a brief view of some of the more characteristic features of Lower Canada—commencing with the country at the mouth of the St. Lawrence, and proceeding up the river until we reach Upper Canada.

We have already noticed in a previous chapter the bold and mountainous appearance of the country as we approach it from the Atlantic, and on entering the river. On both sides of the St. Lawrence, from the mouth to the neighbourhood of Quebec, are high mountains, more or less receding from the river banks. The northern bank being of so mountainous a character, and the high lands approaching so close to the river, together with the general nature of the country, have prevented any settlement of importance below the river Saguenay, 100 miles below Quebec. Quebec is situated about 400 miles above the mouth of the river. The Saguenay is a magnificent river, having a course of 180 miles from Lake St. John, and navigable for large ships for about ninety miles from its mouth. The scenery on the Saguenay, with lofty overhanging banks, is remarkable for bold grandeur. Much of the soil of this part of the country is said to be good, and it has been partially settled, especially of late, chiefly by French Canadians. On the south side of the St. Lawrence, near its mouth, is the thinly settled district of Gaspé. The fisheries of this district employ a large proportion of its inhabitants. From the western or upper boundary of Gaspé, and along this south side of the St. Lawrence upwards, to the east of the Chandière river, a few miles above Quebec, is a very interesting and important country, fronting on the St. Lawrence for 257 miles, and extending backwards to the boundaries

of New Brunswick and the United States. Unlike the mountainous region on the opposite shore, it abounds with extensive valleys of excellent land. Its great general features, however, especially as viewed from the St. Lawrence, are hilly and undulating. This part of Canada, for 200 miles below Quebec, presents a cheering appearance to the voyager on the St. Lawrence. There is the constant succession of French villages, with their prominent church spires, the telegraph stations, the white-washed farm houses, the smiling and cultivated fields, relieved by the stripes and clumps of woodland, and more so by the massy back-ground of the thickly-wooded hills and dark mountain tops. The eye of the voyager, wearied with the expanse of ocean for weeks past, happening to pass this scene when summer is putting forth its soft verdure, and when the bright tin spires of the village churches sparkle under the rays of the clear, balmy atmosphere that characterises the country at this particular season, cannot fail, without even the assistance of a lively fancy, of being most agreeably delighted.

As the voyager approaches Quebec, the banks of the river on both sides present themselves under the most cheering aspect. Verdant and cultivated slopes, dotted over with villages and farm houses, gracefully undulating elevations, hills, and dark mountains, appear all to have been heaped about here with the most pleasing effect, so as both to surprise and delight. The Falls of Montmorency are a few miles below Quebec, on the north bank of the river. The height of the bank is 250 feet ; and the river Montmorency, about twenty yards in breadth, rapidly running over a rocky bed, and containing a considerable volume of water, issues from a thick growth of pine and other wood growing upon the top of the perpendicular bank, and tumbles its clear stream, converted into one long sheet of foam, into an

indented and picturesque part of the shore of the St. Lawrence. The voyager may distinctly observe this famous piece of scenery from the deck of the vessel in passing up the river. The drive from Quebec to the Falls, the distance of a few miles along the banks, is very delightful. Seen from the river, even this part of the neighbourhood of Quebec, is one rich in picturesque effect. The river St. Charles enters the St. Lawrence just outside the suburbs of Quebec, with its quaint, wooden bridge crossing it; and all along the road to Montmorency is a constant succession of little French cottages, brightly white-washed and painted, many of them, and having their neat, well-kept patch of garden ground attached to them. The conspicuous parish church, with two or more spires, the seigneur's chateau, the roadside cross, are other objects in this view along the bank. The hills and mountainous ridges, which have more or less abruptly closed on the shore below, here, almost all at once, recede, leaving an indented open space; and back from the long, straggling, roadside French villages, is a scene of cultivated fields, clumps of woodland, farm houses, and villages. And in the background of all this are broken ridges of wooded hills, with wide valleys between, terminated by the bolder and lofty mountain, wooded to the very top. One or two interesting Indian villages are secluded among these clumps of woodland; and the whole neighbourhood, as well as the famous Falls of Montmorency, attracts many visitors.

On the south and opposite bank of the river, the hitherto undulating and cultivated country rises into the bold rocky headland of Point Levi, with its village, churches, and white farm houses clustering around it. The voyager now finds himself under the lofty towering citadel of Quebec, immediately opposite Point Levi. The height of the dark, and almost perpendicular rock, is 330 feet above the

river. The boldness of the promontory towers over all the bold and majestic scenery around it ; and the magnificence of the prospect from its top is said to be unequalled, for its mingled grandeur and picturesque beauty, on the American continent. Viewed from the river, Cape Diamond, with its ramparts, towers, and other works of its fortifications, is strikingly impressive. It rears itself almost directly from the water's edge, leaving room only for a mere roadway around the base of the rock, along which are the numerous quays and jetties for the mass of shipping. Some parts of the rock is so precipitous here, that large portions of it have given way, and buried in ruins several of the houses that line the narrow and confined street. On the more sloping side of the rock, facing down the river, the exceedingly striking old French city of Quebec clusters upwards, and around, and inside the fortifications, as if yet timorously solicitous of protection from the commanding citadel. Crooked, narrow streets, houses of all sizes, cling around the rock. The massive cathedrals, convents, churches, and public buildings, are scattered in all directions ; and conspicuous over all are the bright tin roofs, spires, and towers, relieved in the clearest and brightest of atmospheres.

Quebec is well worthy, on many accounts, the attentive study of the traveller. Not only will the grand scale of its fortifications reward minute survey ; but its convents, churches, remains of its Jesuits' monastery, the seminary of its Roman Catholic clergy, its schools, hospitals, and various public buildings, all possess more or less interest of a character not to be found on any other spot in the new world. Every object is replete with historical associations. One of these objects of most recent interest, is the obelisk erected, not many years ago, to the joint memories of Wolfe and Montcalm, in a very prominent position on the face of the

rock, within the ramparts, and situated on the site of the garden of the old chateau, or Castle of St. Louis.

The noble expanse of river which spreads all around the foot of the city towards the mouth of the St. Charles, and further downwards to the beautiful Isle of Orleans, forms one of the finest harbours of any river in the world. During summer, when this fine expanse is dotted over with the largest-class ships riding at anchor, by smaller craft, by boats, and by timber rafts, from the far western and northern forest, and with the rest of the mass of shipping crowding under the lofty cape ; and the whole surrounded by a country so magnificent in its features, and at the same time so smiling in many of its aspects—it would be difficult indeed, perhaps, to find any scene equal to it in any quarter of the globe.

As you proceed up the river, the bold, rocky ridge, along the north bank, of which the lofty promontory of Cape Diamond is the abrupt termination, continues for seven or eight miles, terminating at its western extremity in another cape, called Cape Rouge. The wooded and steep sides of the heights of Abraham, immediately behind, and west of the towering citadel, are supposed to be in much about the same state as when they were scaled by the soldiers of Wolfe. I made the ascent on foot several summers ago, at the spot pointed out, not without a little hard climbing, but never requiring to use my hands, except to make use of the advantage of the branches of trees at times. There are on the wooded grounds around the open plain of Abraham, several tasteful seats belonging to Quebec merchants.

We may now notice the general character of the country comprehended in the district of Quebec. The district embraces a large territory, being divided into eleven counties ; then again subdivided into seventy seigniories, fiefs, and townships. And the whole, consisting of between forty and

fifty millions of acres of land. A very small proportion of this immense quantity of land is as yet cultivated. The whole of it is admirably watered by lakes and rivers. It possesses at least twenty-three well-known rivers running into the St. Lawrence, eleven on the north, and twelve on the south bank. And the same number of lakes. The Saguenay, below Quebec, already mentioned, is the principal river; and among those joining the St. Lawrence above Quebec, are the Chaudière, Jaques Cartier, and St. Anne. The general features of the country may be divided into large level plains, uneven hilly land, and mountainous ridges. Besides its general picturesque and majestic aspect, much of the soil is highly fertile, and otherwise well fitted for cultivation. In the neighbourhood of Quebec the soil is of excellent quality, and generally cultivated. Opposite Quebec, in the county of Dorchester, the land is also considered generally good, and is well settled, fronting the St. Lawrence. This county is watered by the Chaudière and other rivers. Some portions of the land, further up the river, towards the district of Three Rivers, are not quite of so good quality, though there are much fertile land in this direction, and partially settled. The new district of Kamouraska, as has been already stated, is formed from the counties of Kamouraska and Rimouski, belonging to the Quebec district.

The district of Three Rivers comprises five counties—Champlain and St. Maurice on the north, and Nicolet, Yamaska, and Drummond, on the south, side of the St. Lawrence. It is one of the two smallest districts of the four into which Lower Canada is divided. The number of acres of land it possesses is estimated to be somewhat over 10,150,000. The county of Champlain, situated immediately above the county of Portneuf, in the Quebec district, has a frontage along the St. Lawrence of twenty-five miles.

The country is well watered by the Rivers St. Maurice and Batiscan, besides smaller streams ; and the soil is generally good. The features of the country towards the boundaries of the Quebec district partake of a bold and diversified character ; and here commences the gently elevated land that crown the banks of the river all downwards to Quebec. From the mouth of the Batiscan to the St. Anne the landscape is very beautiful ; and indeed all along the north bank of the St. Lawrence the scenery is delightful. St. Maurice county is situated above Champlain, and has a frontage along the river, and that wide expanse of it called Lake St. Peter, of above thirty miles. Some parts of this county is light and sandy, but the greater proportion of the soil is of excellent quality. The country is well watered by the St. Maurice, Maskinonge, Du Loup, and smaller streams. The town of Three Rivers is in this county, which is ninety miles above Quebec, and where the steamboats regularly call. There are extensive mines and an iron foundry at St. Maurice, about ten miles north of the river. The iron is of an excellent quality, bringing a much better price in Canada than the common English iron. The stoves made at the works are very generally used throughout Lower Canada.

Of the four remaining counties belonging to the district of Three Rivers, situated along the south bank of the St. Lawrence, three of them, Nicolet, Yamaska, and Drummond, may be said to possess much about the characteristic features. The face of the country is generally level, and the soil of good quality. A considerable portion of Yamaska, however, is light and sandy. The whole district of country, like all the other parts of Lower Canada we have as yet noticed, is admirably watered by fine rivers. The county of Nicolet is situated farthest down the south bank of the St. Lawrence, and adjoining the Quebec district. The village of

Nicolet, on the river of the same name, is the seat of a college. A branch of the Nicolet, and the two rivers St. Francis and Yamaska, water the county of Yamaska.

The district of St. Francis, the smallest of the districts of Lower Canada, consists of two counties, Sherbrooke and Stanstead. The former of these contains, however, the large amount of 1,782,400 acres, and the latter 404,480 acres, making the total quantity of land in the district 2,186,480 acres.

Sherbrooke comprises one of the finest and most desirable portions of Lower Canada for settlement. It is situated south of the county of Drummond, which lies along the south bank of the St. Lawrence, and part of it adjoins the United States frontier, in the State of New Hampshire. It consists of twenty-eight of the well-known Eastern Townships of Lower Canada, and of which the late Lord Sydenham, when Governor-General of Canada, spoke in very high terms. The face of the country, unlike the almost universal character of Canada in the more settled parts, is diversified by hill and dale, and has a very delightful appearance. These townships of Sherbrooke are occupied by many enterprising American and English settlers. The population of the county, including the town of Sherbrooke, amounted, in 1848, to upwards of 15,000. The amount of land in the county is 1,782,400 acres. The town of Sherbrooke is very agreeably situated, and possesses fine water-power, formed by the falls of the River Magog at its junction with the St. Francis. The first cotton-factory erected in Canada is established here, and there are grist and saw mills, and woollen and machine factories, all worked by water-power. The county of Stanstead, which has its southern boundary along the American State of Vermont, consists of upwards of 404,000 acres, and had, in 1848, a population of 13,000.

The village of Stanstead is within about a mile of the American frontier. There are many fine farms in this county, and the scenery is picturesque, and the soil fertile.

The St. Lawrence and Atlantic Railway, now in course of being laid down between Montreal and the town of Portland, in the State of Maine, on the Atlantic, passes through this part of Lower Canada, and will much assist in developing its resources. The railway, as has been mentioned in a previous chapter, has already been completed for a considerable distance from Montreal. When completed the whole way through to Portland, on the Atlantic, it is intended to join another more extensive line leading to Halifax, the first point of land in America at which the English mail steamers touch. This line to Halifax would cover a distance of 450 miles. It is proposed by these lines of communication, not only to bring the English steamers' passengers much sooner to Montreal and other parts of Canada, but also sooner to New York. The time usually occupied by the steamers in sailing from Halifax to New York is between two and three days. There is at present a railway in operation between Portland and Boston. The distance is 105 miles. Several lines of railways, in connection with steamboats part of the way, run between Boston and New York. The distances of the several routes vary from 215 to 225 miles. It must materially assist the prosperity of Canada, to have a system of railway communications established throughout the country to co-operate with some of the principal lines of the United States.

The projectors of the contemplated line from Quebec to Halifax appear to be sanguine of carrying through the undertaking. There can be no question of the benefit which such a work would confer upon the colony could it be carried through. The chief difficulty would seem to be the

long distance, and much of it throughout an entirely unsettled territory. The Portland line being carried through, along with its proposed continuation, would be also most likely to prove a formidable rival to the line between Halifax and Quebec. As Canada however increases in population and prosperity, both lines will in all probability be called into active and profitable operation.

With these further passing remarks in this place, in treating of this particular part of the country, on the projected, and in part completed, railway communication of Canada, for the purpose of more closely connecting the country with her wealthier and older-settled neighbours of the adjoining States, and with the Atlantic, we shall draw this chapter to a close. The next will open with a continuation of the districts of Lower Canada. The important and interesting district of Montreal only now remains to be mentioned.

CHAPTER IX.

DISTRICTS OF LOWER CANADA.

District of Montreal, with its Sub-divisions of Counties—Great Extent of the County of Ottawa—Recently constituted a New District—Counties on the South Shore of the St. Lawrence—Village and Mineral Springs of Varennes Town of Chambly, and Scenery on the Richelieu—Canal Navigation on the Richelieu to Lake Champlain—Transportation of Timber to New York—Travelling on Lake Champlain—Journey between New York and Montreal—Laprairie—St. Lawrence and Champlain Railway—County and Seigniorship of Beauharnois—Beauharnois Canal—Advantages of the New Canals to the Navigation of the St. Lawrence—Most convenient Route to the Western States Comparison with the New York Route.

THE district of Montreal, the remaining portion of Lower Canada to be noticed, comprehends an extensive territory. It reaches from the boundary of the Three Rivers District we have just left, stretches along both sides of the St. Lawrence upwards, to the boundary line of Upper Canada on the north side of the river; and still further up on the south side to the United States frontier, at the village of St. Regis. Its boundary, in stretching backward all along the south bank of the St. Lawrence, is also United States territory. On the north bank it stretches northward, and also in a westerly direction along the banks of the River Ottawa, to the territory of the Hudson's Bay Company. This very large district of country possesses much of the finest land in Lower Canada. Extensive level tracts of great fertility are stretched along the banks of the noble rivers and lakes that water the country in every di-

rection. Its scenery is also characterised by many features of grandeur and picturesque beauty. The number of counties it contains is eighteen. The north bank of the St. Lawrence, from the boundary of Three Rivers District upwards to the foot of the Island of Montreal, is occupied by two of these, Berthier and L'Assomption.

Berthier fronts along the St. Lawrence for about twenty-five miles, and L'Assomption for ten or twelve miles. Towards the river the country is a good deal settled, and the land good. Further off the river to the north, the generally level character changes to a more uneven and broken hilly surface. The chief rivers watering these two counties are L'Assomption and Berthier. Berthier and L'Assomption are the names also of two small towns; the latter, twenty-four miles from Montreal, is the seat of a college. There are several other small towns in the counties. Passing up the St. Lawrence, we reach a small county called Lachenaye, bounded on the south-east for twelve miles by the River St. Jean. The soil is of mixed character; generally good, but in parts poor. [The new name of Leinster has been substituted for the old one of Lachenaye.] The next county, Terrebone, comprehends, besides a large territory of mainland, the very beautiful and fertile Isle Jesus, closely adjoining the Island of Montreal, which lies to the south of it, separated by the River des Prairies. The Isle Jesus, which is a seigniory, is twenty-one miles long, and six wide, and is connected with the mainland of the county by a wooden bridge. Another bridge connects Isle Jesus with the island of Montreal. There are between two and three millions of acres of land in Terrebone; and the surveyed townships, which comprise only a small part of the county, are not wholly settled. The land is generally good, and well watered.

The remaining portion of the district to the north of the St. Lawrence, comprises the county of Two Mountains—the extensive county of Ottawa, and the county of Vaudreuil. The county of Two Mountains is situated immediately above Terrebone, and fronts on the Lake of Two Mountains, and along the Ottawa River for a distance of near seventy miles. The soil generally is of excellent quality ; the inferior parts are stony and light, and this character particularly applies to the seigniorie of Argenteuil. The towns are St. Andrews, Indian Village, and River Du Chene, and the county is watered by the Rivers Du Nord, Rouge, and Du Chene. The county of Ottawa comprises the remaining portion of Lower Canada, lying along the north bank of the Ottawa, from the boundary line of the county of Two Mountains, to the extreme limits of the province on the north-west. Beyond it are the territories of the Hudson's Bay Company, and of Indian nations. From the great extent of the county, the northern portion is yet comparatively little known. It is computed to contain no less than 22,464,000 acres, and the population, by the census of 1848, did not amount to quite 18,000. The soil along the banks of the very beautiful River Ottawa, and the greater portion of what has been explored of the county, is of good quality. The county is abundantly watered by several lakes and rivers ; among the latter are Petit Nation, Blanche, Lievres, Gatineau, and Ottawa. [This large county of Ottawa has recently, for judicial purposes, been constituted a new district.] The county of Vaudreuil comprises the point of land situated between the rivers Ottawa and St. Lawrence, immediately above the junction of these rivers. There are many fine and picturesque situations in this county, especially along the banks of the Ottawa and the Lake of Two Mountains. The soil is generally good, and all the land is occupied, and the greater proportion under cultivation.

The county is watered by several small rivers ; its principal villages are Coteau du Lac, Cedars, and Vaudreuil. Among the recent signs of enterprise in the county, is a glass manufactory which has displayed very creditable specimens of Canadian manufacture.

We will now turn to the counties belonging to the district of Montreal, situated on the southern side of the St. Lawrence. Five of these remaining ten counties thus situated, lie eastward of the River Richelieu, which issues from Lake Champlain in the United States, and coursing through the district of Montreal in a northern direction, empties itself into the St. Lawrence at the town of Sorel, 45 miles below the city of Montreal. This river thus divides the portion of the district on the south of the St. Lawrence into two divisions. The five counties lying east of the Richelieu are Shefford, Missisquoi, St. Hyacinthe, Rouville, and Richelieu. This very interesting portion of Lower Canada contains considerably over one and a-half million of acres, and the great proportion of the land is of excellent quality. Its surface is generally level, but it is in parts pleasingly diversified by several fine mountain heights. Of these, the most distinguished are Belœil, already alluded to, Boucherville, Chambly, and Mount Johnston. Yamaska and Rougemont are mountains of considerable height. The country, as is almost everywhere the case throughout Canada, is finely watered, and a great portion of it is well settled. Many of the settlers of these counties being of British and United States origin, are among the most industrious and thriving farmers of Lower Canada. Their incomes are in a great measure derived from the sale of butter, cheese, pork, beef, and young cattle ; much of this finding ready sale in the Montreal market. Some farmers in the spring take to Montreal cheese to the amount of £100 ; and the registrar

of the county of Missisquoi states, in a return for 1850, that he knows one farmer who laid down an acre and a-half of hops, from which, in two years, he realized £175 currency, or about £140 sterling. The same registrar states, that the incomes of many of the farmers in his county are from £300 to £400 a-year currency.

The remaining counties of the district of Montreal are those situated west of the Richelieu, five in number, besides the county of Montreal, consisting of the island of that name, which has its situation on the St. Lawrence, nearly in the centre of the most populous part of the district. The counties thus situated west of the Richelieu, and along the south-eastern bank of the St. Lawrence, are Beauharnois, Laprairie, L'Acadie, Chambly and Vercheres.

The last named of these is a triangular tract of land formed by the junction of the Rivers Richelieu and St. Lawrence. The soil is good, the surface of the country level, the land all occupied, and the greater part of it under cultivation. The village of Varennes, pleasingly situated on the banks of the St. Lawrence, is famous for its mineral springs, which are in its immediate vicinity, and to which large numbers of the inhabitants of Montreal resort for health and recreation. Such is the celebrity of the medicinal qualities of these waters of Varennes, that very considerable quantities are sold in bottle in Montreal, and other parts of the province. The village is situated about fifteen miles from Montreal, and the amount of traffic, chiefly passengers, employs a steam-boat constantly in summer. A new hotel has very recently been erected at the springs, and the grounds generally improved. The county contains above 26,000 acres, and has a population of above 14,000.

Further up the St. Lawrence, and opposite the Island of Montreal, is the county of Chambly, containing 135,000

acres, with a population of about 19,000. This county is well settled, and one of the best cultivated in the province. The scenery along the Richelieu is of a highly picturesque description, and much of the land very fertile. The town of Chambly, situated inland, about twelve miles from the quaint French village of Longueil, on the banks of the St. Lawrence, and opposite the lower part of the city of Montreal, possesses a very pleasant situation, and has many good houses. Many highly respectable British settlers reside in the town of Chambly and the neighbourhood. The town is a military station, and is the seat of a college, which was opened in 1826. The founder was the Rev. Mr. Mignault, and the course of studies is both of a classical and practical nature. Chambly now possesses also the double advantage, in means of communication with Montreal, of a plank road and railway, having their terminus on the St. Lawrence at Longueil. This railway is the commencement of the line which has been mentioned, named the St. Lawrence and Atlantic Road, having its Atlantic terminus at the town of Portland, in the State of Maine. The town of Chambly is in the vicinity of the very celebrated Belcœil Mountain, and is a very favourite resort of strangers and of the inhabitants of Montreal during summer. One of the most delightful seats in Lower Canada is near the foot of this beautiful mountain, and on the immediate bank of the Richelieu, which here is a very fine, broad, and tranquil stream, and much enhances the effect of the picturesque scenery around. This seat is the residence of Major T. E. Campbell, who was, until very lately, the present Governor-General's secretary. This gentleman has taken much interest in the agricultural improvement of Lower Canada, and is one of the most zealous members of the most influential agricultural society in the province. The river

Richelieu is made navigable by means of a canal of ten miles, extending from Chambly upwards to the town of St. Johns, from Lake Champlain to the St. Lawrence. Considerable quantities of timber are transported by this means to the Quebec market, and large and increasing quantities are also sent this way up the river, through Lake Champlain, and thence through the Champlain and Troy Canal, to the Hudson River, for the New York market. [The extent of this timber trade with the United States has already been noticed in the chapter on trade.] The general merchandise, however, transported between Lower Canada and the United States by Lake Champlain, finds its way from the town of St. Johns, situated at the foot of the lake navigation, by means of a railway of fourteen miles, to the small village of Laprairie, on the St. Lawrence, nearly opposite Montreal. The great stream of the United States summer tourists take this route through Lake Champlain, one of the most picturesque of all the American lakes; and the steam-boats on which are reputed to be among the most comfortable and elegant boats on the continent. The journey between Montreal and New York, by means of improved communication by steam-boats and railways, may now be accomplished in little more than twenty-four hours. The increased facilities, chiefly by means of railways, afforded of late to the commercial and social intercourse between the United States and Canada, will undoubtedly exercise a lively influence on the trading and also general interests of the colony.

The three remaining counties of the district of Montreal situated above Chambly, and between the rivers Richelieu and St. Lawrence, are Laprairie, L'Acadie, and Beauharnois. —[These three old counties are now known strictly as the counties of Beauharnois and Huntingdon only. We retain

the old names and divisions for convenience.]—Laprairie, as well as Chambly, lies opposite the Island of Montreal, and fronts along the river; and L'Acadie is situated in the rear, and watered along its eastern boundary by the Richelieu. Laprairie contains 152,300 acres, all of which lands are occupied, and the greater portion also under cultivation. The surface of the country is exceedingly level, and the soil for the most part good. Montreal is supplied with a great portion of its best hay from this county. The village of Laprairie, situated nine miles opposite, and in an upward direction on the river from the city of Montreal, is the terminus of the short railway of fourteen miles connecting the St. Lawrence with Lake Champlain. The traffic in goods and passengers employs two steamboats constantly during summer, which, along with the use of the ferry, are the property of the railway company. The stock of this company is among the best in the colony. Besides the large stream of United States tourists, and the increasing amount of merchandise, to and from New York, there is the very considerable traffic on the ferry, of the farmers and other inhabitants passing to and from Montreal. Near the west boundary of the county is a very industrious Scotch settlement, on the River Chateauguay, where the land is exceedingly fertile. L'Acadie contains 160,000 acres, all occupied, but not nearly so much cultivated as Laprairie. A considerable portion of naturally good soil requires draining, and part of it is stony. Beauharnois, the remaining county on the south of the St. Lawrence, lies south-west of Laprairie and L'Acadie, and is the extreme south-west point of Lower Canada. Its southern boundary is formed by the United States territory, marked by the line 45 north latitude. Its north-western boundary is along the St. Lawrence, and the expansion of the river called Lake St.

Francis. This county contains 458,800 acres. The Right Honourable E. Ellice possesses the only seigniorship of this county, which comprises nearly half its extent. The soil, for the most part, is of good quality, and the lands settling well. The country is watered by the Chateauguay and its branches, and several small streams. The population amounted in 1848 to 321,000. One of the most recently constructed of the St. Lawrence canals passes through a portion of this county, along the immediate bank of the river. A superior class of steamers and propellers are now constantly employed by means of these canals, in navigating, in an uninterrupted course, between Quebec and Montreal and the great lakes above. Passengers may thus be taken from the ship's side at either of these ports, on board of steam-vessels, which convey them, without transshipment or interruption, to their port of destination on the St. Lawrence or the lakes. This circumstance makes the route by the St. Lawrence from Britain not only cheaper and more generally convenient for persons destined for Canada, but also for those destined to the Western States, such as Ohio, Michigan, Wisconsin, and Illinois. The long journey of 400 miles from Albany, through the State of New York to Buffalo, is thus avoided, with the delays and interruptions at both places. This journey, besides, is either tedious by canal, or expensive by railway; and strangers usually are also more subjected to fraud, from the numbers of impostors that crowd the great United States route, and endeavour both to mislead and rob the inexperienced traveller. The route by the St. Lawrence has thus several advantages.

Having now completed our brief survey of the settlements of Lower Canada, with the exception of the island and city of Montreal, we will, in order fully to finish this division of our subject, devote to it a fresh chapter.

CHAPTER X.

ISLAND AND CITY OF MONTREAL.

Situation and Appearance of Montreal from the River—Its Position for Trade—Sketch of Past and Present State, and Prospects—Population—Improved Appearance of the Port and City—Slow spread of Information respecting Canada—First Impressions of Montreal Eighteen years ago—Natural Feelings and Associations of the newly-arrived Emigrant—Lachine and the other St. Lawrence Canals—Interior of Montreal—Principal Streets and the Suburbs Banks and Public Buildings—French Cathedral—Other Places of Worship—The Mountain of Montreal—Fine Scenery—Road round the Mountain—French Canadian Houses—Appearance and manner of Living of French Canadians—French Village of Côte des Neiges—English Residences, and fine Orchards—Stone Quarries near Montreal—Municipal Government of Montreal—English and French Charities—Literary Institutions—Means of Education—General Features of the City—County and Island of Montreal.

To the voyager ascending the St. Lawrence 600 miles from its mouth, the first sight of Montreal is exceedingly imposing. The evidences of material prosperity, surrounded by the luxuriance and beauty of nature, rivet attention, and create interest. There is the broad ample stream, with two or three lovely wooded islands on its bosom, and along its banks, gently sloping to the water's margin, villages and farm-houses, cultivated fields, and clumps of woodland; and in the back ground, here and there, distant hills and mountains, peaking their cone-shaped tops into the pure and transparent atmosphere.

Nearly opposite one of the prettiest of the islands, occupied by a garrison, and beautifully wooded, are the massive and elegant stone-built wharfs of the city, lined

by ocean vessels, steam-boats, coasting, and other craft of every description. Running along the line of wharfs are substantial warehouses, hotels, and public buildings. One of these is a market-house, the most imposing and commodious, perhaps, to be found on the American continent. It is one of the first, and is the most conspicuous public building that strikes the eye of the traveller approaching Montreal in his ascent up the river. Rising behind these warehouses and other buildings, and skirting the banks of the river for two or three miles, are the streets of the city, with its towers and spires diversifying the mass of houses, and displaying the importance of the place. Immediately back of the city, and wooded to the summit, is the picturesque mountain, of between five and six hundred feet in height ; its finely sloping base, luxuriant in orchards and gardens, and sprinkled with stately seats and tasteful villas.

Such is the situation of Montreal, the first city of British America in extent, population, and wealth. Its position at the head of river navigation for the large-class of ocean ships that carry the importations of British goods to the colony, has conferred upon it these advantages. Until within a few years past, when the rapid growth of towns and cities of Upper Canada now enables that division of the colony to import, in a great measure, direct for itself, Montreal was the great market for the whole country, to which dealers from the most remote corners resorted to select their half-yearly supplies from the cargoes of the spring and autumn fleets. Under such a state of things, Montreal steadily grew in importance and wealth with the increasing prosperity and more varied demands of the colony. Latterly, however, since Upper Canada has so far outgrown its early and comparatively dependent stage of existence ; having now such towns as Hamilton, Kingston, and Toronto, with popu-

lations of ten, twelve, and twenty-five thousand, there are several large wholesale houses in these places, which import directly for their own immediate districts of country ; and comparatively few dealers have now to resort to Montreal for their full supplies. Instead of, as formerly, nearly all the merchandise being opened and distributed at Montreal, the Upper Canada importing houses have now their packages transferred from the ship's side at Montreal or Quebec, on board of barges or steam-vessels, and in the course of from 20 to 50 hours, they may have their contents exposed for sale in their warehouses along the banks of Lake Ontario. Notwithstanding the transfer in this manner of a large portion of the trade of the country from Montreal, this place yet enjoys very great advantages, and is the natural seat of an important and growing trade. Many of the Upper Canada dealers still resort to Montreal ; and it must naturally continue to possess the increasing trade of the flourishing Eastern Townships, inhabited chiefly by British and American settlers ; and can look forward to the already considerable trade of the very promising and most extensive tract of country along the banks of the magnificent Ottawa. The future progress of Montreal, according to such views, as the settlement of the country increases, must, in course of no long time, far outstrip in real importance and prosperity the recent comparative importance it held in connection with the entire colony.

Since 1847, when its commercial affairs were visited by severe depression and much disaster, the trade of Montreal has been in a lingering and unsatisfactory state. Recent accounts from the colony, however, it is gratifying to observe, present the prospects of trade in a more cheering light. With returning confidence and invigorated energies—with undeviating and active exertions, to develop the advan-

tages of its position, by opening up the contemplated and improved channels of communication for enlarging its intercourse with the United States and with Upper Canada—such a city so well situated as Montreal, surrounded on all sides by an almost inexhaustible extent of fertile territory, cannot possibly otherwise than experience soon a renewal and increase of prosperity.

The population of Montréal, according to the census of 1848, was a little over 55,000. In 1800, a period when Upper Canada as a settlement was scarcely called into existence, the population of Montreal was only 9000, which is just about the extent now of the third-sized town in Upper Canada. In 1825 the population of Montreal was 22,000, and in 1831, 27,000—so that in 1848 it had fully more than doubled the amount of population it had seventeen years previous. Owing to the reverses that visited its trade in 1847, the present amount of the population is perhaps not even quite so large as the census of 1848 shews.

Montreal is in other respects, besides that of population, nearly the reverse of what it was about the period of 1831. We have had a glance at the present substantial line of stone-wharfs in front of the city, the finest perhaps in North America. To form some idea of the contrast the harbour presents to a former condition, we shall hear what was said respecting the approach to Montreal about the period of 1831, by an American traveller from New York, on landing from a batteau from the opposite side of the river. 'The approach to Montreal,' says this traveller, 'conveyed no prepossessing idea of the enterprise of its municipality—ships, brigs, and steamboats lay on the margin of the river at the foot of a hill—no long line of wharfs, built of the substantial freestone, of which there is abundance in the

neighbourhood, affording security to vessels and profit to owners. The commercial haven looked as ragged and as muddy as the shores of *Nieu Nederlandt* when the *Guede Vrow* first made her appearance off the battery.'

The present line of beautiful wharfs was begun in 1832, when Montreal first became a port of entry—funds having been granted by the Provincial Legislature. Yet so slow is the spread of information in the mother country respecting the condition of the colonies, an edition of a very deservedly popular work, published in 1842, circulated the statement of there being no wharfs at Montreal. Nor was this the only instance of prominent points of information relating to Canada being about some ten years behind. The suspicious nature of many of the accounts respecting some colonies, exaggerated as they have been, and the comparatively almost total neglect of others where private speculations is not so fully concerned or so actively at work, have made much of our colonisation hitherto almost a matter of mere hap-hazard, and thus our magnificent colonies are little better to the great bulk of people than unknown and unexplored regions. The Government information circulated is on a scale far too limited and unsatisfactory, as data upon which persons, thousands of miles off from the countries (and with very imperfect means of being made acquainted with them, particularly as to their state of progress), can be expected to hazard themselves, and their families, and fortunes, excepting that their case is already, with only some exceptions, well nigh desperate. The case of Canada is a complete illustration of these remarks. Comparatively few in the mother country know much else respecting the colony than some few leading and crude notions which might have been current twenty years ago or more. The unwary and sanguine are thus liable to be

deceived by exaggerated reports ; and the bulk of those who are struggling hard with their lot at home, will rather be content to struggle on, than to remove themselves where, as it appears to them, there is so much that is uncertain.

In one of the best works that has ever been written on Canada for the purpose of presenting much of the everyday life of the colonists, and many features of the country, there is a very vivid impression conveyed of a landing made at Montreal eighteen years ago. I refer to the very well-known book of 'The Backwoods of Canada,' being letters from the wife of an emigrant officer, forming one of the volumes of the 'Library of Entertaining Knowledge.' The accomplished and elegant writer, with whose pages so many are familiar, arrived, it will be remembered, at Montreal in August 1832. Her previous impressions of the place, derived from some books of travels, were highly favourable. But the cholera had just then made alarming ravages in Montreal ; and this circumstance, along with others, such as finding the commercial metropolis of British America without comfortable wharfs at which to land, and the appearance of an unsightly open ditch, in a conspicuous part of the city, very naturally imparted to the impressions of our observant lady traveller a somewhat sombre shade. Although the fine spirit—so remarkably pervading one of the most entertaining books ever written on any colony—assisted by a lively and elegant fancy, is every now and then presenting itself, called into activity, either by objects actually agreeable, or others, from their very reverse nature, bringing up associations even more delightful than reality.

Having alluded to the difficulty of getting on shore in the small boat which was despatched from the vessel that lay in the river, and owing to the badness of the roads, and to the unpaved, or ill paved, narrow, dirty streets, and to an open

fosse or ditch, offensively presented, the writer observes :—
' I was greatly disappointed in my first acquaintance with the interior of Montreal, a place of which travellers had said so much. I could only compare it to the fruits of the Dead Sea, which are said to be fair and tempting to look upon, but yield only ashes and bitterness when tasted by the thirsty traveller.' ' I noticed one peculiar feature in the buildings along the suburb facing the river, that they were mostly furnished with broad wooden balconies from the lower to the upper storey ; in some instances they surrounded the houses on three sides, and seemed to form a sort of outer chamber. Some of these balconies were ascended by flights of broad stairs from the outside.

' I remember, when a child, dreaming of houses so constructed, and fancying them very delightful ; and so I think they might be rendered, if shaded by climbing shrubs, and adorned with flowers, to represent a hanging garden, or sweet-scented bowery walk. But nothing of this kind gladdened our eyes as we toiled along the hot streets. Every house of public resort was crowded from the top to the bottom, with emigrants of all ages, English, Irish, and Scotch.

' The cholera had there made awful ravages then, and its devastating effects were to be seen in the darkened dwellings, and the mourning habiliments of all classes.

' The weather is sultry hot, accompanied by frequent thunder showers, which have not the effect one would expect, that of cooling the atmosphere. I experience a degree of languor and oppression that is very distressing, and worse than actual pain.

' The river-side portion of the town is entirely mercantile. Its narrow, dirty streets, and dark houses, with heavy iron

shutters, have a disagreeable impression on the mind of a British traveller. The other portion of the town, however, is of a different character, and the houses are interspersed with gardens and pleasant walks.'

Here are the very natural impressions of one landing for the first time, in one of the most sultry days of August, at the port of Montreal, as it was nearly twenty years ago. Newly arrived from the superior conveniences and comforts of European life, prized especially by those who are enabled to enjoy them, the first sight of many of the rough, and sometimes uninviting, features of rising towns and settlements in the New World, convey very naturally to the mind, not previously fortified for the contrast, some rather desponding trains of association. Where lively hopes of future happiness in material comfort and independence, personally, or for a family, or the introduction to a life of greater usefulness, or some other such foundation, is not found to sustain and animate—the emigrant, not unfrequently touched by the remembrance of home scenes, experiences, even amid all the grandeur of scenery and comfortable plenty characteristic generally of the New World, much of that heart-languor, or home-longing, that is so very apt to tinge all the eye dwells upon, so far removed by distance and association from long-cherished scenes. Even sustain one's self by every hope, there are moments when the traveller, far from home, experiences in some degree this very natural train of feeling. Every intending traveller should' prepare himself, so far as he best can, to encounter these, and to protect himself from some of its consequences, which are sometimes found to embitter the most favoured positions. The naturally shrinking and susceptible minds of females are most liable to be thus influenced. On the other hand, there are many of the sex who most heroically encounter the severance of early asso-

ciations, and prepare their minds to fulfil new duties, wherever they are called on to perform them. The accomplished writer of the letters we have noticed appears to be a remarkable instance of a wife most nobly fulfilling duty, and converting even difficulties into sources of pleasure.

The first landing at Montreal to enter upon a new kind of existence, amid strange scenes and associations of colonial life, is quite suggestive, both of the extracts from the letters of 'the wife of an emigrant officer,' and these cursory remarks.

Montreal has very much improved since that period of 1832. Besides the handsome stone wharfs now erected, and the open fosse or ditch then offensively disfiguring the city, being now covered over, some of the chief buildings now fronting the river are characterised by stately elegance, displaying enterprise and wealth on the part of the very generally improved city. Houses with conspicuous balconies are still there, for they are mostly the commoner class of hotels or lodging-houses that are to be found near almost all the chief landing-places of travel in towns, especially of sea-ports. The vicinity of the landing-places of all the American cities, New York in particular, is quite crowded with such houses ; and it is very seldom they present any inviting aspect. We have already noticed in this chapter the general appearance of Montreal from the river.

The city is situated just above a slight fall, forming only a rapid current in the river, a little below the Island of St. Helens, which is opposite the lower part of the city. This part of the stream is called the Current of St. Mary. Just above the city again, are other wooded islands, and a series of formidable rapids, which interrupt navigation for the ordinary class of river vessels upwards. Large steamboats, however, descend the Lachine Rapids, so called from the name of the village situated at the head of them, towards the

south-west part of Montreal Island. A spacious canal called the Lachine Canal offers every convenience to vessels ascending, and thus obviating the rapids between Montreal and the village of Lachine. This canal is the first link of the grand chain of St. Lawrence canals that now connects even ocean navigation with all except the uppermost of the great lakes. Vessels fitted to cross the ocean may now ascend by means of these canals to the foot of Lake Superior—through Lakes Ontario, Erie, Huron and Michigan. A short canal of about three-quarters of a mile is expected soon to be formed, by which they may also be enabled to traverse the vast bosom of Lake Superior. When this is accomplished, the St. Lawrence will then present an inland navigation for ocean vessels of about two thousand miles in extent.

The basin and locks of the Lachine Canal very conspicuously display themselves to the voyager approaching Montreal; forming, as they do, a very substantial feature at the upper end of the line of wharfs, as the large market building does towards the lower end. Immediately behind the front row of warehouses, hotels, and lodging-houses, and running parallel with it, is the principal business street, chiefly occupied by the wholesale merchants. The iron-window-shutters, and, in instances, outer-doors of iron, so much noticed by travellers visiting Montreal, as imparting to the city a gloomy appearance, are adopted, as may readily be conceived to counteract the effects of fire, to which American towns are so frequently subject, most probably owing to the greater degree of heat employed to warm the houses during winter; and the description of buildings, generally, not being in themselves the best adapted to stay the ravages of any large fire breaking out among them.

St. Paul Street of Montreal, as this second from the river is named, has now, as well as the one fronting the

river, a very greatly improved appearance, compared with what it was in 1832. Many of the new or improved warehouses, dispense with the gloomy black-painted iron doors and window-shutters ; the generally more substantial nature of the buildings around, and the better precautions against the visitation of large fires, being considered apparently good reasons for dispensing with them in these instances. Many of the largest warehouses, however, still have them, and they may also be seen in other parts of the city. In the centre of an open space or square about the middle of St. Paul Street, and fronting the river, is a very substantial stone-built custom-house ; and one of the sides of this square has been lately occupied by a very commodious hotel.

Ascending the slope of the bank on which St. Paul Street is situated, we reach the top of the ridge on which the most conspicuous portion of the city is placed. The long line of Notre Dame Street, of about three-quarters of a mile in length, is built along the top of this ridge, and is the chief seat of the retail trade of the city. Like St. Paul Street, and others early built when the French wholly possessed the colony, the breadth of Notre Dame Street is only about 30 feet, which is just fully less than half of the ordinary breadth of the streets of modern towns in Canada. One of these spacious modern streets is now the chief ornament of Montreal, built on the same ridge, and running parallel with a portion of Notre Dame Street. St. James Street, though somewhat deficient in length, has, within these few years, presented a class of buildings that would reflect credit on even the best class of English towns. Among these are the banks of British North America, the City Bank, and the Bank of Montreal. The latter especially, which occupies a central position in one of the sides of the public square, called the Place d'Armes, is a structure at once massive

and elegant in its various proportions as well as general design. Opposite to the Bank of Montreal, and forming another of the sides of the Place d'Armes, and also fronting on Notre Dame Street, is the very stately and spacious French Cathedral, or Cathedral of Notre Dame. This edifice, which was designed to be a remarkably plain specimen of Gothic architecture, was erected in 1829, and occupied nearly five years in building. Its length from east to west is 255 feet, and its breadth 134 feet. It has six towers, the two highest of which, on the principal or west front, are 220 feet in height. This spacious building is intended to accommodate an audience of ten thousand persons; and in order that this number may assemble and disperse in a short space of time, without disagreeable pressure, there are five public, and three private entrances to the first floor, and four to the galleries. The eastern window at the high altar is 64 feet in height and 32 in breadth. The great bell in one of the front towers is, with one exception only in Europe, said to be the largest in the world. The view from the high towers, of the St. Lawrence and surrounding country, is a very magnificent one.

On Notre Dame Street is also situated another Catholic edifice, the Recollet Church, which has been appropriated of late years to the services of the Irish Catholics. This body in Montreal have lately erected a very large new church in another part of the city. The principal Protestant Episcopal Church, called Christ Church, is also on Notre Dame Street, a short distance from the French Cathedral. There are four other English Episcopal churches in Montreal, and two other French Catholic places of worship. There are five Scotch churches or chapels, two of which are in connection with the Established Church of Scotland, one with the United Associate Synod of Scot-

land, and the remaining two are in connection with the Free Church of Scotland. The most influential Scotch congregation, connected with the Church of Scotland, have recently erected a stately and elegant building in a pleasant part of the city. The Free Church body, surrounded by many difficulties, have also recently erected a spacious and substantial edifice. Besides these places of worship, the body of Wesleyans, who are both numerous and influential in Montreal, have three large chapels—one of which is on St. James' Street, adding greatly to the appearance of this fine street. The exterior of this new edifice is very tasteful, and its interior, which is spacious, also displays much elegance combined with comfort. The American Presbyterians, the Congregationalists, the Baptists, the Unitarians, the Jews, have all, besides, very respectable places of worship in Montreal.

At the least, eight or ten new churches or chapels, it is believed, have been erected in Montreal within the last eight or ten years, all with one exception, by the Protestant community. And the greater number of these have been within the last five years.

Stretching along the bank of the river, from the lower end of Notre Dame Street, the central part of which is so conspicuous from being the site of the Cathedral and of the Place d'Armes, are the close mass of houses, known as the Quebec suburbs, crowding along the top and both sides of the main ridge on which Montreal is situated. A very large proportion of the French population reside here; and there are one or two extensive breweries and distilleries in this part of the town. The streets are chiefly narrow and confined, with numbers of old French houses. At the lower end of Notre Dame Street, just before entering this suburb, is a very handsome public square, called Dal-

housie Square, where a small, but substantially built, and very elegantly fitted up theatre has been lately erected. The infantry and cavalry barracks are also situated close to this spot, upon the immediate bank of the river, and opposite to St. Helen's Island, upon which there is a small fortification, with a detachment of troops. Commencing from the other, or upper end of Notre Dame Street, are the suburbs of St. Ann and St. Joseph, of a nearly similar character, but not quite so much crowded as the Quebec suburbs. The ground is of a more level character in this direction than the banks along the lower part of the city, so much so, that sometimes, in the seasons when the river rises high, a portion of this quarter of the city is for a day or two partially overflowed.

Farther off the bank of the river, and extending in this direction, in a line with a very fine wide street, named Craig Street, running parallel to St. James' Street, and situated back of it, is the St. Antoine suburbs. The upper part of the St. Antoine suburbs embraces very many of the most agreeable private residences of the citizens. The Côté St. Antoine, which is a very picturesque rising ground, situated above the principal suburb, presents a line of elegant villas, surrounded by gardens, and overlooking a scene of great beauty, including the river and the city in one direction, and the richly-wooded mountain, with its fertile slopes studded with villas and orchards, in the other.

Craig Street, which has been mentioned as being situated back of St. James' Street, and running parallel to it, lies at the foot of the sloping ridge of which Notre Dame Street occupies the higher part. Extending still further back, off the river from Craig Street, and occupying the gently rising ground towards the Mountain, is the St. Lawrence suburbs, which, along with a good many French houses and inhabit-

ants, present many substantial modern buildings inhabited by respectable English and American families. Approaching the base of the Mountain is a very agreeable street, named Sherbrooke Street, along which, commanding a fine view of the city and river, are several of the best residences of the citizens, many of them surrounded with pleasant gardens and orchards.

All along the slopes of the base, now, of the finely-wooded eminence, which is designated the Mountain, and which has given the name to this most delightful spot of Canada, are in every direction, agreeably studded, elegant and snug villas, rising amid a profusion of gardens and orchards. Rising above all in the background, graceful and well defined, and finely wooded in every part, is the beautiful Mountain, diffusing a softening and enlivening appearance over the scene. Here and there a craggy projection or precipice of grey rock juts out from among the fresh, green verdure and tall trees. The summit affords one of the finest views in Canada. With not so much of the wild and romantic grandeur presented by the view from the height of the citadel of Quebec, the eye here, two hundred miles further up the St. Lawrence, ranges over a more cultivated and smiling landscape of most magnificent expanse—enlivened with the broad river, its green islands, the city spread out beneath, and the dim blue mountains in the distance.

The public road which skirts around this very agreeable eminence affords a very fine drive during the summer and autumn, and is a favourite resort of both the citizens and numerous strangers who visit Montreal. Very pleasant views present themselves in every direction. One very fine one, though not equal to that from the top of the Mountain, is had from the height of the rather steep ascent of the road westward of the city, which rises through a sort of high

pass between the main eminence and a lesser one, which is also very pleasantly wooded, and affords shelter along its extended slopes for several delightful residences. Sweeping around the back of the main eminence, this agreeable road presents extensive views of the wide stretch of plain, comprising the Island of Montreal—studded with farms, orchards, villages with their church spires, and in the distance, on either side, glimpses of the St. Lawrence, and in furthest distance, through the openings of wood, parts of the bosom of the Ottawa.

The houses of the French villages, for the most part, and the small roadside farm houses have a very simple appearance. Low roofed usually — very plainly furnished inside, but scrupulously clean, with very frequently a small garden attached, stocked with a variety of vegetables and flowers, in the cultivation of which the female branches of the family bestow a good deal of attention. These houses, everywhere at short intervals, break the monotony of a long road, with their stripes of primitively-cultivated farms extending back from them. Around the two chief apartments of the commonly small house, are a profusion of cheap prints, representing the most familiar subjects of the Catholic faith, such as saints and the Holy Family, and also subjects of French history—the favourite ones of which appear to be those relating to the career of Napoleon. The small windows looking to the road display from within varieties of geraniums, roses, and other plants. The taste for flowers among all classes of the Canadian French is almost universal. An old man may perhaps be seen moving around outside doing some work, it may be, about his little slight cart with its high sides. He is dressed in coarse grey woollen home-spun, and wears the nightcap-looking *bonnet bleu*, and has usually a scarlet or party-coloured woollen sash.

around his waist. The passing traveller not unfrequently receives a very polite greeting from the old man as he courteously and slightly raises his small *bonnet bleu*. The good housewife may be seen inside, in her clean white-frilled short-gown and petticoat, perhaps busy at her spinning-wheel. The French Canadians are most commonly slight in figure. They keep their houses very close and hot during winter, and are much addicted to smoking. Their great cast-iron stove, without any water upon it, keeps their apartments parchingly hot through the winter months, and is thus very injurious to the skin and complexion of the inmates. Their diet consists much of soups, hashes, pork, home-made bread, and tea. They are usually very frugal in their habits, and place much value on a little money. The Canadian may often be seen trotting along, attended sometimes by one or two of his family, in their little slight cart, with a French pony, to the town market, with only a very few bushels of grain, and perhaps a dozen or so of eggs, and a chicken or two, to return with a little tea, and a few yards of printed calico for a dress to the goodwife or daughter.

Such is a glimpse of the *habitans* of Lower Canada, several of whose houses we pass in the drive around the Mountain of Montreal. There is a very fair, though small, specimen of a French village, about two miles from the city, in the direction westward alluded to. Its name is Côte des Neiges. Around the back of both the larger and lesser Mountain are several very pleasant English residences, frequently surrounded by fine orchards. The apples of this part of Lower Canada are highly esteemed for their choice and rich flavour. The favourite sorts are the Pomme Gris, Fameuse, Bourrassa, and Pomme de Neige.

Very fine quarries of clear bluish grey stone, hard and durable, and yet not too difficult to be well finished, afford,

in the vicinity of the Mountain, inexhaustible stores for the substantial embellishment of the city. The wharfs, public buildings, and the greater number of the modern residences of the citizens of Montreal, are built of this stone. The principal streets are now also generally well paved and macadamized, and in instances the carriage-way is laid with wooden blocks, closely fitted together. The streets and shops are lighted with gas, and water is publicly supplied from the river, after undergoing a process of filtration. The city is under the government of a mayor, aldermen, and common councilmen. Within the last few years, one Scotchman, one American, and one or two French Canadians, have successively been raised to occupy the office of mayor of Montreal.

The city is distinguished for many charities, the principal one of which is the Montreal General Hospital, for the reception of the sick who may not have conveniently the means of cure at their own houses. There are besides, two Orphan Asylums, a Ladies' Benevolent Society, an Asylum for Aged and Infirm Women, and the French Roman Catholic institutions of nunneries—the principal ones of which, the Grey Nunnery, and Hotel Dieu Nunnery, receive a large number of diseased and aged persons, and orphan and foundling children. The nuns of these institutions, as well as the priests of the Seminary of Montreal, were especially devoted in their arduous and perilous services to the English and Irish emigrants who, several years ago, were attacked in such numbers by malignant ship fever on their arrival in the colony. Their services during the alarming period of the cholera in 1832 and 1834, in Montreal, were alike distinguished, and above all praise.

Among very laudable Protestant institutions are a Bible Society, a Tract Society, a Sunday School Union, and a

French Canadian Missionary Society. This last Society is very active and zealous in its exertions in the employment of Protestant missionaries and colporteurs among the French Roman Catholic population ; and it has also an educational institution, for the purpose of more effectually working out its purposes, situated several miles below Montreal. There is a very useful and efficient Temperance Society in Montreal. The national societies deserve mention. The St. Andrew's Society is particularly useful in the benevolent exertions of its charitable committee, especially during the long winter months, in ministering to the wants of distressed countrymen.

There were lately five English and two French newspapers published in Montreal, besides a monthly agricultural paper under the auspices of the Agricultural Society of Montreal. This periodical is conducted by Mr. Evans, an English gentleman, who has published several intelligent works on the resources and agricultural state of Canada. He is the secretary of the Montreal Agricultural Society. There is also a well-conducted medical periodical published in Montreal. The English quarterly and monthly periodicals are read all over Canada, besides a large number of United States publications. The Montreal merchants have a very commodious news-room in St. James' Street ; and there is another, chiefly conducted by the young men connected with mercantile pursuits in the city, under the designation of the Mercantile Library Association. It has a well-selected library, and during the winter months, supports a series of very excellent evening lectures. There are also a Mechanics' Institution, which supports a news-room, library, and winter evening lectures. The Natural History Society, and the Shakspeare Society of Montreal, have both very interesting meetings during the year, and give lectures

to which the public are admitted. Two other institutions of Montreal remain to be mentioned, the Royal Institution for the Advancement of Learning, and the Institut Canadien.

There are numbers of excellent schools too, in the city, among which may be mentioned the High School of Montreal, founded, it is understood, upon the plan of the High School of Edinburgh. The University of M'Gill College, founded by the late Hon. James M'Gill, a wealthy merchant of Montreal, is open to both Protestant and Roman Catholic professors and students, no religious tests being imposed. This institution, which has now been in operation for several years, is capable of conferring great benefits on Lower Canada. Its professors and lecturers embrace gentlemen of distinguished ability. The Roman Catholic institutions of Montreal offer many educational advantages. The College of Montreal, under the direction of the Catholic clergy of the city, gives instruction to a large number of young men, about two-thirds of whom have usually been day-students, and the rest yearly boarders. The body of the building is 210 feet long, and 45 feet in breadth, and there is a wing at each end 186 feet long, and about 40 feet broad ; and, besides the accommodation it has for students, there are apartments for a director, professors, and masters. There is a body connected with the Roman Catholic Church in Montreal named the Brothers of the Christian Doctrine (*Les Freres de la Doctrine Chrestienne*), who have under their care, for the purpose of instruction, upwards of one thousand boys. These boys are usually all under fifteen years of age. The higher branches of education for young ladies receive much attention in the Roman Catholic Seminaries. The congregational nunnery (*La Congregation de Notre Dame*) of Montreal, founded in 1653 by Marguerite

Bourgeois, has about fourteen similar institutions in different places in Lower Canada, in which both the elements of a common school education, and the higher branches of instruction have been taught. Besides these Roman Catholic institutions for the education of young ladies, there are several highly efficient and respectable protestant teachers in Montreal. The tone of society in Montreal has very much improved, compared with what it was many years ago, chiefly owing to the so general diffusion of educational advantages, the growing taste for good reading, and the means afforded by the evening lectures, which several of the most accomplished gentlemen of the city deliver during the winter months.

Having now had some glimpses of the principal features of the city and surrounding country and scenery of Montreal, we shall draw the chapter to a close. There is much that is highly interesting in the city and surrounding country to the observant traveller. The tide of French population moving throughout, yet the mass of it so distinct in every respect from the generally more advancing English race, is a feature in itself at once novel to many, and highly suggestive to the intelligent inquirer. And not less so, perhaps, are the closely-walled, and sombre-looking piles of old French convents and seminaries, surrounded by the more open and showy public buildings of English taste. Then there are, too, the great Cathedral and other Catholic places of worship constantly open, and in which, beneath their stately domes, in their dusky and solemn atmosphere, are their priests daily officiating ; and very early, both of the summer and winter mornings, many of the French population may be observed passing to their devotions within these edifices. Frequently enough of a morning may be seen passing along the streets

the train of a French funeral, attended by priests and singing boys, in their robes, and bearing crosses and other symbols, chanting the peculiar services of their church for the dead. There is the Catholic holiday occurring now and then, on which occasion the French population testify to their almost universally devout disposition, by pouring out to their places of worship in considerable numbers, and generally very well dressed. The usually large open space in front of a French church, in the country parts of Lower Canada, affords very fair evidence, during Sunday or holiday services, of the very general condition of material comfort in which the French Canadians are placed, not owing in the least to any enterprise they possess, but to the painstaking frugality of their disposition. The French families have almost all of them either their snug little cart and pony, or a caleche or light waggon; and these vehicles, along with saddle horses, may be observed ranged in large numbers, in these open spaces in front of their country churches.

The Island of Montreal, on account of its fertility and beauty, has been called the garden of Lower Canada. Its extent is thirty-two miles in length, and ten miles in breadth, at the widest point. This beautiful and fertile Island is situated just below the confluence of the St. Lawrence and Ottawa rivers. The county of Montreal comprises the Island, together with all the nearest islands which, in whole or in part, lie in front of it. The city is situated towards the south part of the island, and overlooks, as we have already noticed, the broad stream of the St. Lawrence, and the opposite south shore, with the mountains of the American frontier State of Vermont in the distance. On the north or back part of the island is the Isle Jesus, about twenty-one miles long, and six miles in breadth, which is separated

from Montreal Island by the River des Prairies. Isle Jesus is connected both with the mainland and with the Island of Montreal, by wooden bridges. Not only too in the front of the city of Montreal, and along the back of the Island, are other lesser islands, but in almost every direction around it, removed at greater or less distances from each other, these very lovely wooded islands add greatly to the beauty of its situation ; and, along with the main island itself, impart to this particular spot of the great valley of the St. Lawrence a most picturesque and charming effect. Along the river road, just a short distance above the city, where the Rapids previously alluded to commence, and almost all the way upwards towards the village of Lachine, the effect of this charming island scenery, diversified by the appearance of the expanded river—its bosom now smooth and flowing, and again broken into turbulent rapids—this, together with the fertile and smiling aspect of the bank, along which are several fine farms, make this walk or drive during summer a very delightful resort. Again, on the upper part of the Island of Montreal, where the magnificent Ottawa joins the St. Lawrence, is the beautiful Isle Perrot, and the very romantic scenery of the Rapids of St. Anne, so celebrated in the song—

‘ We'll sing at Saint Anne's our parting hymn.’

The Island of Montreal, which is thus so pleasantly situated, surrounded by a fine expanse of river scenery, and highly fertile, came, more than two hundred years ago, into the possession of the Seminary of St. Sulpice, composing the body of Roman Catholic clergy of Montreal, and who are still the principal seigniors. In 1644, more than a century after Cartier had discovered the spot, the domain became the property of the Sulpicians at Paris, and was afterwards conveyed by them to the Seminary of the order at

Montreal. The site of the present city at the period of Cartier's visit in 1535, was that of an Indian village, named Hochelaga. It was approached through fields of Indian corn, and was of a circular form, surrounded by three rows of picket fences, well secured and put together, and inhabited by a portion of the Huron tribe. The single entrance into this Indian fortification was guarded with pikes and stakes, along with other precautions against siege or sudden attack. The cabins of these Hurons were about fifty in number, constructed in the form of a tunnel, each fifty feet in length by fifteen in breadth. They were made of wood, covered by bark, and above the doors, as well as along the outer rows of pickets, there were galleries, ascended by ladders, where stones and other missiles were placed in readiness, for the purpose of the defence of the village against hostile tribes. The houses contained several chambers, and enclosed a common court-yard, where the fire was made. These Indians devoted themselves to husbandry and fishing, seldom wandered from their station, and appear to have been more civilised than their neighbours. They received Cartier and his companions with courtesy, feasted them, and exchanged presents with them.

Cartier having proceeded to examine the mountain in the vicinity, found it, even then, as he mentions, tilled all round, and remarkable for fertility. He was greatly enchanted by the magnificent panoramic view, of 'thirty leagues radius,' which was presented to him from the summit of its eastern promontory; and, gratified by this fresh discovery in the new country he had been exploring, he gave to the picturesque elevation the name of Mount Royal. A little more than a hundred years after this, namely, in 1640, the present city was founded on the site of the old Huron village, and was first named Ville Marie. It is mentioned, fifty years afterwards, by the name of Mount Royal. Mon-

treal, at the period of the conquest of the country under General Wolfe, was closely surrounded by a wall, and a dry ditch of about eight feet in depth. At the commencement of the present century, as has been already stated, the population amounted only to 9000.

The Island of Montreal is divided into ten parishes, and, with the exception of the Mountain, and the valley of the River St. Pierre, which commences above the city, the surface of country is generally level. In 1848, the island, exclusive of any portion of the city, contained a population of nearly 16,000, scattered over its surface of 126,000 acres. The number of schools on the island then was about sixty, and the number of scholars attending these, between the ages of five and sixteen years of age, amounted to 2600. Several villages, chiefly inhabited by French Canadians, are scattered over the island. It contains, throughout every part of it, numbers of excellent farms, many of which, particularly in the vicinity of the city, are well cultivated by English and Scotch farmers.

The village of Lachine, situated nine miles up the river from Montreal, is the head-quarters, in Canada, of the Governor of the Hudson's Bay Company. The departure of Sir George Simpson, with his voyageurs in spring, in their canoes, on his annual tour as Governor of the Company's territories, is a very lively scene. The gay-hearted Canadians, with their coloured sashes, set off up the St. Lawrence, and thence up the Ottawa, in high spirits, their oars keeping time to their old French boat songs. Lachine, which is a small village, partly French, partly English, is also the principal place of departure of the best class of steamers for Upper Canada.

We here take leave of Lower Canada, to commence, in a new chapter, to present some detailed account of the districts of Upper Canada.

CHAPTER XI.

DISTRICTS OF UPPER CANADA.

Lakes and Rivers of Upper Canada—New Divisions of Counties, and Present Use of Old Names of Districts—Description of Soil which Predominates in the Country—Account of the Eastern District—Its Population and Resources—Description of Population—Respective Amounts of Land Occupied and Cultivated—Amounts under Tillage, in Pasture, and Employed in the Production of the Various Crops—Produce of Crops—Dairy Produce, and Domestic Industry—Description and Amount of Live Stock—Number of Proprietors and Non-Proprietors—Occupations of Population—General Use of these Details—Town of Cornwall—Average Value of Land—General Nature of the Land of the District—Account of the Ottawa District—Extensive Saw Mills on the Ottawa River—Village and Mineral Springs of Caledonia—Account of the Dalhousie District—Town of Bytown—View of Surrounding Country from the High Bank of the Ottawa—Settlement of Hull—Founder of the Settlement, and Narrative of Early Adventures—Associations awakened by it—Bytown and the Rideau Canal—Main Object of its Construction by Imperial Government—More Peaceful Appearances—Projected Line of Railway from the Ottawa to the St. Lawrence—Growing Trade and Intercourse with the United States—Objects of this New Railway and of the Rideau Canal Contrasted—The St. Lawrence still Closed to American Vessels—Advantages and General Prospects of Bytown—Population of Dalhousie—Account of the Bathurst District—Town of Perth—Marble and Other Quarries—District of Johnstown—Pleasantly Situated Towns—Scenery of the Thousand Islands of the St. Lawrence—Approach to Kingston.

HAVING left the Island of Montreal, at Lachine, and passed the picturesque expanse of the St. Lawrence, with its wooded islands, named Lake St. Louis, the commencement of Upper Canada is reached on Lake St. Francis, another expanse of river, but much larger than Lake St. Louis. The unsur-

passed means of lake and river communication is strikingly characteristic of Upper Canada. In surveying its boundaries on the map, the grand features of the lakes and rivers along its inland shores, and even the lesser streams and lakes that everywhere diversify its surface, and assist its industry, at once point it out as admirably privileged in this respect. Along its north-eastern boundary is the River Ottawa, extending for between two hundred and three hundred miles to its furthest settlement, and through unoccupied tracts for a much greater distance, until it communicates with the great inland sea of Lake Huron; thus, with the other two great lakes, Erie and Ontario, and connecting rivers, stretching along its southern shores for several hundreds of miles, the main occupied portion of the country is wholly surrounded by rivers and lakes on the most gigantic scale. And throughout the whole of this vast territory are almost innumerable smaller lakes and rivers watering it in every direction. Having however noticed in detail some of these leading features of Upper Canada in the chapter on its extent and general aspect, we may, with these suggestive allusions, pass at once to short detailed accounts of the various districts. As has been mentioned in the fourth chapter, page 40, the divisions of districts having been so recently abolished, and counties substituted, in Upper Canada, we shall, for the sake of general convenience, and to avoid any confusion or doubt that might otherwise arise, continue still to make use of the more familiar district divisions, pointing out at the same time, however, as we proceed through the districts, the names and situation of the counties connected with them, so that these new divisions also may as readily be ascertained in this manner as the more familiarly known districts in which they are situated.

The description of soil which predominates in Upper Canada may be stated to be brown clay and loam, intermixed with marl. This is understood to be more particularly the description in the part of the country lying between the St. Lawrence and the Ottawa, which is the first now to come under our more detailed notice. Upper Canada is generally characterised by a limestone subsoil, resting on granite. Inferior lands constitute a very small proportion of the country, which, generally, almost in every direction, is highly favourable to cultivation, producing the various grains and fruits common to England in abundance, besides others peculiar to this part of North America, and other warmer latitudes during summer. The inferior lands of this eastern section with which we commence are those which are, in particular situations, either moist and marshy, or stony, as a general characteristic. The whole of this part of the country, to the commencement of Lake Ontario, as we have before noticed, may be said to be one great table land, of moderate elevation, interspersed in parts with ridges and pleasant heights, and with a very gentle depression towards the main streams, by which it is bounded, and the lesser ones intersecting it.

The first district of Upper Canada, then, situated immediately above Lower Canada, and fronting the St. Lawrence, is

THE EASTERN DISTRICT.

The counties situated in this district, commencing at the most easterly, adjoining Lower Canada, are Glengary, Stormont, and Dundas. Each of these is divided into four townships, two fronting on the St. Lawrence, and two immediately back of those in the interior. These townships of the Eastern

District were early settled, and many of the inhabitants possess excellent farms. The population of the district in 1848, exclusive of the incorporated district town of Cornwall, amounted to 37,200. The amount of land occupied was then 523,100 acres, of which 111,600 acres were cultivated. The quantity of wild or unoccupied land amounted to 405,400 acres. The inhabitants chiefly consisted of persons born in the country of British origin ; the number of these being 27,500. There were besides, 2200 French Canadians, 3000 Irish, and 3200 Scotch. A considerable proportion of the Scotch, and of the persons born in Canada of British origin, are understood to be Highlanders, and the descendants of Highlanders, who emigrated at a comparatively early period in the settlement of Upper Canada.

This population of 37,200 in the three counties of Glengary, Stormont, and Dundas, produced from their amount of 111,600 acres of cultivated land in 1848—of which 81,100 acres were under tillage, and 30,500 acres under pasture—the following crops, namely, 155,000 bushels of wheat, 19,600 bushels of barley, 29,000 bushels of rye, 412,300 bushels of oats, 64,700 bushels of pease, 60,400 bushels of maize or Indian corn, 33,700 bushels of buck wheat, and 286,600 bushels of potatoes. The respective quantities of land returned as employed in the production of these crops were 14,270 acres in the production of wheat, 1453 acres in the production of barley, 2029 acres in rye, 19,522 acres in oats, 3175 acres in pease, 2786 acres in maize, 2342 acres in buck wheat, 3384 acres in potatoes. The inhabitants of the Eastern District also produced in 1848, 6500 lbs. of flax, a small quantity of tobacco, 173,300 lbs. of maple sugar, and 129,200 lbs. of wool ; besides butter, cheese, beef, and pork for market, to the amount of 159,000 lbs. of butter, 37,500

lbs. cheese, and 2667 barrels of pork and beef. Their domestic manufactures for the same year consisted of 47,500 yards of fulled woollen cloth, 52,400 yards of flannel, and 8600 yards of linen. The live stock belonging to the district consisted of 29,988 neat cattle, 11,146 horses, 48,457 sheep, and 20,900 swine. The number of occupied houses, which may be taken to be also the number of heads of families, was 5250. The number of proprietors assessed was 2549, and the number of non-proprietors 2019. The number of persons engaged in professions was 106, in trade or commerce, including handicraft, 702, in agriculture 4,222, as labourers 545, and employed in factories 198.

The population of the district town of Cornwall, which was not included in that of the district, amounted in 1848 to 1454. The number of houses was 213, the number of proprietors assessed 116, and the number of non-proprietors 98. The number of persons engaged in professions was 24, in trade or commerce, including handicraft, 110, in agriculture 17, and as labourers 63. The number of churches in the district, including the town, was 42, and the number of schools 150.

These detailed statistics, in connection with the first of the Upper Canada districts we have taken up, are given chiefly for the purpose of affording some illustration of the general condition of the settlers in this section of the colony, and the capabilities of the country. The Eastern District, although not one of the most fertile districts of Upper Canada, has many actively industrious and enterprising settlers. The town of Cornwall is pleasantly situated in a commodious bay on the St. Lawrence, below the Long Sault Rapids, 78 miles up the river from Montreal. It is in the township of the same name, in the county of Stormont. Mariatown, and Matilda, are the names of two very agreeably situated villages in the

two front townships of Williamsburgh and Matilda, in the county of Dundas, the uppermost and most western county of the district. The front of Williamsburgh is beautifully situated on the St. Lawrence.

The average value of land in the Eastern District is returned on the census roll for 1848, as being 60s. currency per acre, or about 48s. sterling, for cleared land, and 5s. currency, or 4s. sterling, for wild land. The particular prices and terms of the crown and other lands of both Upper and Lower Canada, are given in a succeeding separate chapter on the prices of land. The lands of this district may be generally characterised as being composed of clay and loam ; in parts somewhat stony, and in others sandy, with also a good deal of rich black loam generally throughout. The country is watered by the Petite Nation River, and numerous small streams.

Situated immediately back of the Eastern District, and fronting on the River Ottawa, is

THE OTTAWA DISTRICT.

The counties of Prescott and Russell are in this district. They are the most north-easterly counties of Upper Canada. The River Petite Nation runs through both counties, and enters the Ottawa towards the upper or western part of the county of Prescott. Much of the lands situated immediately along the Ottawa are represented to be cold and wet, but those further off the river are reported to be much better. A great deal of this district is thinly settled, and a great proportion of the population are engaged in the forests in cutting down and preparing timber for the Quebec market. The population of this district in 1832 amounted to 5290, in 1842 to 7370, and in 1848 to 10,360. These chiefly consist of persons of British origin born in Canada, French Ca-

nadians, and Irish. The returns of 1848 shew 730 Scotch, and 250 English in the district. The amount of occupied land in the district was 138,000 acres—26,200 acres of which were cultivated. The quantity of wild forest land unoccupied, and fit for cultivation, was 111,800 acres. The average price of land returned on the census roll for 1848, was 33s. 9d. currency per acre for cleared, and 9s. 9d. currency for wild land. There are no large towns in the district; but the small district town of L'Original in the county of Prescott, and the two or three villages along the Ottawa, and in the interior, possess very beautiful situations. The village of Hawkesbury-West, established for the sawing of timber in connection with the timber trade of the district, is one of the most extensive concerns of this nature in Upper Canada. These mills here employed some short time ago 200 hands.

The village of Caledonia, situated about five miles south of the Ottawa river, and nine miles from L'Original is celebrated throughout Canada, and well known also in parts of the United States for its mineral springs, and is, during summer, much resorted to by tourists and invalids as a retired and very agreeable watering place. The sail up the Ottawa, from Montreal through the fine forest scenery along the varied and picturesque banks of this noble river, is in itself very delightful. The small village at the springs is quite surrounded by forest, and affords to the visitors, wearied of the dust and din of town life, a very welcome retreat for a short period during summer. The Caledonia waters have now a very wide reputation, both in Canada and the United States, for their excellent medicinal qualities. The number of springs are four, and are known as the saline, sulphur, gas, and intermittent. The principal hotel at the Caledonia Springs is very comfortable; and there has usually been a small newspaper published during the season.

The next district higher up the Ottawa River is

THE DALHOUSIE DISTRICT.

The county of Carleton is situated in this district. Its chief town, Bytown, is well known for its very fine situation, on a high bank of the Ottawa River, commanding a magnificent view of the surrounding country, including the very picturesque Falls of Chaudiere, in the immediate vicinity of the town. The view from this high rocky bank of the Ottawa extends for a considerable distance up the river, which, above the falls, stretches out into a smooth glassy expanse, known as Lake Chaudiere, diversified by thickly-wooded islands. A very beautiful stone and iron bridge, one of the finest structures in Canada, crosses the Ottawa just immediately below the Falls of Chaudiere, and towards the upper end of Bytown.

Immediately opposite, on the agreeably sloping bank of the Lower Canada side of the river, is the village and township of Hull. This settlement, which presents a very pleasant appearance from the opposite high bank, is understood to be in a very prosperous state. Many of the descendants of the intrepid founder of the township, Mr. Philemon Wright, are among the most respectable families of this part of Canada, and are in the possession of large and fine properties. Mr. Wright, many readers conversant with the history of the settlement of Canada may remember, ascended the Ottawa from Montreal to this point in the winter of 1800, a considerable portion of the way being upon the ice and snow which covered the river when the country was nearly all wilderness. After Mr. Wright and his hardy pioneers had passed the settlements, they retired into the woods, cut down trees, cleared away the snow, and lighted a fire ; and on this spot around the fire—

the cattle being made fast to trees, and the women and children consigned to covered sleighs — these undaunted travellers, to the number of thirty, betook themselves to their buffalo robes, and on 'the sweet ground,' as Mr. Wright expresses it, they passed the night very contentedly and happily. 'I never saw men more contented and happy in my life,' writes Mr. Wright, 'than they seemed to be—having no landlord to call upon for our expenses, nor to complain of our extravagance, nor any dirty floors to sleep upon, but the sweet ground which belonged to our ancient Sovereign.'

His account of their meeting an untutored native Indian on their first day's march upon the ice, and of the Indian's very friendly attentions towards them, in guiding them through their toilsome winter march, is one of exceeding interest. Indeed, so is the whole of Mr. Wright's narrative, which is in the form of a short paper, which was received by a committee of the House of Assembly in Lower Canada in 1820, appointed to take into consideration a part of the Governor-General's speech relative to the settlement of crown lands in Lower Canada. It shews how bravely hardships were endured and difficulties overcome in the early settlement of a country which is now among the most flourishing and smiling settlements of the colony. Mr. Wright was born in New England in 1760, of English parents, belonging to the county of Kent, who emigrated to the then English province of Massachusetts, where his father followed his former occupation of farming and grazing. Mr. Wright lived there until he was thirty-six years of age, similarly occupied, until, in 1796, he determined to change his residence into Canada—'having a large family to provide for.'

Looking across the river from the heights on which Bytown is situated, to the more flourishing settlement opposite,

this very singular and interesting little piece of local history is calculated to awaken an enlarged train of associations in connection with this great new country which has room for many thousands of such settlements.

The town of Bytown, thus agreeably situated on the Ottawa, had, in 1848, a population of 6275. The number of houses occupied in the town was 1019, and there were then only four houses vacant in the town. It is the district town of the Dalhousie District which is now, according to the new divisions in Upper Canada, the county of Carleton. Bytown is divided into Upper and Lower Bytown, the former being situated on the commanding rocky height overlooking the river and surrounding country which has been noticed, and the lower town, immediately adjoining, on a less elevated situation. Between the two, and issuing from the precipitous rocky bank of the river, the Rideau Canal here descends by means of locks to connect its internal navigation with the Ottawa. This canal, as has been mentioned in a former chapter, connects this part of the Ottawa for navigable purposes with Lake Ontario at Kingston. The canal cuts through the intervening country, chiefly by following a chain of lakes and streams by a route of 135 miles in a north-easterly direction. Considerable amount of lockage is required, as the summit of the ridge of country situated between the Ottawa and Lake Ontario is 150 feet above the lake, and 280 feet above the River Ottawa. Bytown, the lower terminus of the canal, is 120 miles up the Ottawa, above Montreal; and Kingston, at the foot of Lake Ontario, which may be said to be the upper terminus, is 180 miles up the St. Lawrence from Montreal.

One chief object in constructing the Rideau Canal, which, as many are aware, was done at great expense by the Imperial Government, was to obtain a navigable com-

munication with Montreal and the upper lakes, without being subject to such interruption as, in the event of any difficulties occurring between England and the United States, might be the consequence of having to depend solely upon the navigation up the St. Lawrence, along the American frontier. The more peaceful aspects which have since grown up between the two great nations, have made the policy which led to the construction of the Rideau Canal to appear much more questionable than ever, especially considering the great cost to England; for, compared with the St. Lawrence route, its advantages to the main trade of the country between the great lakes and the ocean, would not certainly have at the time warranted the heavy outlay. To Bytown, and much of the country on the Ottawa, as well as generally to the immediate country through which it passes, the Rideau Canal has undoubtedly opened up particular advantages, the importance of which will become more apparent, it is presumed, as an increased population more largely develops the country's resources. Bytown is at present the chief local seat of the large lumbering business carried on in the forests along the banks of the great river on which it is situated.

In connection with the contemplated lines of railway through Canada, a short one has been projected to run almost directly south from Bytown to the town of Prescott, on the St. Lawrence. One result of opening up this line of communication through the country, from the Ottawa to the St. Lawrence, will be increased facilities in carrying on the rapidly-growing trade with the United States. The small town of Prescott, which had, in 1848, a population of 1775, is situated on the St. Lawrence, sixty-two miles below Kingston, and immediately opposite to the United States town of Ogdensburgh, in the State of New York. The

breadth across the river is about a mile and a quarter, on which a steamboat is kept constantly plying. Ogdensburgh is about 400 miles from the city of Boston, in the State of Massachusetts, the great seat of the cotton manufacture of America. The Boston merchants, with their usual active enterprise, have already finished a line of railway through to Ogdensburgh, on the St. Lawrence; and, with this projected line from Prescott to Bytown, the trade of this part of Canada, from the villages, towns, and forests of the Ottawa, is thus laid more fully open. This Bytown and Prescott line will also be of advantage to the important part of the country it opens up in connection with the main trunk line running along the St. Lawrence.

Should this short piece of railway be carried through, we shall have had this marked illustration of the progress of enlightened opinion, namely,—that of an enterprising people opening up their country for the purposes of trade with America, while some short time ago, the Imperial Government of the colony constructed a canal, at the cost of above a million pounds, chiefly for the purpose of avoiding the Americans. A lingering portion of this old jealous spirit of international policy still closes the navigation of the River St. Lawrence to American vessels, to the obvious disadvantage, as it is most generally considered, of the grand leading interests of Canada, either in an agricultural or commercial point of view.

We do not regret having made these digressions on the subject of Bytown. It is not only, owing to its picturesque site, one of the most delightfully situated of the lesser towns of Canada, but from its being surrounded by a large and magnificent country, particularly in the direction of the river—where there are regions as yet comparatively unexplored—it must eventually become, in a more conspicuous

manner than at present, one of the most important, as well as most interesting, places of the country. A very little distance below Bytown there is a very attractive small place called New Edinburgh, which was founded a number of years ago by the Honourable Mr. Mackay, one of the members of the Legislative Council of Canada.

The district of Dalhousie, or rather the county of Carleton, in which Bytown is the chief town, had in 1848 a population of 19,200. A large proportion of this population are engaged in the lumbering trade; upwards of 8600 were natives of Ireland; 6200 were natives of Canada, of British origin; and over 1500 were Canadian French. There were 1100 Scotch, and 520 English. The amount of land occupied was 297,400 acres, of which 59,600 acres were cultivated. The quantity of wild or forest land unoccupied was very nearly 214,000 acres. The average value of land is returned as 50s. currency per acre for cleared, and 17s. 6d. currency per acre for wild land. There were in 1848 23 churches and 101 schools in the district.

Situated immediately above the Dalhousie District, and fronting on the River Ottawa, is

THE BATHURST DISTRICT.

This includes the two counties of Lanark and Renfrew. The county of Renfrew, which is the most northerly county of Upper Canada, stretches from the north-western boundary of Carleton along the banks of the Ottawa River to Allumette Island, nearly opposite to Fort William, one of the Hudson Bay Company's posts. It is well watered by rivers and lakes, and the soil is understood to be highly fertile. The county of Lanark is situated immediately back, and to the south-east of Renfrew, and is also well

watered by rivers and lakes. The district of Bathurst, which embraces these two counties, contained in 1848 a population of 29,400—nearly 16,400 of whom were persons born in Canada, of British origin; 6700 were natives of Ireland; 4600 natives of Scotland; 615 natives of England; 788 were French Canadians; and 258 natives of the United States. The number of houses occupied in the district was 4128; the number of proprietors returned on the census roll is 2606; and of non-proprietors 1967. The number of professional persons returned is 114; persons engaged in trade or commerce 175; in handicraft 742; in factories 53; in agriculture 3439; and as labourers 167. There were 32 churches; 103 common schools; 8 high schools; 48 inns; and 64 merchants' shops. The amount of land occupied in the district in 1848 was 487,400 acres, of which 107,000 acres were cultivated. The quantity of wild land was then 380,300 acres. The average value of land returned is 40s. 7d. currency per acre for cleared, and 6s. 8d. for wild land.

Perth, which is the principal town, is pleasantly situated on the small River Tay, in the county of Lanark, and is believed to be a flourishing place. There are beds of very fine marble in this district of various shades, from pure white to dark grey; besides fine white freestone, and limestone, and granite in abundance. Rich iron ore is also produced within a few miles of the town of Perth. To add to other advantages of this district, much of the land is of good quality, and the great proportion of the settlers are thriving and industrious.

Only another district now remains to be noticed to complete the great eastern section of Upper Canada, which comprises that part of the country from the boundary of Lower

Canada upwards to near the foot of Lake Ontario, and between the Rivers St. Lawrence and Ottawa. This district is the comparatively old settled

DISTRICT OF JOHNSTOWN.

It comprises the two counties of Grenville and Leeds, and commences immediately above the Eastern District, and fronts also along the St. Lawrence. Lake Rideau is situated on the north boundary of the county of Leeds, which is the uppermost of the two counties. Leeds is also otherwise well watered by several fine streams and small lakes. Notwithstanding that a good deal of the land bordering on these lakes is reported to be poor and rocky, there is a considerable quantity of land both in Leeds and in the county of Grenville that is of excellent quality.

The population of the district in 1848, amounted to 39,212, of whom 23,800 were natives of Canada, of British origin, 10,280 were natives of Ireland, 1300 natives of Scotland, 1450 natives of England, and 1600 natives of the United States. The number of houses occupied was 5667, of proprietors assessed 4030, and non-proprietors 2557. The number of persons returned as engaged in professions was 184, in trade or commerce 315, in handicraft 1194, in factories 309, in agriculture 4263, and as labourers 1368. These respective numbers of the various classes of employments in the Johnstown District, include the incorporated towns of Brockville and Prescott, the population of which towns, however, have been returned separately from the population of the district. Brockville contained in 1848 a population of 2450, and Prescott, as has been previously stated, 1775. The gross population of the district, including the incorporated and other towns, amounted in 1848 to 43,436. In 1830 the population of this district only amounted to 19,277. There were

in 1848, 54 churches, 189 schools, 189 inns, and 85 merchants' shops.

The amount of occupied land in the district was 549,500 acres, of which 139,000 acres were cultivated. The quantity of wheat produced in the season 1847 amounted to 251,500 bushels, of barley 10,600 bushels, oats 284,800 bushels, potatoes 403,100 bushels, besides large quantities of rye, pease, Indian corn, and buck wheat. The live stock possessed by the population, included 34,150 neat cattle, 9000 horses, and 52,400 sheep. The amount of wool produced was 160,100 lbs., and the quantity of dairy produce prepared for market was 403,400 lbs. of butter, and 42,600 lbs. of cheese. This is the largest quantity of butter produced by any other district in Upper Canada, with the exception of the Home District, which, with a gross population of close upon 107,000, and cultivated land to the amount of 364,800 acres, produced 428,300 lbs. of butter in 1848. The dairy produce of the town of Ganonoqui, in the Johnstown District, is famous over the most part of Canada for its superior quality.

The chief towns belonging to this district are very pleasantly situated along the banks of the St. Lawrence, a comparatively short distance below the foot of Lake Ontario. The river here presents a broad and smooth expanse, uninterrupted by rapids, and diversified by myriads of lovely wooded islands of all sizes and shapes, affording to the traveller, during the leafy months of summer, the most delightful scenery, perhaps, of this description to be found in North America. This is the well-known famous scenery of the Thousand Islands of the St. Lawrence.

The town of any account furthest down the river belonging to the Johnstown District, and consequently first approached in ascending the St. Lawrence, is Prescott, al-

ready noticed. Twelve miles higher up, and within 50 miles of Kingston at the foot of Lake Ontario is the district town of Brockville, which is very delightfully situated on the rising bank of the river. It contains many substantial merchants' shops and warehouses, and comfortable residences, built of stone; and in 1848 had a population of 2450. A very short distance above Brockville, the scenery of the Thousand Islands commences, and continues throughout the whole passage up the river to Kingston along the Canada shore. When once fairly amid the throng, threading amongst these lovely wooded islands, with the picturesque, rocky, and wooded banks, along the near shore, which in parts heighten the general effect—there are few situations which, to the traveller having a taste for natural beauties of this kind, can be more delightfully agreeable.

Within about eighteen miles of Kingston is the flourishing and industrious village of Ganonoqui. Approaching Kingston, the immediate banks of the river are more bold, rocky, and picturesque, and clothed with the small varieties of the cone-shaped pine, tamarack, and cedar. Upon entering the magnificent bay of Lake Ontario, on which the town of Kingston is situated, the elevated rocky position of its citadel, like a lesser Quebec, overlooks the scene—the broad fine expanse of river and of lake, of large and of small rocky island—and all the new and almost unbounded country westward.

We shall, in a fresh chapter, continue our account of the districts westward.

CHAPTER XII.

DISTRICTS OF UPPER CANADA.

City, Fortress, and Harbour of Kingston—Early Settlements of Upper Canada—Changing Fortunes of Kingston—Improvements of the City on being the Seat of Government—Present State of Kingston—Newspapers in Canada—Provincial Penitentiary—State of Crime in Canada—Old Criminal Laws still in Force—Temperance Movement—Official Statistics of Crime—Classes of Offences and Amount of Crime in Particular Localities—Criminals belonging to Respective Churches—Account of the Midland District—Population, Lands, and Produce of Crops—Live Stock, and General Industry of the Settlers—Characteristics of Townships—Value of Lands—Shores of Bay of Quinte—Account of Victoria District—Settlements, and Town of Belleville—District of Prince Edward—Town of Picton—Prosperous Condition of Prince Edward District.

THE breadth of the River St. Lawrence at Kingston, at the entrance to Lake Ontario, is twelve miles. In this entrance to the lake, and immediately in front of the town and bay of Kingston, is Wolfe Island. It is about three and a-half miles distant from the town, measures about twenty miles long, and seven miles across, and is about a mile and a-half from the nearest point of the opposite American shore. Another small island lies opposite to the town, named Garden Island; and two or three others appear in the lake to the westward. The high rocky projection of the bank on the Canada side, where lake and river meet, forms the north-east side of Kingston Bay, and is the site of its well-known fortification. This elevated rock, with

its sloping sides towards Kingston, is composed of a very compact limestone, of a bluish grey colour, and besides having assisted in furnishing materials for the construction of perhaps the strongest fortification in America, next to Quebec, the streets of the town have, to some extent, been indebted to it for much of their substantial and elegant appearance. The largest quantity of the excellent bluish limestone of which the town is built, has been had, however, from quarries in and around the town. The principal British naval establishment, with dockyard, on the lakes, is also at Kingston. The harbour is a very fine one, ample, and well protected, with a depth of water for vessels drawing fifteen feet. The situation and appearance of the town, with its high rocky fortress and spacious bay, form a fine approach to the great lakes, or rather inland seas, of this part of the country, which we have now reached.

In the summer of 1784 the early settlers of Upper Canada, composed of the loyalists of the American Revolution, took possession of the stripe of country situated along the St. Lawrence, which was described in the last chapter, and also of that fertile portion westward of Kingston, along the shores of the Bay of Quinte. The allotted townships, specially surveyed on this occasion, along an extent of river and lake of about 150 miles, were thus at once partially settled; and the clearing of the forests and cultivation of Upper Canada then effectively commenced. These townships were numbered, but not named for several years; and the settlers continued, long after they had received names by proclamation, to call them by their old numbers, such as *First Town*, *Second Town*, and so forth.

During the period of hostilities on the lakes in 1812, between Britain and the United States, the town of Kingston was a place of much consequence in a military and

naval point of view ; and until within a comparatively short time ago, it held the rank of the third town in Canada in population and commerce, being next to Quebec and Montreal. Toronto, however, with a much more fertile and larger extent of back country, has far outstripped Kingston. In 1848 the population of Kingston, within the incorporated limits, amounted to 8369 ; and without these limits, and within such as properly may be called the town, the population was a little over 12,000. Toronto, however, by the census of the same year, had a population of 23,500.

The seat of Government having been established at Kingston upon the union of the provinces of Upper and Lower Canada in 1841, the town then—just three years after it had become an incorporated city—commenced very much to improve with this stimulus to enterprise. Substantial and elegant residences, shops, warehouses, and hotels, were built. The most conspicuous undertaking, however, was a town-hall, which is believed to be the most complete and substantial edifice of the kind on the Continent. It cost the city of Kingston £30,000. It contains, besides two public rooms of great size, a post-office, custom-house, commercial news-room, mayor's court, and police-office, also shops, and a complete market-house. This singularly commodious public building presents its massive hewn stone front along the harbour and bay, overlooking Lake Ontario. Surmounting it is a lofty cupola, commanding a view of immense extent.

On the seat of Government having been removed, the interests of Kingston suffered materially. In a few years afterwards, however, depending on its own resources, it regained much of its lost strength, and is at present understood to be in a fair condition in regard to its trade and general interests. It is a place of much activity, and has a good

many steam and sailing vessels engaged in the river and lake navigation. Steamers ply daily on the St. Lawrence, during the season of navigation, to and from Montreal; and also up Lake Ontario to Toronto, Hamilton, and intermediate ports; and around the shores of the Bay of Quinte. The American steamers also touch here for the ports on the United States side of Ontario, and for the River Niagara. The sailing vessels are engaged in the general trade of the lakes, passing up to Lakes Erie and Huron, through the Welland Canal. There is a very serviceable marine railway at Kingston, which was constructed in 1827, for the purpose of drawing vessels out of the harbour for repair. It is 575 feet in length, and can accommodate vessels of 300 tons.

There are ten churches or chapels in Kingston, chiefly belonging to the leading denominations. Three of these are Episcopal, and two Roman Catholic. Within the limits of the incorporated city, there were in 1848 ten common public schools. The University of Queen's College was incorporated in 1841, and established at Kingston, in connection with the Church of Scotland; the system of education to be conducted as nearly as possible after the model of the Scottish Universities. Kingston is understood to have had lately five newspapers. There being neither stamp, advertisement, nor any paper duty in Canada whatever, the press has every opportunity to diffuse its influence. The smallest farmer in the neighbourhood of his town or village, or even in the backwoods, if he is able to bring in his load or two of firewood to the printer during sleighing time, may very easily enjoy the newspaper suitable to his politics. The price of a weekly newspaper in Canada is usually about 12s. a-year; and of the most respectable twice a-week papers from 18s. to 20s. Newspapers in Canada are carried

by the Post Office to any part of the country on the prepayment of one halfpenny. The leading newspapers in most of the large towns, such as Quebec, Montreal, Kingston, Toronto, and Hamilton, are generally well supported. Being usually conducted with ability and intelligence, they have circles of readers much beyond their local influence.

The Provincial Penitentiary, which is supported by grants of the Provincial Parliament, is established at Kingston. It is a large and conspicuous building, situated about two miles from the centre of the city, down the shore of the lake. It contained, not long ago, above 400 prisoners, who are employed here on the silent system in various occupations, such as carpenters, blacksmiths, shoemakers, tailors, and rope-makers. The sum of £15,000 currency was in 1848 voted by the Provincial Parliament towards the support of this institution, besides a special amount to defray the expenses of a Commission of Inquiry into some alleged abuses connected with its management.

Serious criminal offences, especially against property, may be said to be comparatively rare in Canada. The large amount of material comfort afforded to the widely-spread population of the colony—with exceptions, mostly in large towns—allows, of course, fewer temptations to commit offences against property than among the over-dense and too frequently starving masses of the parent country.

Much of the old severity of the English laws against property are still in force in Canada. The crime of abstracting money from letters passing through the Post Office, of which there were two cases recently in the colony, is still liable here to the extreme punishment of death. Offences against the person, originating in quarrels or assaults, are perhaps the more common class of offences in Canada, and

these may not unfrequently be traced to the agency of intoxicating drinks. The temptation to indulge in those, owing to their excessively low price, is usually very great in numbers of cases, and hence a great proportion of both the crime and suffering existing in the colony, chiefly in the more dense and older settled localities. The use of intoxicating liquors in Canada, however, it is very satisfactory to be able to state, is greatly on the decrease. The facts that have been brought to bear of late years against the drinking usages of society, and the personal influence of individuals, and of societies, have now conspicuously shown their results, though not yet to so full an extent as might be desired. Large numbers of the Irish and of the French Canadians have become strictly temperate, besides numbers of the working and middling classes of the other descriptions of population; and the use of intoxicating drinks among the more educated of the community generally is not nearly so much encouraged as it was ten or fifteen years ago.

Before taking leave of the subject of crime in Canada, a few of the official statistical facts relating to the Penitentiary at Kingston may prove not quite uninteresting. This Penitentiary is for the whole of Canada, and embraces the class of offenders whose cases are conceived to call for the severity of long confinement.

In October 1847, according to an official account by the Board of Registration and Statistics in Canada, and which was transmitted to the Imperial Government, there were no prisoners in the Penitentiary whose period of confinement was less than a year. The number of prisoners then was 468. The period of confinement of the greater number was three years; the period of the next greater five years; the others were confined for periods of ten and fourteen years; and a few were for life. During that year of 1847, 248

males and 6 females had been received into the Penitentiary to undergo confinement on account of various offences committed by them. During the same year, the numbers and classes discharged were 204, whose periods of confinements had expired; 22 who were pardoned; 32 were removed by military order; and 8 died. Of the 254 received, 147, or more than one-half, were for military offences—leaving only 107 who were received from the entire population of Canada for other than military offences.

Of these 107 prisoners from the various districts of both Upper and Lower Canada, 52—47 males and 5 females—were sentenced to confinement in the Penitentiary for having been guilty of larceny; 12 were sentenced for having been guilty of horse-stealing; 7, including one female, were convicted of felony; 5 of burglary; 4 of forgery; 3 of arson; 4 of murder; 4 of manslaughter; 2 of malicious shooting; and 1, twelve years of age, of assault; besides a few other offences of various descriptions. The commitments to the Penitentiary for larcenies amount to $48\frac{1}{2}$ per cent., and for other crimes against property to $38\frac{1}{2}$ per cent. Those against the person amount to 11 per cent.; and the cases not classed to 2 per cent.

These statements appear to prove exactly the reverse of what we have just observed in opening these remarks, as being the result of our convictions, from general observation, with regard to the subject of crime in Canada. Closer examination, however, it is believed, will enable us to arrive at the proper light on the matter. We have, in the first place, to observe, in relation to these statistics, the comparatively small number of commitments for offences other than military ones, during the period of a year, from among the entire population of the colony. The total number of commitments, too, for seven years, to 1st October

1847, was 813. And with regard to the small number of offences against the person amongst the prisoners received into the Penitentiary, by far the greater proportion of such offences—principally assaults, more or less aggravated—are believed to be summarily punished within the jurisdiction of the local courts. And, further, it is believed, in regard to crimes against property, that it is chiefly in these cases of larcenies, frequently perpetrated by hardened and troublesome offenders resident in the more densely populated parts of the country, such as the cities, the courts make use of the long periods of confinement allowed by the Penitentiary system of punishment.

From several of the more purely agricultural districts of Canada, not even one prisoner was sent to the Penitentiary. The district of Huron, with a population in 1848 of 20,400, for a series of six years, had only sent one. The district of Montreal, in 1847, with the crowded, labouring, and trading population of its city, and with those loose characters hanging about all cities, contributed to the Provincial Penitentiary 27 prisoners. The Home District, in which the city of Toronto is situated, contributed 13, which is the next larger number contributed by the respective districts. The others next in order in regard to amount of this description of contribution are the oldest settled and frontier districts—Johnstown, the Midland, Quebec, Niagara. The statistics of the native origin of the entire number of prisoners in the Penitentiary, including military, shew 147 to have been natives of Ireland, being nearly one-third of the 468 prisoners. Of the remainder, 73 were natives of England; 70 were natives of the United States; 71 were natives of Upper Canada; 69 of Lower Canada; and 16 only were natives of Scotland. These statistics, compared with the population

of the colony, are greatly in favour of the improved morality of the natives of Canada.

The statistics of churches to which the prisoners professed to belong, shew 178 to have belonged to the Church of Rome ; 167 to the Church of England ; 72 to the Methodist body ; 18 to the Church of Scotland ; 9 to other Presbyterian bodies ; and 12 not belonging to any church. Of the respective periods of life in which the prisoners were—230 were between 21 and 30 years of age ; 84 were between 31 and 40 years of age ; and 82 between 15 and 20 years of age. The rest of the prisoners, composing the number of 468 in confinement in the Penitentiary on 1st October 1847, were in much smaller numbers scattered over the more advanced periods of life.

Having thus far somewhat incidentally digressed upon matters suggested by the details of our subject, and bearing more or less upon its general character, we shall now proceed more directly to present some account of the respective districts or settlements situated along the shores of the great lakes of Canada.

Of the old divisions of districts of Upper Canada, then, as these divisions are still the most familiar, the first in order, and the capital of the town of Kingston, is

THE MIDLAND DISTRICT.

The counties of Frontenac, Lenox, and Addington, embrace the limits of the old district. By the census of 1848, the population of the district, including the incorporated city of Kingston, amounted to 45,300. In 1842 the population, according to the census then, was 34,450, shewing an increase during the six years previous of above 10,500. The

population of 1848, exclusive of Kingston, was a little over 36,900. The number of houses occupied in the district in 1848 was 4575, and the number vacant, 84. The number of proprietors assessed was 2515, and the number of non-proprietors, 1504. The number of persons engaged in professions was 121, in trade or commerce, 258, in handicraft, 911, in factories, 150, in agriculture, 3788, and as labourers, 1002. Of this population of 36,900 there were 23,600 natives of Canada, of British origin, 1650 natives of the United States, 8100 natives of Ireland, 1800 natives of England, and 900 natives of Scotland.

The quantity of land occupied in the district in 1848 was 434,450 acres, of which 145,350 acres were cultivated—94,570 acres being under tillage, and 50,780 acres pasture land. The quantity of this land under wheat, according to the census, was 25,035 acres, and the produce of which 197,175 bushels. The next largest quantity of land was under oats, which is returned as being 15,044 acres, and the produce 338,600 bushels.

The live stock of the settlers included 29,100 neat cattle, 8570 horses, and 44,280 sheep. The quantity of dairy produce and provisions prepared for market amounted to 35,450 lbs. cheese, 195,300 lbs. butter, and 3914 barrels of pork and beef. Of other produce and items of domestic industry returned, there were 1700 lbs. flax, a small quantity of tobacco, 197,000 lbs. maple sugar, 134,500 lbs. wool, 34,600 yards fullled woollen cloth, 900 yards linen, and 46,500 yards flannel.

The townships which may be said to offer the most advantages for settlement in this district are those situated in front of the Lake and Bay of Quinte. The easternmost township of the district, named Pittsburgh, fronting on the River St. Lawrence, at the entrance to the lake, is an excep-

tion to the frontier townships ; for, though possessing some good land, and with the advantage of the Rideau Canal passing through it, the greater portion of the land is of very indifferent quality. The disadvantages of the back townships generally are, that a good deal of the land is rocky and some swampy, and the furthest back townships are very little settled. The character of much of the land is on this account very little known. Camden, a township situated back of the frontier township of Ernestown, in the county of Addington, is reported as an exception to the general unfavourable character of the interior townships. The lands of Camden are reported to be generally good. With regard to the generally favourable character of one of the frontier townships, Richmond, in the county of Lenox, and situated next west to Camden, on the Bay of Quinte, the five front concessions only are reported to be generally good, and the land further back bad.

The quantity of wild land in the three counties in 1848 was 289,000 acres, and the quantity returned as at present considered unfit for cultivation, was 47,500 acres. The average value per acre of wild land is returned as being 56s. 4d. and of cleared land, 90s. 9d. currency. The county is well watered by several rivers and numerous small lakes. Beds of excellent limestone abound, and in places very good marble, being a continuation of the marble beds mentioned as existing in the Bathurst district. A bed of marble has lately been discovered in the township of Camden, 22 miles north-west of Kingston. The number of churches in the district was 44, schools, 174, inns, 198, and merchants' shops or stores, 113.

The towns of the district, besides Kingston, in the easternmost county of Frontenac, are Bath, in the next west county of Addington, and Napanee, in the small

westernmost county of Lenox. Both of these towns of Bath and Napanee are favourably situated on the shores of the Bay of Quinte. At the entrance of the bay is the large island of Amherst, about ten miles in length, and six in breadth, forming one of the townships of the county of Addington. Wolfe Island, opposite the town of Kingston, constitutes one of the townships of the county of Frontenac.

The entrance to the Bay of Quinte, between Amherst Island, once and partially still known as L'Isle de Tonti, and the shore below Kingston, and along the township of Ernestown, in the county of Addington, possesses many very agreeable features. There is a very considerable steam-boat traffic in produce, merchandise, and passengers between Kingston and the settlements along the shores of this finely situated and fertile bay. The next district west of the Midland has its front townships exclusively along the shores of this bay. This is named

THE VICTORIA DISTRICT.

It was formerly a part of the Midland district, and was only constituted a separate district about fifteen years ago. Its population in 1836 amounted to 10,587; in 1839 the number was 12,085; and in 1848 the population had increased to 23,100. This district is divided into twelve townships, three fronting along the bay, and nine in three ranges extending into the interior. It consists of one county, by which, since the district divisions have been legally abolished, it is now only thus recognised—this is the county of Hastings.

The quantity of occupied land in the district of Victoria, or county of Hastings, was in 1848 287,700 acres, of which there was cultivated 82,300 acres. The quantity of wild

land was 187,400 acres ; and the quantity reported as at present considered unfit for cultivation was 17,000 acres. The average value of wild land was 24s., and of cleared land 47s. 6d. currency per acre.

Among the townships best known, and most favourably situated for settlement, may be mentioned the two western-most of the front range of three along the shore of the bay. Their names are Thurlow and Sidney. The River Trent, which enters the Bay of Quinte at the south-west corner of the district, waters the whole of the western side of the township of Sidney. The townships of Marmora and Madoc, in the third range back, contain large quantities of superior iron ore. In Marmora a bed of stone has lately been discovered, which has been ascertained by experiment in England to be very suitable for the purposes of lithography. Belleville, the chief town of the district, situated at the mouth of the River Moira, is in the township of Thurlow. Belleville, which was incorporated as a town in 1835, had in 1848 a population of nearly 3000. It is commodiously situated at the head of the bay, and is a very flourishing and active town. Part of the town, including the court house and jail, and three churches, English, Scotch, and Roman Catholic, is on a pleasant rising ground overlooking the rest of the town, which is built close by the side of the River Moira. There are seven churches or chapels in all in Belleville, and two newspapers. Kingston and Toronto stages pass through it daily, and during the season of navigation a steam-boat makes daily trips to and from Kingston along the shores of the bay. There is a large lumbering trade carried on in the back settlements ; and besides this timber for the Quebec market, considerable quantities of potash are exported by the Victoria district.

Forming the south-west shore of the Bay of Quinte, and

attached only to the mainland, near the mouth of the River Trent, at the head of the bay by a small neck of about a mile in width, is the comparatively old and well settled

DISTRICT OF PRINCE EDWARD.

It is now the county of Prince Edward, and had in 1848 a population of 18,000. This includes the population of Picton, the district or county town, which amounted to 1600. The situation of this town is on the high bank of a very picturesque inlet of the Bay of Quinte. Stretching backwards from part of this high bank, around which the town is situated, is the fertile and well-cultivated country; and rising closely behind another part of it are very pleasantly wooded heights. Picton in 1848, with a population of 1600, contained 252 occupied houses, with only nine houses vacant. The number of proprietors assessed was 103, and the number of non-proprietors 145. The number of persons engaged in trade or commerce, including handicraft, was 135; in factories 38; in professions 27; in agriculture 14; and as labourers 78. Fully one-half of this population were natives of Canada, of British origin; 408 were natives of Ireland; 127 natives of England; 100 natives of the United States; and 43 were natives of Scotland.

Besides churches belonging to the leading denominations, there were three public schools in the town, with an attendance of children between the ages of five and sixteen years, amounting to nearly 300.

Prince Edward District or county contained, in 1848, 217,200 acres of occupied land, 104,500 acres of which were cultivated. Of this amount, 76,100 acres were under tillage, and of this again, 21,243 acres were under wheat,

the produce of which is returned as having been 209,700 bushels. The next largest quantity of land was under barley ; the quantity under this crop was 8907 acres, the produce of which amounted to 90,500 bushels. The quantity under oats was 6156 acres, and the produce 119,087 bushels. The quantity under pease was 6471 acres, and the produce 135,900 bushels. The quantity under Indian corn was 4144 acres, and the produce was 91,720 bushels. The quantity of land under potatoes was 1668 acres, the produce of which was 184,220 bushels. The other crops were buck wheat and barley—1412 acres under barley having produced, according to these official returns, 18,680 bushels, and 2297 acres under buck wheat, 47,500 bushels. The average price of wheat in the Montreal market in 1847, was 6s. 5½d. currency per bushel ; of oats, 2s. 10d. ; of barley 3s. 9d. ; and pease 5s. 5½d. In 1846 prices were much lower—wheat having been 5s. 3½d. ; oats, 1s. 10d. ; barley, 3s. 1d., and pease 4s. 3d. In 1848, the season during which these products we have noticed would probably chiefly arrive in Montreal—at least such portions of them as were shipped in this direction—the average price of wheat then was 5s. 7d. currency per bushel ; oats, 1s. 8d. ; barley, 2s. 6d. ; and pease, 3s. 4d.

These statements, taken in connection with the price of land, are calculated to assist in forming opinions, both on the present condition of agriculture in this part of Canada, and the degree of encouragement it offers to persons in this country to engage in it in the colony. The settlers of Prince Edward possessed, besides their live stock, which consisted of 14,880 neat cattle, 6067 horses, 31,400 sheep, and 8284 pigs. There were also their produce of butter and cheese, pork and beef ; besides small crops of flax and tobacco ; about 114,600 lbs. of maple sugar from their woodlands ;

wool from their sheep, and cloth, flannel, and linen, as the proceeds of their domestic industry.

The average value of wild land in Prince Edward in 1848 was 64s. 6d. currency per acre, and of cleared land 92s. 6d. currency per acre. These are almost the highest returns of any other district in Upper Canada. The districts of Niagara and Home only return their cleared or cultivated lands higher—the former returning the value of its cleared land at 126s. 8d. per acre, and the latter at 115s. 5d. The wild lands of both these districts are valued lower than Prince Edward. Gore, a very valuable farming district, gave no returns of this nature for 1848. The quantity of wild land in the district of Prince Edward, was, in 1848, 111,400 acres; and the amount returned as at present unfit for cultivation, was 5600 acres. The number of churches in the district was 26; and of schools, 100. The number of inns 20, and of merchants' shops or stores, 34.

We now take leave of this well-settled, industrious, and thriving peninsular district of Prince Edward, and introduce the next westward, situated along the shore of Lake Ontario—the district of Newcastle. For this purpose we will open a new chapter.

CHAPTER XIII.

DISTRICTS OF UPPER CANADA.

Account of the District of Newcastle—Pleasant Aspect of the Country—Division of Old District—Town of Cobourg—New Towns in Canada—Characteristics of Newcastle District—Trent Navigation—Lands and Settlements of the District—‘The Oak Plains’—The Writer of ‘The Backwoods of Canada’—Pleasing Scenery—Scenery of ‘The Plains’—Country along the Coast of Lake Ontario—Town of Port Hope—Progress of Settlement—Cultivated Land—Quantity of Land under Wheat Crop, and Amount of Produce—Value of Wild and Cleared Lands—Account of Colborne District—Town of Peterborough on the River Otonabee—Rice Lake, and Means of Communication—Township of Otonabee, and Indian Settlement—Lands of Townships Chain of Lakes and Rivers—Population and Lands of Colborne—Interesting Character of Country.

THE district of country situated along the shore of Lake Ontario, all back of, and surrounding the towns of Cobourg and Port Hope, is believed to embrace some of the most flourishing and pleasant settlements in Canada. I remember of having been greatly delighted by the well-cultivated and smiling appearance of the country in the immediate vicinity of Cobourg, along the main road towards the head of the Bay of Quinte. There was an air of substantial comfort about the farm houses; and the fertile and well-cultivated country presented in its undulating features, with clumps of orchards and woodlands diversifying it, a good deal of that very agreeable aspect which so greatly endears the scenery of England, and which we so much feel the

want of in the hard rough features of America generally, both in the United States and Canada. The rising ground in the vicinity of Cobourg afford extensive and very fine views of Lake Ontario and the surrounding country—the wide stretch of water, the cultivated openings of the farms and settlements, and everywhere within view, but chiefly in the distance, masses and fringes of dark forest.

THE NEWCASTLE DISTRICT

Formerly embraced the whole of the surveyed interior extending back from the lake shore. It was within the last few years divided. The first two ranges of townships from the lake, consisting of fourteen, being only retained for the old named district, and the whole of the others back of these being constituted into a new district named Colborne. This limited district of Newcastle is now known, since the new county divisions have been solely adopted, as the counties of Northumberland and Durham. Northumberland embraces the first or most easterly eight of the fourteen townships, and Durham the other, or most westerly six townships of the old fourteen that composed the Newcastle district, as limited some few years ago. Cobourg is the chief town of Northumberland, and Port Hope that of Durham.

The town of Cobourg is one of the pleasantest small towns in Canada. Its situation is upon a gently rising, almost level part of the shore of Lake Ontario. The main street, running almost parallel to the shore, some little way off the lake, is wide, mostly well built, and presents a comfortable and cleanly appearance. The chief merchants' shops and private residences have at once a tasteful and substantial look about them. You see less of the slovenly half-finished appearance here of many young Canadian towns, which have so very much about them resembling

new unfinished houses, with the carpenters still working in them. Stumps of trees start up before you at every other corner ; and piles of pine boards and wooden shingles, and very rough fences, or no fences, or broken fences ; ill-finished, as well as half-finished, houses, of all sorts and sizes and pretensions, and without pretensions—all this, and much more, usually go to the making up of most young towns in this country, marking thus their origin as being only of the forest a few years back. People are so busy building, and buying lots, and selling lots, and with all sorts of speculations—all bent on accumulating—that they have no time, it would seem, to make things tidy around them in these new towns ; and the very roads, either blind you with dust, or entrap you, ankle-deep, or worse, into mud holes. Cobourg, however, I have always looked upon as one of the very agreeable exceptions.

The town in 1848 had a population of 3513. The number of occupied houses which it contained was 569 ; and only three houses were vacant. Of the population, 186 were assessed proprietors, and 375 were non-proprietors. The number engaged in professions was 92 ; in trade or commerce, 119 ; in handicraft, 226 ; in factories, 60 ; in agriculture, 7 ; and as labourers, 136. Nearly one-half of the population of this town—namely, 1386—were natives of Canada, of British origin ; 952 were natives of Ireland ; 629 natives of England ; 186 natives of the United States ; and 284 natives of Scotland. Of 27 coloured persons, of African descent, 18 were males, and 9 females. The town is well supplied with churches and schools. There are six churches and chapels ; and five common schools in the place receiving legislative support. There are three newspapers published in Cobourg. Victoria College, founded here, was incorporated as an academy in 1835, and as a university in

1842, in connection with the Wesleyan Methodist Conference. The building has a stately and elegant appearance. There is also the Diocesan Theological College, of which the Arch-deacon of York is president.

In 1812 there was only one house where the prosperous and pleasant town of Cobourg now stands. And in 1827 only a very small village, of about forty houses, had grown, having an Episcopal church, a Methodist chapel, two inns, and four stores, a grist mill, and several distilleries. The important back and surrounding country having become, from time to time, better known, and the site of the town being agreeable in itself, Cobourg soon made very satisfactory progress.

The whole interior of this part of the country, extending through both the Newcastle and Colborne Districts, is remarkably characterised by numbers of lakes and rivers, diversifying the face of the country, and affording water communication, more or less direct, and of a certain limited description, from the most distant inland points, at the north-western corner of the district of Colborne, to the south-eastern corner of the district of Newcastle, where the River Trent discharges itself into the Bay of Quinte. This chain of inland waters, with its tortuous and expanded links of river and lake, may, in course of time, be turned to much greater advantage than it now is, in developing the resources of the country. Where it commences, in the north-west, in the township of Sommerville, it closely approaches one or two of the rivers which have their course westerly into the River Severn, and thence into Lake Simcoe, and which also communicates with Lake Huron. This very interesting chain of waters through this part of the country is not far separated either from the streams which run north-easterly into the River Ottawa. In this direction are vast

tracts of unsurveyed lands, now comparatively unknown, and destined at some period, probably not remote, to support large numbers of prosperous settlers.

The improvement of the Trent navigation, as this inland chain of water communication through the Newcastle and Colborne Districts is termed, has long been a favourite topic in Canada, especially in the part of the country directly interested. Surveys and reports have been made, and large sums expended; but all that is understood to be really accomplished is, that the navigation of the Trent, with its connection of lakes and streams, has been made available—chiefly by means of timber slides, constructed to avoid the obstacles of the numerous rapids—for transporting the large quantities of timber that are cut and prepared along its shores. The main river of the Trent, towards its mouth, is a large stream, full of shallows and rapids. It is diversified by beautiful islands; and its numerous lakes abound with most delicious fish, among which are the favourite maskelonge and bass. Salmon trout, too, is found in parts of these waters, weighing from 30 to 40 lbs. Could this chain of navigation be thoroughly improved by means of a series of locks and short canals, there cannot surely be any doubt of such an undertaking being materially beneficial to a large and important district of country. There are as many as about fifty townships less or more interested in the navigation of these inland waters. The townships of Upper Canada usually embrace 61,600 acres. The forests along these lake and river shores are reported to afford excellent timber; and much fertile land will be found to exist, as the country becomes better known and settled. Some of the localities near the water have been found to be unfavourable for settlement, perhaps chiefly swampy and rocky, and have in instances deterred settlement. Such cases are understood

to be indeed rare exceptions in the settlement of this part of Canada, enjoying as it does a high reputation as a fertile and agreeable farming country, and well situated for markets. The exceptional cases to which we have alluded, of settlers being dissatisfied, occurred on the northern shores of one or two of the inland lakes, in one or two of these extreme northern townships, very partially settled, and consequently little known, and which are now included within the limits of what was lately the new district of Colborne.

All the country south of Rice Lake, the most southerly part of the great chain of waters, and south also of the River Trent, from this point to its mouth, is included in the county of Northumberland. Ridges of oak plains, called 'Rice Lake Plains,' extend along the south shores of this lake, and generally more or less through parts of the frontier townships. The soil of these parts is a mixture of sand and clay, in various proportions, according to the elevation—sand prevailing in the higher lands, and clay on the lower. These oak plains, from their being thinly timbered, and in places entirely bare of timber, have usually a fine park-like effect, peculiarly agreeable to the eye, in a country such as Canada is, so very generally densely covered by dark massive forest.

These plains extend through the township of Murray, the south-eastern township of the district, and run north of Cramahe and Haldimand, through the centre of Hamilton and Hope, and a small portion of Clarke. Not very many years ago these lands were merely spoken of as being in general capable of cultivation ; but that, from want of wood and water, which it was conceived they did not possess in sufficient abundance, they were likely to be, on this account, most suitable for sheep-walks. So little were they valued about this time, that they could not command more than 4s.

' We now ascend the plains—a fine elevation of land—for many miles scantily clothed with oaks, and here and there bushy pines, with other trees and shrubs. The soil is in some places sandy, but varies, I am told, considerably in different parts, and is covered in large tracts with rich herbage, affording abundance of the finest pasture for cattle.

' A number of exquisite flowers and shrubs adorn these plains, which rival any garden in beauty during the summer months. Many of these plants are peculiar to the plains, and rarely met with in any other situation. The trees, too, though inferior in size to those in the forests, are more picturesque, growing in groups or singly, at considerable intervals, giving a sort of park-like appearance to this portion of the country.

' There are several settlers on these plains possessing considerable farms. The situation, I should think, must be healthy and agreeable, from the elevation and dryness of the land, and the pleasant prospect they command of the country below them, especially where the Rice Lake, with its various islands and picturesque shores, is visible. The ground itself is pleasingly broken into hill and valley, sometimes gently sloping, at other times abrupt and almost precipitous.'

Keeping the remark in view which we dropped regarding the general progress that has taken place in the country since these sketches were written, the reader, we feel assured, will have experienced some degree of pleasure in thus having incidentally been introduced again into the company of one who can so agreeably and so vividly call up the leading features, with their associations, of this interesting part of Canada. A later writer of respectability, Sir Richard

Bonnycastle, speaks very highly of the fertility and amount of cultivation of this district of country. 'It is one smiling farm,' he says, 'from the mouth of the Trent to Whitby'—the easterly commencement of the Home District.

We will now return to the shore of Lake Ontario. Cobourg, as has been mentioned in a previous chapter, describing the outlines and general aspect of the country, is situated about 100 miles west of Kingston, and about 70 miles east of Toronto, along the lake coast. The appearance of especially one or two of the townships of the Newcastle District from the lake, in steaming along the coast, is exceedingly agreeable. The banks present miles of well settled and verdant slopes. Westward, too, of this district, extending into the adjoining Home District, the lands along the coast have a very attractive appearance from the lake.

The harbour of Cobourg, with its long pier running into Lake Ontario, is stated to have cost in the construction upwards of £10,000. First class steamboats call here daily in the course of their route between Kingston, Rochester, and Toronto. Seven miles west of Cobourg, upon the shores of Ontario, is the pleasantly situated small town of Port Hope. The bank of the lake here is bolder, as well as more picturesque in its general aspect, than the more gently sloping shore on which Cobourg is situated. There is a well sheltered natural harbour here, formed by the mouth of a fine stream, very available for machinery, which issues through a picturesque and wooded gorge of the bank. The principal part of Port Hope is built on the gorge or hilly bank, commanding an extensive view of the lake. The population in 1848 was a little over 2000, with 339 occupied houses, and 11 vacant ones. Port Hope is the chief town of the county of Durham, and is situated in the south-east corner

of the township of Hope, the most easterly of the townships of this county. The two fertile townships of Clarke and Darlington are situated to the west of Hope, along the shore of Lake Ontario. Directly behind these, naming them from the most easterly, are the three other townships of the county of Durham—Cavan, Manvers, and Cartwright. Cavan is reported to be an excellent township, and well settled. In the township of Cartwright is a small lake named Skugog, which communicates with the main chain of lakes intersecting the interior of the country. The Skugog River, by means of which this lake communicates with the others northward, is a fine stream, and navigable for boats, with some interruptions that may be overcome. The south-western point of this inland lake, which enters the township of Reach in the Home District, is reported to be within seventeen or eighteen miles of the Big Bay, on Lake Ontario, in the township of Whitby, also in the Home District.

There is an excellent road from Port Hope, as well as there is also from the town of Cobourg, into the interior of the Newcastle and Colborne Districts. Both towns are the depots of large amounts of agricultural products from the well settled and prosperous surrounding country. Besides Cobourg and Port Hope, there are several thriving smaller towns or villages throughout the district.

The Newcastle District in 1848 had, including the towns, a population of 47,400. In 1825 the population, which then included the whole country, embracing that part afterwards erected into the district of Colborne, amounted only to 9966. In 1830 the numbers rose to 14,850, in 1832 to 21,000, in 1834 to 27,400, in 1836 to 32,900; and in 1841 the population of this district had increased to 41,950. Throughout the whole of these periods, previous to 1848, the district

included what was afterwards, or about 1842, set apart as the new district of Colborne. And now, with this separate district having a population of its own of 21,380, the district of Newcastle, with its fourteen townships, continued so to increase with its shorn dimensions, that in 1848 its own population presented an increase of about 5500 over the population of the joint districts in 1841. These figures thus illustrate in the most satisfactory manner the past progress and growth of this part of Canada.

The amount of occupied land in the district in 1848 was 519,700 acres. Of this quantity, 203,900 acres were under cultivation—147,950 acres being returned as under tillage, and 55,950 acres under pasture. The quantity of land under wheat crop was reported to be 47,430 acres—the reported produce of which was 594,670 bushels, being the largest wheat crop for the season of any district in Upper Canada, with the exception of two, the Home and Gore Districts, The Gore District had a crop of wheat amounting to 987,130 bushels, and the Home District crop amounted to 1,451,380 bushels. The district whose wheat crop was next in amount to the Newcastle District was the district of Wellington—the crop of wheat in this fertile and very prosperous district having amounted to 549,560 bushels.

The quantity of wild land reported to be in the Newcastle District in 1848 was 319,250 acres. The quantity returned, as at present considered to be unfit for cultivation, was 17,730 acres. The average value of land in the district was returned as being 20s. currency, or four dollars per acre, for wild land, and 60s. currency, or twelve dollars, for cleared land.

Having now thus presented the leading features of the whole of this part of the country, from the coast of Lake Ontario inland, to the extreme settlements along the north

shores of the chain of inland lakes, we shall have only a few short separate notices to give respecting

THE DISTRICT OF COLBORNE.

It is now known as the county of Peterborough. The number of townships is nineteen. The chief town is Peterborough, situated on the Otanabee River, in the north-east angle of the township of Monaghan, or North Monaghan, as it is called. Part of the town called Peterborough East is on the opposite or eastern side of the river in the township of Otanabee. The site of Peterborough is remarkably agreeable, especially on the Otanabee bank of the river, which rises to a more commanding elevation than that on the Monaghan side. The Otanabee river, which has its course between finely elevated and wooded banks, particularly towards the upper part of it, is a broad clear stream, and discharges itself into Rice Lake by two mouths, divided by a low tongue of land. This lake is agreeably diversified by small wooded islands, and parts of its banks rise gently from the water margin. In other parts, again, the land is rather low and wet. It has several fine settlements around it. A steam-boat plies daily during summer from the shores of the lake up the River Otanabee to Peterborough in connection with stage-coaches from Cobourg and Port Hope. The distance from Cobourg to Peterborough is thirty-four miles, and from Port Hope thirty miles. Peterborough had in 1848 a population close upon 2000.

The townships of the district of Colborne, or county of Peterborough, which are situated along the southern shores of the chain of lakes to the north, and those east of the River Otanabee, and north of Rice Lake, may be said to possess, generally speaking, much excellent land.

The township of Otanabee has for the most part good

soil, composed of loam, with a clay subsoil. It is well settled, principally by Scotch, and contains fine farms. There are wet lands in parts, and sandy plains along the shore of Rice Lake. There is a small settlement of Indians in this township, called Rice Lake Settlement, twelve miles from Peterborough. Those Indians have been settled here for a number of years, and have been greatly indebted to the teachings of the Wesleyan missionaries. The missionary society of this body supports a schoolmaster among them. They possess upwards of 1500 acres of land in 50 acre lots. The village contains 30 houses, with chapel and school-house. These Indians, who are named Mississaguas or Chipewas, surrendered the greater part of the township which belonged to them in 1818 for an annuity of £740.

The township of Douro contains much excellent land, which is situated chiefly off the immediate bank of the river—the most eligible parts being understood to be towards its eastern and southern boundaries. The timber of this township is hard-wood, intermixed with pine. The township of Dummer, to the east of Douro, is well settled, and contains fine farms. The land is generally good, with parts rocky. The settlers are principally Scotch. The townships to the west of the Otanabee river, consisting of Smith, Ennismore, Emily, and Ops, contain excellent land. Ops is reported to be one of the finest townships in this part of the country. The soil is loam, with a clay subsoil, and the face of the country is generally level. The north-east corner of the township, however, has a good deal of wet swampy land. There are wet lands also in Emily, but it is generally an excellent township of land, and is well settled. The soil is composed of sandy loam on the hills, and of clayey loam in the flats and valleys. The face of the country is for the most part level. The river, which runs

through it towards the lakes northward, has several good mill sites.

Along the northern shores of this chain of lakes, which so singularly characterises this district, and which might be turned to great advantage in developing the resources of the country, are several townships belonging to the Colborne District, which are as yet comparatively little known. Allusion has been made, while giving an account of the Newcastle District, to settlements in one or two of these townships having proved unsuccessful. Many various circumstances, however, sometimes, too, very simple in their nature, influence settlers, and particularly emigrants, entering a new country. Until more is known of this part of the country, it is perhaps safer not to hazard an opinion respecting its soil and capabilities. A good deal of the timber growing on the land, in the immediate vicinity of the lakes, consists of pine.

The names of the chief of these northern lakes, commencing at the north-easternmost, are Lakes Balsam, Sturgeon, Pigeon, and Trout. The townships situated wholly or in part along the northern shores are, commencing at the north-westernmost, Bexley, Sommerville, Verulam, Harvey, Burleigh, and Methuen. Shemong Lake is an extension of water stretching southward from the main north chain, and is situated between the townships of Ennismore and Smith, having its southern termination in the south-east part of the township of Emily. Shebauticon Lake is situated between the townships of Smith and Douro, above the town of Peterborough, and empties itself into the River Otanabee at that town. It appears to be more a very simple expansion of the Otanabee. The course of the River Trent, upon issuing from Rice Lake, is very tortuous, being at first westward and northward, and then taking a somewhat winding southerly direction, in one part entering the district of Victoria, it at

length discharges itself, at the extreme south-eastern corner of the Newcastle District, into the Bay of Quinte. The river is pretty rough and rapid near the mouth, the navigation of which for timber is improved by means of slides, over which the timber descends safely, uninterrupted by the uneven rocky beds of rapids. Large quantities of timber are floated down for the Quebec market. The river is crossed, on the main line of road extending from Toronto by Cobourg to Belleville, and thence around the shores of the Bay of Quinte to Kingston, by means of a heavy wooden bridge. Much of the land around this part, near the mouth of the Trent, has a rough and rocky appearance.

The population of the district of Colborne, in 1842, when it was constituted a separate district, was 13,700. In 1848, the population of the district, as has already been incidentally stated, amounted to 21,380—an increase of 7680 in the course of six years. The quantity of land occupied in the district in 1848 was 320,500 acres, of which 81,300 acres were under cultivation—46,300 acres being under tillage, and 35,000 under pasture. The lands under wheat crop amounted to 26,730 acres, the produce of which was 276,000 bushels. The next largest quantity of land under one particular crop was 10,870 acres under oats, the produce of which was 242,600 bushels.

The quantity of wild land in the district was 196,800 acres. The average value of wild land was returned as being 20s. currency, or 4 dollars per acre; and of cleared land 75s. currency, or 15 dollars per acre. The land returned as unfit for cultivation amounted to 4290 acres. The number of churches in the district was 28; of schools, 84. The number of inns was 49; and of merchants' shops or stores 47. The live stock of the district consisted of 17,880 neat cattle; 3780 horses; 24,230 sheep; and 16,470

swine. The statistics of other property produced by the settlers, besides that of their crops and live stock, are equally gratifying, as results of successful industry.

These official returns shew a large amount of the means of comfort possessed by the inhabitants of this comparatively new district of country. The progress this part of Canada has already made—including the settlements within both the counties of Northumberland and Durham, towards the shores of Lake Ontario—is highly satisfactory. The varied and interesting appearance of the country has been much in its favour; and its general advantages and capabilities would seem, from the progress and success of its settlement, to have been pretty fully appreciated. The reader very probably will have observed that, in tracing the features and capabilities of both these districts of Colborne and Newcastle, and also the two previous ones of Prince Edward and Victoria, we have touched upon an exceedingly interesting portion of Canada.

We now close this somewhat long chapter. In the next we proceed to give some account of the districts westward, embracing the large and fertile Western Peninsula of Canada.

CHAPTER XIV.

DISTRICTS OF UPPER CANADA.

The Western Peninsula of Canada—Nature of the Country North of Toronto—Ancient Shores or Banks of Lake Ontario—Height of Land between Lakes Ontario and Huron—Table Land around the Head of the Lake—Burlington and Queenston Heights—Falls of Niagara—Geological Strata of the Country—Lord Sydenham's Opinion of the Western Peninsula—Report of M. Bouchette, Surveyor-General—Extent and Population—Progress of Settlement—Rapid and Prosperous Growth of the Country—Growth of Districts—Rise of Villages and Towns—Account of the Home District—Historical Associations—First Parliaments of Upper Canada—Seats of Government—Capture of Toronto by the Americans in 1813—Changed Aspect of Matters on the American Lakes—Situation of Toronto on Lake Ontario—Descriptive Sketch of the City—Colleges, Churches, Schools, and Periodical Literature—Royal Observatory—Progress and Growth of Toronto—Steamers on Lake Ontario—Interior Country North of Toronto—Route to Lake Superior—Railway Across the Neck of the Peninsula to the Shores of Lake Huron—Present Appearance of the Country—Sir Richard Bonnycastle's Sketches—Divisions of Home District—Townships of the District—Population and Amount of Cultivated Lands—Live Stock and Amounts of Annual Produce—Successful Dairy Farming—Average Value of Lands—Account of the Simcoe District—Town of Barrie and Southern Shores of Lake Huron.

WE now approach the fertile western parts of Canada. The Western Peninsula of Canada—as we may conveniently term the country all westward of Toronto to the shores of Lake Huron—is, in number of townships and amount of population, the largest half of the occupied portion of Upper Canada.

By a gradual ascent from the shore of Lake Ontario at Toronto, towards the north, of about twenty-five miles, the

height of land is reached where the streams run northerly into Lake Simcoe, thence into Lake Huron, and round through Lakes St. Clair, Erie, and Ontario—a circuit of 1000 miles. The peninsula thus formed is an irregular ellipsis, 250 miles long, from Amherstburgh to the head of Lake Huron, and more than 150 miles broad from Niagara to the outlet of Lake Huron.

Traversing the country from the shore of Lake Ontario at Toronto, towards the north, a series of ancient shores or banks of the great lake is passed—as distinctly marked by sands and beaches, as if the lake had only recently retired, excepting that they are now covered with luxuriant forest. These ancient water-levels run all round the shores of Lake Ontario ; and in excavating parts, remains of extinct animals have been discovered. The highest of these ancient shores or ridges, as they are termed, which are found in ascending from the shore of Ontario, north of Toronto, into the interior, are what are familiarly known as the Oak Ridges, from being covered with oaks. Oak trees are found everywhere in Canada growing on sandy banks of the rivers and lakes. These Oak Ridges north of Toronto are found to occupy an elevation of upwards of 750 feet above Lake Ontario. Here the waters take a direction northerly into Lake Simcoe, which lake in turn empties itself into Lake Huron by a series of rapids known as the Matchedash or Severn River.

The country extending westward from the head of Lake Ontario, rises suddenly into a steep and, in some places, craggy elevation, at a distance from the lake in parts of less than a mile, until it approaches the Niagara, where it crosses the river at Queenston, several miles above the lake. Directly above the head of Lake Ontario at Hamilton, this elevation, known here by the name of Burlington Heights,

rises immediately behind the town, about a mile or so from the lake. It is here steep, and in places precipitous, and everywhere finely wooded, forming a bold and picturesque screen to the town, which is situated chiefly on a level sandy plain stretching to the margin of the lake. At the village of Queenston, on the Niagara River, the highest point of this steep elevation is computed to be 345 feet above the surface-level of Lake Ontario. Close to the bank of the river the height is not so much. The Falls of Niagara, it is computed by geological proofs, must have existed at a very remote period at this point at Queenston. They are now at the least six miles further up the river. The chasm of rock which forms these celebrated falls, shews the strata of the country to be limestone, next slate, and lowest sandstone. This interposing slate is a mass nearly forty feet in thickness, and fragile like shale, crumbling away from under the limestone. The height of the principal Fall of Niagara is a little over 160 feet. From the Falls to Lake Erie, up the Niagara River, the distance is eighteen miles. The surface of Lake Erie is computed to be 300 feet above that of Lake Ontario.

From this elevation of land running round the head of Lake Ontario, the country back, including all along the shores of Lake Erie, appears to be a vast level plain or table-land slightly raised above the level of Erie. It has been called the table of Lake Erie. We may call it also, as we have already done, from its being so very nearly surrounded by lakes and rivers, the Western Peninsula of Canada.

The late Lord Sydenham, when Governor-General of Canada, was greatly delighted with this part of the country. Having visited it in the course of a tour he performed through Upper Canada in the autumn of 1840, he thus

records his opinion in a private letter, an extract from which appeared in the Memoir of his Life published some years ago :—

‘ I am delighted to have seen this part of the country, I mean the great district, nearly as large as Ireland, placed between the three lakes, Erie, Ontario, and Huron. You can conceive nothing finer ! The most magnificent soil in the world—four feet of vegetable mould—a climate certainly the best in North America—the greater part of it admirably watered. In a word, there is land enough, and capabilities enough for some millions of people, and in one of the finest provinces in the world.’

M. Bouchette, who was Surveyor-General of Lower Canada, and was employed officially on an inspecting tour through the province, thus observes, in a more detailed manner, in relation to the same part of the country, in his valuable work on the British Dominions in North America :—

‘ The whole tract is alluvial in its formation, and chiefly consists of a stratum of black and sometimes yellow loam ; above which is deposited, when in a state of nature, a rich and deep vegetable mould, the substratum beneath the bed of loam being generally a tenacious grey or blue clay, which in some parts appears at the surface, and, intermixed with sand, constitutes the super-soil.’ ‘ The forests are remarkable for the sturdy growth, the variety, and the rich foliage of their trees. Out of the long list of their different species may be selected, as being of most frequent occurrence — maple, beech, oak, basswood, ash, elm, hickory, walnut, butternut, chesnut, cherry, birch, cedar, and pine, and their several varieties.’ Regarding climate, the same authority observes,—‘ Situated between the parallels of 42° and 45° 30′ north latitude, it has the advantage of extending further south than any other portion of the British

North American possessions, and hence enjoys, in an eminent degree, a superior fertility of soil and milder temperature of climate.'

This important part of Canada comprises upwards of 200 townships—each usually containing 61,600 acres—which townships constitute fifteen counties and two ridings; and these again, of the old familiar divisions of Upper Canada, constitute nine districts and part of a tenth. This larger half of the occupied portion of Upper Canada thus contains upwards of 12,000,000 acres. A part of this territory, situated on the eastern shore of Lake Huron, was surveyed and laid out into townships within the last two or three years. It consists chiefly of the new county of Bruce, a name complimentary to the present Governor-General of the colony. The greater part of the Western Peninsula has been settled for a considerable period. Several of the most prosperous settlements, situated in the north-western parts, commenced within the last twenty years; others farther south and west commenced somewhat earlier. Comparatively small stripes of country in the extreme south-west, situated chiefly along the shores of the Detroit River and about the head of Lake Erie, also along the shores of the Niagara River and around the head of Lake Ontario, have been settled earliest of all, more than fifty years ago. Although these were among the earliest settled points of Upper Canada, the decided and rapid progress of the country may be said not to have commenced until the active flow of emigration from Britain set in, within the last eighteen or twenty years. Within the last ten years, chiefly, the prosperous progress has been very marked.

In 1841, this part of Canada, situated between the great lakes Erie, Ontario, and Huron, contained a population of a little over 214,000, with a cultivated surface of about

754,000 acres. In 1848 the official returns of the census shew a population of very nearly 378,800, with a cultivated surface of 1,274,000 acres, being an increase of population, during the seven years, of 164,800, and of cultivated surface of 520,000 acres. The amount of cultivated surface of this part of Canada alone, is thus equal to about a fourth of the cultivated surface of Scotland. The amount of population is equal to about a seventh of the population of Scotland. As regards the price of lands, such does not nearly amount in entire proprietorship, upon an average, to the yearly rental of lands in Scotland; and the public burdens, in the shape of taxes, are so light in the colony, as scarcely to be felt, never, at least affording foundation for a single murmur; while, at the sametime, almost every imaginable comfort and luxury may be procured in the respectable and rapidly growing towns. Such are marked characteristics of Upper Canada, ensuring, for the poorest of the population, with health and industry, a speedy and comfortable independence. And with respect to distance from the heart of the parent country, this territory may be computed, in the measure of time, to be as near as, within eighty or ninety years ago, Edinburgh was to London—it having, by the best public conveyance, taken from twelve to sixteen days to accomplish the journey between the English and Scottish capitals, which time is now more than sufficient to accomplish the voyage across the Atlantic. By means of railways and steam navigation, the traveller from London or Edinburgh may now, in that time, reach the settlements along the head of Lake Ontario or shores of Lake Erie.

The rapid and prosperous growth of population in this large peninsular portion of Canada may be accurately and authoritatively marked. By the official returns of the census, the Western District—which is situated in the ex-

treme south-western part of the peninsula—contained, in 1824, only 6950 inhabitants ; in 1832, the number had increased to 10,600 ; in 1836, the population amounted to upwards of 17,000 ; in 1841, it had increased to upwards of 23,000 ; and in 1848, the population of this district was a little over 27,400. In 1841, the amount of cultivated lands it possessed was 58,600 acres ; in 1848 the cultivated surface of the district consisted of 83,800 acres—an increase, during the seven years, of 25,200 acres. The London District—which may be said to occupy the heart of the peninsula—comprised, in 1824, besides its more recent limits of the county of Middlesex, the afterwards distinct districts of Talbot, Brock, and Huron. The population of this large district, when it existed in its fullest extent, was then, in 1824, only 17,540. In 1830 the population had increased to 22,800 ; and in 1834 the amount of population was 37,100. In 1841 the same extent of district contained a population of 57,500, being nearly three times the number of inhabitants it contained in 1828, within a period of thirteen years. The population of the same extent of district in 1848—embracing the then distinct districts of London, Brock, Talbot, and Huron—contained a population of upwards of 115,400, being an increase, during the seven years, of 57,900. The population had more than doubled during that short period. The district of Talbot, of itself, contained, in 1848, upwards of 19,200, being a larger amount of population than the united four districts contained in 1825. The district of Huron contained, of itself, in 1848, upwards of 20,400, being nearly as large a population as the united four districts contained in 1830. This district of Huron contained, in 1842, only 7190. The district of Brock contained, in 1848, a population of 29,200, being a larger number than the entire four districts contained so recently as 1832. In 1841 this

district contained only 15,600 inhabitants. In 1841 the extent of country comprised within the four districts had a cultivated surface of 207,000 acres ; in 1848 the cultivated surface of the country had extended to upwards of 438,000 acres—being an increase of 231,000 acres, or more than double what it was within a period of seven years.

Such are illustrations of the rapid and prosperous growth of population in this part of Canada. What was forest only within the last few years, has been transformed into thriving settlements—extended vistas of cultivated farms, with good roads, possessed by a contented and prosperous population. Mere hamlets have become busy towns, and small towns have become incorporated cities. In 1827, the site of the town of London, which is 85 miles west of the head of Lake Ontario, contained only one or two cottages, surrounded by forest. In 1848 London was an incorporated town, containing upwards of 4,500 inhabitants, returning a member to the Provincial Parliament, and having one of the best Mechanic's Institutes in the colony. In 1842 the population of Hamilton, at the head of Lake Ontario, amounted to about 5000 ; in 1848 it was an incorporated city, with a population of nearly 10,000. In 1841 the population of the city of Toronto was a little over 14,000, and in 1848, according to the official census, it amounted to 23,503—being an increase of nearly 10,000 inhabitants during the seven years. Both these cities, besides, bear evidence, in the active and gay appearance of their streets, and comfortable and elegant houses, of substantial and gratifying prosperity.

Having thus introduced this part of Canada, which is the only part remaining to be noticed more in detail, we shall, following the order hitherto observed, now commence

with the next district westward of that described in the last chapter. This is one of the best settled, most prosperous, and important districts of Upper Canada—

THE HOME DISTRICT.

Approaching the capital of this district in coasting upwards along the shores of Lake Ontario, the associations of its yet brief historical experience very naturally arise in the mind of the intelligent traveller.

Toronto became, at a comparatively early period, the seat of government of Upper Canada. The first parliament of the new country met at Niagara in September 1792, and was opened by the first Lieutenant-Governor of Upper Canada, General Simcoe. The country previously had formed part of the old province of Quebec, which, in 1791, was divided into the two provinces of Upper and Lower Canada. During the administration of General Simcoe as first Lieutenant-Governor of Upper Canada, the administration in chief of British America was confided to Lord Dorchester as Governor-General. The Parliament of Upper Canada was held during five successive sessions at Niagara, the last of which at that place was opened in May 1796 by General Simcoe, during the last year of his administration.

The next session of the Parliament of the new province met at Toronto, then styled York, in the month of June 1797. General Simcoe having returned to England, the administration of the affairs of Upper Canada devolved upon the then president of the council, the Honourable Peter Russell. In 1799, General Hunter assumed the administration of the government, and continued Lieutenant-Governor of Upper Canada during six years. Toronto retained the honour of being the seat of government of the province up to the recent period of the reunion of Upper and Lower

Canada, in 1841, when the seat of the united government was established for about three years at Kingston. Having been for about five years afterwards at Montreal, the unfortunate disturbances that took place there about two years ago, caused Toronto to be again selected ; and it is at present the seat of government.

During the hostilities that existed between England and America, now nearly forty years ago, and which made the great lakes situated between the possessions of the contending countries a prominent scene of warfare—Toronto, which was then the little town of York, was twice captured by the Americans. The first of these occasions was in April 1813. Such of the public stores found in the town as could not be put on board the American fleet were destroyed, or given to the inhabitants ; and, amid the disorder and tumult that took place, the two wings of the parliament house were set fire to and consumed. In the last day of August of the same year, unfortunate ‘Little York’ was again visited by an American commodore and colonel, ‘who landed without opposition, took a number of cannon and boats, and a quantity of provisions, shot, shells, and other stores, and burnt the barracks and public store-houses.’

The aspect of matters, and state of feeling between the countries have greatly changed since then. A few months ago, a large number of the citizens of one of the principal cities of the United States were the honoured guests of the city of Toronto. The inhabitants, including the chief authorities, delighted in making the visit of their American friends agreeable. The American lakes, which presented about forty years ago a few armed schooners and other vessels committing havoc upon one another, and on surrounding peaceful settlements along the shores, are now the scene of prosperous commerce. Steam and sailing vessels are

scattered over them, bearing merchandise and produce—the result and the reward of the occupations of peaceful industry. Towns and settlements are rising up and increasing, and the forests are fast receding from the shores of these great lakes. The conquests of steam now allow the settler there to read the welcome home letter, posted only a fortnight back at London or Edinburgh. Friends there, in their turn too, in the heart of the home country, now experience the whole continent of America drawn nearer to them by more than one-half of its old distance—the Atlantic is not the barrier it once was.

Toronto is beautifully situated on Lake Ontario, on a bay or harbour extending nearly two miles from east to west, and almost inclosed by a semicircular peninsula, which projects a corresponding distance without the basin of the harbour. This semicircular stripe of land is of a sandy nature, and has some trees of stunted growth upon it, and a light-house near the point. Opposite to this point of the peninsula, on the mainland, is a garrison; and beyond this are several of the public buildings of the city. Although somewhat level in its situation, rising only slightly from the shore of the lake, the appearance of Toronto is nevertheless striking and attractive on entering the bay, on account of the character and variety of its public buildings, more especially when the delightfully transparent American atmosphere favours the scene—as it most usually does during the greater number of the magnificent summer and autumn days on these beautiful lakes. The Indian name Ontario itself signifies the Beautiful.

Toronto, which was incorporated as a city in 1834, has between ninety and a hundred streets, many of them of great length. The comfortably paved and planked portion of the principal street, King Street, extends two miles. The

extreme length of the city along the shore of the lake is upwards of three miles. The central and business part of King Street has quite the appearance of a bustling and gay English town. It is wide, well paved, and bounded by high and comfortable-looking houses. The shops are numerous, showy, and even elegant—not a few being fitted up in excellent taste ; and the whole generally well filled with all the usual home variety of comforts and luxuries to be found in the best English or American towns.

Besides being now the seat of government, Toronto is the seat of the Upper Canada courts of law, and of a university, and a college in connection with the Free Church of Scotland. The university of King's College, with which Upper Canada College is incorporated, has seventy-two scholarships, which were established in 1846 : three for each of the districts into which Upper Canada was until quite recently divided ; six for Upper Canada College, and six for the university. These are tenable for three years. The advantages, in the case of the district and college scholars are exemption from dues and fees ; and in the case of the university scholars, they have, in addition to these advantages, the privilege of rooms and commons without charge. The stately and substantial stone edifice of King's College is situated about the outskirts of the city, at the end of a long and handsome avenue, bounded with trees and shrubs, and affording a very agreeable public walk to the citizens of Toronto. King's College is understood to be placed on a comparatively liberal basis, suited to the wants of the exceedingly mixed population of Canada. The Governor-General is chancellor, and the Rev. John M'Caul, LL.D., president. The Congregational and the United Presbyterian bodies have each a theological institute at Toronto.

There are twenty-one churches and chapels in Toronto.

Five of these are Episcopal churches, one Church of Scotland, one Presbyterian Church of Canada connected with the Free Church of Scotland, one United Presbyterian Church in Canada, or United Secession Church of Scotland, two Roman Catholic, five Methodist chapels, one Congregational, one Baptist, one belonging to a body styled Christians, one Unitarian chapel, and two exclusively belonging to the coloured or African race—one of these being a Methodist, and the other a Baptist chapel. In 1848, there were sixteen public schools in operation in Toronto. There were nine newspapers published in the city, and two monthly periodicals—The Upper Canada Jurist, and British American Cultivator. Toronto is also distinguished for several substantial and elegant public buildings. Benevolent institutions, and the national societies and clubs usually found in the large cities of America, are here not lost sight of in this highly prosperous city on the banks of Lake Ontario.

An interesting feature of Toronto, in a scientific point of view, is the Observatory, where a series of experiments is being conducted on terrestrial magnetism. These experiments, as many are aware, originated in a suggestion of Baron Humboldt, and are being now carried on in various other parts of the globe. The Toronto Observatory is under the direction of Captain J. H. Lefroy, R. A., F. R. S., assisted by four non-commissioned officers of the Royal Artillery.

The population of Toronto in 1848 amounted to 23,500. The growth of Toronto has been remarkably rapid, particularly within the last fifteen or twenty years, within which periods British emigration has continued to flow largely into Upper Canada. In 1817, 'Little York' contained only 1200 inhabitants; in 1826 the number had increased only to 1677; in 1830 it had increased to 2860; and since that period Toronto has continued rapidly to increase. In 1836 the po-

pulation amounted to about 10,000 ; in 1842 it had increased to 15,336 ; and in 1845 to 19,700. The increase during the six years previous to 1848—comparing its population of 23,500 of that year with the 15,336 of 1842—is thus shewn to have been nearly 8200 ; being in itself nearly three times the amount of population it ever had during the whole first thirty years and more of its early existence.

The markets of Toronto are abundantly supplied from the well-cultivated and productive interior country, stretching northerly to the shores of Lake Huron. Toronto, at all times, also usually affords fair prices for every description of farm produce. The passenger traffic and general commerce of Lake Ontario employs probably about fifteen steam-vessels belonging to Toronto. The total number of vessels employed on the lakes and rivers above Quebec amounted in 1844 to eighty-six steam-vessels, with an aggregate tonnage amounting to 12,800 tons ; and 794 sailing vessels, including barges, whose aggregate tonnage amounted to 72,840. Toronto had then twelve steamers, whose tonnage amounted to 3210 tons, besides several sailing vessels. Comfortable, well conducted, and elegantly fitted up steamers ply daily between Toronto and the principal towns along the Canada shore of Ontario, such as Kingston, Cobourg, Port Hope, Hamilton, and other places. Steamers also ply three times a-week between Toronto, Cobourg, and the city of Rochester on the United States side of Lake Ontario. The distance across the lake from Toronto to Rochester is about ninety-five miles. Between Cobourg and Rochester the distance is about sixty-nine miles. There is also steam communication between Toronto and Oswego, in connection with the recently opened Oswego and Syracuse Railway, which is a branch of the main trunk of railway between Buffalo, at the foot of Lake Erie, and the city of Albany, on

the Hudson River. Steamers ply also daily during summer between Toronto and the Niagara River, conveying passengers to the prettily situated village of Queenston, within a few miles of the world-renowned Falls. Toronto, thus, between its fertile and well-settled back country, and its position on Lake Ontario, possesses signal advantages, and must continue, under ordinary circumstances of the country's progress, to display rapid growth and improvement.

The main road through the interior country, from Toronto northward, was originally laid out as a military way by General Simcoe, the first Lieutenant-Governor of Upper Canada, and opened by the troops under his command. It is known by the name of Yonge Street, and extends in a direct line northerly from Toronto to Holland River, a distance of about thirty-six miles. Holland River is a tortuous and sluggish stream, entering into Lake Simcoe. Lake Simcoe is in itself a beautiful lake, about thirty miles in length and twenty in breadth, and diversified by several picturesque islands. From Holland Landing, on Holland River, to the small town of Barrie, on the northern shore of Lake Simcoe, the distance is about twenty-six miles. There is steam communication daily around the shores of Lake Simcoe. The descent of the River Severn to Lake Huron is not wholly navigable on account of the rapids. The distance from Barrie to Penetanguishene, a military station, and one of the best harbours on Lake Huron, is about thirty-four miles. From the narrows of Lake Simcoe to Lake Huron, by the nearest route, the distance is only about fourteen miles. Stage-coaches pass over this portage during summer, in connection with a steamboat that plies to Sault St. Marie, at the foot of Lake Superior.

The distance from Toronto by this route to the foot of

the Queen Lake, as Superior is sometimes named, is computed to be about 470 miles. These far-western regions of Canada, around the shores of Huron and Superior, now bid fair to be developed to a considerable extent, on account of the mineral wealth they are found to produce. The distance from Lake Ontario to Lake Superior is much shortened by this route across the neck of the peninsula, compared with the very circuitous one around it, through Lakes Erie and St. Clair, and the southern part of Lake Huron. In order to supply still further facilities of intercourse by this more direct route, and to assist in developing the rich agricultural resources of one of the most interesting portions of Canada, a railway is about to be commenced, connecting Toronto with Lake Huron. This undertaking has been already mentioned along with others in the chapter on the trade and general resources of Canada.

We have thus noted some outline of several leading features of the interior country stretching northward of Toronto. General Simcoe's military way of thirty-six miles to the waters of Lake Simcoe, is not now bounded, as it was fifty years ago, by dense masses of forest. The traveller finds himself on a broad macadamised road, all along which, on either side, is a continuous and smiling settlement—gentlemen's seats and cottages, prosperous and well-cultivated farms, now and then a village, and here and there a clump of the original forest. For several miles in the vicinity of Toronto, the smiling appearance of the country during summer is quite delightful. The number of elegant and comfortable-looking seats and cottages convey a very favourable impression to the traveller of this part of Canada. Yonge Street, as this main road is called, is here so straight, that in looking along, you see Lake Ontario for miles from its shores.

Twelve miles from Toronto is the village of Thornhill, a very pretty place in a hollow, with a stream meandering to Lake Ontario. It is surrounded by farms in fine cultivation. Four miles further is a village called Richmond Hill. This is now nearly half way to Lake Simcoe. We now approach a place called Newmarket, through a rich undulating country, inhabited by prosperous farmers, and 'looking for all the world'—as Sir Richard Bonnycastle has observed respecting it—'very like 'dear home,' with orchards, and as rich corn fields and pastures as may be seen anywhere, backed, however, by the eternal forest. It is peculiarly and particularly beautiful.' To the reader unacquainted with the volumes of Sir Richard Bonnycastle on Canada, I may here take occasion to mention them, on account of the interesting sketches of the country which they present. One in reading his volumes may indeed wish that the gallant soldier had somewhat smoothed the expression of some of his opinions of men and things; but, apart from this view of them, they afford some truthful pictures of Canada in its present stage of progress. The parts of the country with which Sir Richard Bonnycastle appears to be best acquainted, are the Midland District, westward to the Home District, and the district of Simcoe, northwards to Lake Huron. His residences at Kingston and Toronto, as a commanding officer of the Royal Engineers, afforded him favourable opportunities of observing much of the country. In drawing attention to this, and another writer on Canada that has been mentioned in the course of these pages, the object in view on the reader's account is twofold. The limits of this work will not enable us to take very full and detailed views of every part of Canada. When particular writers, therefore, have had opportunities of becoming familiar with some parts of the country more than

others, the reader may be more minutely informed in such instances respecting localities by referring to these works. He will be more enabled thus, too, by a comparison of authorities, to acquire properly enlarged and accurate views of Canada, and also to test the matter presented in these pages.

We shall now briefly note the most generally interesting particulars relating to the Home District. This district formerly was composed of two counties, York and Simcoe. The county of Simcoe was erected into a separate district several years ago. The divisions of districts being now, however, abolished in Upper Canada, both York and Simcoe are simply independent counties. The county of York is about the one-half of the old district fronting on Lake Ontario. That of Simcoe is the northerly half, extending to Lake Huron, with its south-eastern boundary along the shores of Lake Simcoe and the River Severn. The county of York, which is the more recent Home District, and which name we still apply to it as a matter of convenience, is divided into four ridings, north, south, east, and west. The north and east ridings, composing the largest and easterly half of the county, are situated almost entirely to the east and north of Toronto, being thus between Yonge Street Road and the western boundaries of the Newcastle and Colborne Districts. The east riding consists of the four townships east of Toronto nearest to Lake Ontario. These are Whitby, Pickering, Markham, and Scarborough. There is much excellent land in these townships, and numerous well-cultivated and highly prosperous farms. Markham is one of the most flourishing and best settled townships in Upper Canada. The villages of Markham, Richmond Hill, and Thornhill are in this township. Oshawa and Windsor, two villages on Lake Ontario, are in the lake-shore town-

ship of Whitby. Whitby is a very fine township. The four townships contained in 1848 a population of upwards of 24,500.

The north riding of the county of York consists of eleven townships, and extends directly north of the four composing the east riding. The more northerly townships extend along the eastern and northern shores of Lake Simcoe. These northern townships generally are reported to contain excellent land. The most northerly are watered by fine streams. The Black River, in the township of Rama, the most northern township, very nearly reaches the chain of lakes communicating with the Ottawa River, through the immense tract of the yet unsurveyed and unsettled forest country situated to the north-east. There is an excellent quarry of limestone in the Government reserve in that township. The River Talbot, again, in Mara, the township to the south of Rama, very closely approaches Lake Balsam, the principal northern lake of the great chain in the district of Colborne, which, in connection with the River Trent, empty their waters into Lake Ontario at the head of the Bay of Quinte. The population of the eleven townships of the north riding of the county of York amounted in 1848 to upwards of 17,000. The two villages of Holland Landing and Newmarket are in this division of the county—the first named of these being situated within a few miles of the south end of Lake Simcoe, and the other in the township of Whitchurch, directly north of Markham.

The south riding of the county of York consists of the four townships situated chiefly directly north of Toronto, and extending to the south-eastern boundary of the county of Simcoe. Two of these front on Lake Ontario. The city of Toronto is included in the south riding of the county

of York for the purposes of the registration of titles only. Each riding of the county returns a member to the provincial parliament, and the city of Toronto returns two. Toronto is situated in the township of York, the old name of the city itself. The river Don, a stream of some depth, enters the bay or harbour of Toronto, towards the east part of the city. The River Humber enters Lake Ontario a little to the west of Toronto. The township of Etobicoke is situated to the west of York—both fronting on Lake Ontario. Directly north of these is Vaughan, and north of that, King, which extends to the south boundary of the county of Simcoe. The population of the south riding of York amounted in 1848 to above 44,500. This central or metropolitan portion of the county, as it may be styled, is the most populous of the four. This amount of population, however, of 44,500, included the city of Toronto, with its population of 23,500—deducting which, the population of the townships alone, with their villages, would then be 21,000.

Directly west of the south riding of the county is the west riding, the remaining fourth of these county divisions. It consists of five townships, Toronto, Toronto Gore, Chingacousy, Albion, and Caledon. The township of Toronto fronts on Lake Ontario. Albion and Caledon are the two most northerly townships, being situated along the southern boundary of the district of Simcoe. All of these five townships possess much good land, and large well-cultivated and prosperous farms. The River Humber and other streams pass through the eastern interior of the group, including Albion and the small township called the Gore of Toronto. Albion, situated directly north of the Gore of Toronto, is also well watered with other streams, having falls for mill sites, and has excellent land and fine farms. The River

Credit passes through the western part of this division or riding of the county. The range of somewhat bold hills running through the northern townships of Albion and Caledon very much enliven the face of the country, and afford fine slopes and fertile valleys. In the township of Caledon are the falls of the River Credit, in the midst of romantic and very pleasing scenery. The view of Lake Ontario, and the rich valley between, from one of the hills near these falls, is very delightful. There is a harbour at the mouth of the Credit on Lake Ontario at which steam-boats touch. The population of the five townships of the west riding of the county of York amounted in 1848 to upwards of 20,200.

The gross population of the county of York, or Home District, was, by the official census of 1848, nearly 107,000. This includes the city of Toronto, with its population then of 23,500. The population of the townships alone, with their villages, was thus about 83,500. The progress of population in the Home District has been remarkably rapid. In 1841 the population of the district, including Toronto, amounted to a very little over 67,000, being an increase, compared with the 107,000 inhabitants in 1848, of nearly 40,000 during seven years. In 1832, the district, which then included both the county of Simcoe and York, contained, in all, only a little over 40,000 inhabitants. Seven years farther back—namely, in 1825, the same large extent of district contained not quite 18,000, being within three-fourths of the number of inhabitants possessed in 1848 by the city of Toronto alone.

The quantity of land occupied in the district in 1848 amounted to 920,200 acres. Of this amount, 364,800 acres were cleared and cultivated—271,480 acres of which were under tillage, and 93,320 acres under pasture. The quantity of land under wheat crop in 1848 was 93,085 acres—

the produce of which, by the official returns, amounted to 1,451,384 bushels. The next largest quantity of land under one description of crop was 48,619 acres under oats—the produce of which amounted to 1,526,935 bushels. The live stock possessed by the inhabitants in 1848 consisted of 66,260 neat cattle, 21,700 horses, 105,000 sheep, and 70,800 swine. The quantity of wool produced in the district in 1848 amounted to 314,660 lbs. The dairy produce and provisions for market included 428,300 lbs. butter, 119,000 lbs. cheese, and 14,564 barrels of pork and beef. Much greater attention has of late been bestowed in the produce of butter and cheese in Canada than formerly. The average price of butter in Montreal market, from 1843 to 1848 inclusive, has been from 5d. to 7½d. per lb. The lowest average price was in 1844—the highest in 1845. In 1847 the price was 7d., and in 1848 6½d. per lb. We may notice an instance of success resulting from the attention bestowed on dairy farming in this part of Canada:—In 1843 there was a Yorkshire farmer renting a farm seven miles north of Toronto, who more than paid his rent of £50 annually from the profits of the sale of his dairy produce and calves. He kept ten cows. This individual had then been in Canada twelve years, and had come to the country without any means; but so successful had been his persevering industry and superior skill, that he was, in 1843, considered by most of his neighbours in independent circumstances. He brought his butter and other produce to Toronto regularly once a-week, and by always having a superior article, he had a good family custom, and obtained the highest price. This farmer much astonished his neighbours, about two years after he came to Canada, by producing from a field of twelve acres a yield of wheat amounting to forty bushels per acre—the land having previously been considered incapable of producing ten bushels per acre.

In 1848 there were 172 churches in the Home District, 12 colleges and high schools, and 209 common schools. The number of inns was 368, and the number of merchants' shops or stores 500. The quantity of wild and unoccupied land was nearly 496,000 acres. The quantity returned as being unfit for cultivation was not quite 28,900 acres. The average value of land, according to the official returns, was 11s. 5d. currency, per acre, for cleared land, and 63s. 3d. for wild land.

Having now thus prominently noticed this very interesting district—the most populous and best cultivated in Upper Canada—we shall draw this chapter to a close by a very brief notice of the district so closely connected with it, situated directly north of it, and extending to the south-eastern shores of Lake Huron—

THE DISTRICT OF SIMCOE.

This district, or, as it is now more accurately named, county of Simcoe, consists of twenty-four townships. One half of these front along the northern shores of Lake Simcoe, the western bank of the River Severn, and along the south-eastern shores of Lake Huron. The others are chiefly situated along the northern boundary of the Home District and the eastern boundary of the fertile district of Wellington, the next district westward.

The population of the county or district of Simcoe amounted in 1848 to somewhat over 23,000. In 1841 it was only very little over 11,500—having thus very nearly doubled in population within seven years. In 1832 the number of inhabitants of this county did not reach 4000. The quantity of land occupied in the district in 1848 was 355,170 acres, of which 75,800 acres were cultivated. The quantity of wild land was 260,800 acres. The quantity re-

turned as being considered unfit for cultivation, was 19,700 acres. The average value of land returned was 91s. 2d. currency per acre for cleared land, and 38s. 7d. currency per acre for wild land. There were in 1848, 34 churches in the district, and 73 schools, 55 inns, and 36 merchants' shops or stores.

The best settled townships are West Gwillimbury and Tecumseth, situated in the south-eastern corner of the district, on the borders of the Home District. The next to these are believed to be Oro, Innisfail, and Mono. The two first named of these are situated along the northern shores of Lake Simcoe, and the last in the south-western corner of the district, bounded by the Home District on the south, and the district of Wellington on the west. The township of Oro, on the shores of Lake Simcoe, is a finely undulating country of hill and dale, watered by numerous streams running into the lake, with abundance of power for machinery. Numerous Highland and Lowland Scotch settled in this township in 1832. Many retired and half-pay naval and military officers are settled along the shores of Lake Simcoe. The land is generally good in these lake-shore townships, and increasing in value.

Barrie, the county town, is in the township of Vespra, west of Oro. It is beautifully situated on the elevated northern shore of an inlet of Lake Simcoe, named Kempenfeldt Bay. This bay is ten miles long, and two or three miles wide. In 1831, there was only one building and a small clearance on the site of the now thriving small town of Barrie. The voyage from the mouth of Holland River, on the south shore of Lake Simcoe, through the lake, and through Kempenfeldt Bay to the small town, is exceedingly picturesque. Through the interior country north of Barrie to Penetanguishene, a distance of thirty-six miles, there is a military road laid out, which has been principally settled

by pensioned soldiers. The forest trees of this part of Canada are of a most gigantic growth. Sir Richard Bonycastle mentions a red pine that was growing near Barrie in 1846 which measured 26 feet in girth, and 200 feet in height, and which would have made a plank 8 feet broad. This gigantic tree was still remarkably healthy.

The country around the south shores of Lake Huron is of a very interesting character. There is a good deal of somewhat bold mountain scenery, with fertile valleys, and fine streams. Several settlements commenced around these shores a number of years ago. The townships of Collingwood and St. Vincent, the most north-westerly of the district, are reported to possess much excellent land. Orilla, one of the most easterly townships on the River Severn, may also be favourably mentioned. Mulmur, north of Mono, the most westerly township of Simcoe, is another excellent township, of a somewhat hilly character, watered by fine streams. This township possesses extensive beds of marl. Mulmur is also remarkable, in a scientific point of view, for certain appearances of volcanic eruption at some remote period. Appearances of this nature exist in other parts of Canada.

Simcoe altogether is a very interesting district of country—undulating in its general features, hilly, and even mountainous in many parts, also admirably watered, and possessing a large proportion of excellent land. The settlements around the shores of Lake Simcoe, the River Severn, and the fine bays of Lake Huron, promise to be among the most smiling and prosperous parts of Canada.

We shall now open a new chapter with some account of the most flourishing and prosperous of the districts westward—the district of Gore.

CHAPTER XV.

DISTRICTS OF UPPER CANADA.

Account of the Gore District, head of Lake Ontario—City of Hamilton—Rapid Growth of Population—Railways through Western Canada—Population, Lands and Crops of the District—Amount of Live Stock, Dairy and other Produce—Village and Settlement of Ancaster—Town of Dundas—Picturesque Situation, and Interesting Country around—Townships Eastward along Lake Ontario—Farm Orchards in Canada—The Country westward to the Grand River—Town of Galt—Banks of the Grand River to the Town of Brantford—Village of Paris—Gypsum Beds—Town of Brantford—Navigation from Brantford to Montreal—Indian Settlements on the Grand River—Exertions of Churches on behalf of the Indians—The Country along the head of Lake Ontario towards Niagara—Interior Townships along the Banks of Grand River—Lands granted to the Indians of the Six Nations in 1784—Account of the District of Wellington—Well Settled and Prosperous Townships—Success of German Settlers—Township of Nichol, Mr. Ferguson of Woodhill's Settlement—Town and Township of Guelph—Population and Lands of the District.

SITUATED around the shores of the extreme head of Lake Ontario, commencing from the western boundary of the Home District, and extending to the eastern boundary of the district of Niagara, are the two counties of Halton and Wentworth, embracing the portion of country most familiarly known as

THE GORE DISTRICT.

Hamilton, which was recently incorporated into a city, and in 1848 contained a population of nearly 10,000, is admirably situated on the western shore of Burlington Bay, at

the extreme head of Lake Ontario, forty-five miles southwest of Toronto. The site of this young and flourishing city is the level plain at the foot of the wooded and exceedingly picturesque range of heights forming the commencement of the extensive tract of fertile table-land stretching westward. Burlington Bay is a spacious inlet of Lake Ontario, and is, by a long sandy beach, entirely locked in from the lake, having only the limited artificial entrance of the Burlington Canal, which cuts through this low sandy barrier. The largest class of lake sailing vessels and steamers pass through this canal and the bay to the wharfs of Hamilton, a distance of about six miles. From these wharfs to the centre of the city, the distance is about a mile, with a scattering of houses along the road, and the level sandy plain stretching beyond, around the shores of the bay. Skirting the part of the plain which is the immediate site of the town, are, on the one hand, the commencement of the prosperous and well cultivated settlements along the shores towards Niagara, and, in the other direction, finely situated among woodland and lawn, are the seats and villas of several of the principal citizens. Among the number, is the seat of Sir Allan M'Nab, styled Dundurn Castle. The slopes and nooks of the wooded mountain, or range of heights, which rise immediately back of the town, afford also many picturesque sites for the villas of the citizens. The largest proportion of the owners of these pleasant mansions are enterprising and successful merchants and lawyers. The leading merchants of Hamilton, and, I would say indeed, of almost every town of Canada, are chiefly Scotchmen. Hamilton, particularly, has been much indebted to the enterprising energy and industry of these individuals for its rapid growth and prosperity.

The magnificent view from the summit of Burlington

Heights, overlooking the city of Hamilton, the bay, Lake Ontario, and surrounding settlements, has already been noticed in a previous part of the volume, descriptive of the general aspect of Canada. The principal street of Hamilton is wide and imposing. The buildings are stately and spacious, and consist chiefly of extensive wholesale and retail shops and warehouses. These are on a scale quite equal to the generality of those in the first towns of Scotland or England. Similar tastefulness and display are shown in the fronts and windows of the principal shops. The banks, or bank agencies of the town have substantial and tasteful buildings. The building materials of Hamilton are brick and stone. Comparatively few wooden houses are now built in the large towns of Canada. Clay for the manufacture of bricks is everywhere abundant, and, in most parts of the country, durable building stone is to be found. Quebec, Montreal, Kingston, Toronto, and Hamilton—not to speak of other lesser and more western towns—have all very handsome stone buildings.

Steamboats and stage-coaches leave daily for all parts of the country from Hamilton. There are several large and comfortable hotels in the city. The growth of this young western city, at the head of Lake Ontario, has been very rapid. In 1834 it was a very small place indeed, the population only amounting to 2100. Its growth of late years has been so rapid, that from 1844 to 1848, it may be said to have doubled its population. The census of 1844 returned a population of about 5000, and that of 1848 gave it very nearly 10,000. A railway, as has been elsewhere mentioned, is now in the course of construction from Hamilton westward to the shores of the Detroit River, at Windsor, opposite the city of Detroit, in the state of Michigan—a distance of 186 miles, through a highly fertile, and now largely

cultivated and rapidly growing country. This is part of the great trunk line of railway now being pushed into operation by the enterprise of the people of Canada from Quebec westward, through Montreal, Kingston, Toronto, and Hamilton, and thence to the south-west point of the province, and, by a branch line to its extreme western point at Sarnia, at the head of the River St. Clair, and foot of Lake Huron. Another branch line, as has also been mentioned, is to extend from Hamilton to the Niagara River, a distance of forty-two miles.

The present prosperous condition and rapid growth of Hamilton are obviously the very natural results of its highly advantageous situation, at the head of Lake Ontario, and at the main point of entrance to the fertile, well settled, and exceedingly thriving country westward. Hamilton is now enabled to supply the stocks of goods required by the population of this portion of Canada, without the necessity of the country merchants having to travel, as was formerly the case, the frequently inconvenient distance to Montreal. As the population westward has been increasing in numbers and prosperity, Hamilton has also been healthily and rapidly growing. It now ranks as one of the first towns of Upper Canada. Toronto and Kingston can only aspire as rivals to it.

The population of the Gore District, embracing the counties of Halton and Wentworth, amounted in 1848 to 67,670, inclusive of the population of Hamilton. In 1832 the population of this district, which then included much of the afterwards separate district of Wellington, amounted to less than the half of this population of 67,670 in 1848—the inhabitants of the then more extended Gore District numbering only 27,224. Eight years earlier—namely, in 1824, the population only amounted to 13,157. In 1841, the popula-

tion of the sixteen townships composing the two counties embraced by the present district, amounted to 42,577, which, being compared with the population of 1848, shews an increase of very nearly 16,000 during the seven years. The number of churches within the district in 1848 was 64, and of schools 165. The number of inns was 257, and of merchants' shops or stores 186.

The cultivated land of the district amounted in 1841 to 201,919 acres; in 1848 its cultivated surface had increased to 229,255 acres, being an increase during the seven years of 27,336 acres. In 1841 the amount of land occupied in the district was 380,141 acres; in 1848 the amount of occupied land was 741,760 acres. The amount of wild land in the district in 1848 was 382,900 acres. The amount returned as unfit for cultivation was 55,550 acres. Of the 229,255 acres of cultivated land in the district in 1848, 146,931 acres were under tillage, and 82,324 acres under pasture. The extent of land under wheat crop was 57,584 acres, which produced, according to the official returns, 987,136 bushels. The next largest extent of land under one particular crop was 28,651 acres under oats—the produce of which amounted to 596,296 bushels. The other crops in the order of their relative extent of cultivation were pease, barley, maize, or Indian corn, buck-wheat, rye, and potatoes. The extent of land under potatoes was 1589 acres—the produce of which amounted to 120,972 bushels.

Besides these crops, and small quantities of flax and tobacco, the settlers of the Gore District produced in 1848 136,673 lbs. of maple sugar from the equally ornamental and useful groves of maple trees upon their farms. The live stock of these farmers consisted of 46,200 neat cattle, 11,610 horses, 68,160 sheep, and 41,200 swine. The quantities of butter and cheese and pork and beef produced for

market consisted of 271,610 lbs. of butter, 23,582 lbs. of cheese, and 5589 barrels of pork and beef. The quantity of wool produced was 205,576 lbs. Large returns were also made of the ordinary domestic manufactures of woollen fulled cloth, linen, and flannel.

Among the interesting localities of this now well settled and prosperous district may be mentioned the village of Ancaster, situated seven miles west of Hamilton. This was one of the first footholds of the early settlers of Upper Canada. The country, as has been before observed, was one vast forest previous to 1784—the period at which points along the frontier began to be settled. The native Indians, and a few French emigrants, in one or two spots, were the only inhabitants in the country at an earlier period. Among the first settlers at Ancaster, were a number of French, and in a garden of this now quiet rural village, there was lately a large poplar tree, of above sixty years' growth, which is supposed to have been planted by these early settlers. Governor Simcoe, in February 1793, in the course of a tour from Niagara, the seat of government, to Detroit, returned by Ancaster, and rested at a log house which was lately still standing—a proof of settlement having at least commenced, here at this early period. The township of Ancaster was surveyed in 1795. The quiet little village of Ancaster is very delightfully situated upon the extensive plain of table-land, stretching westward. The country all around is one smiling and prosperous settlement, having large and well-cultivated farms. The excellent macadamized road from Hamilton westward passes through Ancaster. Hamilton, on the shore of Burlington Bay, has the bustling activity and progress of an American city, and Ancaster, in the more retired situation inland, has many of the characteristics of the unobtrusive rural English village. The face of

the country within the township of Ancaster is pleasingly diversified with hill and dale and fertile plains, and contains both limestone and freestone of excellent quality. The soil is composed chiefly of sandy and clay loams.

Three miles nearer the city of Hamilton, along the main macadamized road, is the very delightfully situated, thriving, and industrious town of Dundas. The situation is a most picturesque nook or ravine between two somewhat mountainous and finely wooded heights, forming part of the range running around the head of Lake Ontario, and overlooking Hamilton. The site of the small town, sloping from the foot of the richly wooded nook of the hill rising behind it, has a clear and rapid stream running around its western side, and along its front near the road. There are flour-mills and other works upon this pleasant and lively-running stream, close to the village, imparting to it an air of busy industry. The town looks out upon a luxuriant valley, through which the Desjardins Canal passes, connecting it with the waters of Burlington Bay. The press of this interesting little place put forth in 1836 a statistical account of Upper Canada, written by Dr. Thomas Rolph, of the neighbouring village of Ancaster. Dundas in 1848 contained nearly 2000 inhabitants.

The whole of the country around here is exceedingly picturesque, well settled, and seemingly prosperous. Along the road between the town and Toronto, named Dundas Street, are numbers of well-cultivated farms, many of them beautifully situated, commanding extensive views of Lakes Ontario and Erie, with the fertile country around, richly varied with wood, water, hill, and valley. Although the farms of Canada are generally greatly deficient in the tasteful and trim appearance of those of the home country, there is yet a feature connected with the most of them in the best

settled districts of the colony that, in the season of autumn especially, throws around them a comfortable and agreeable air. This is their large and luxuriant orchards. There are numbers of these fine orchards of apples, pears, plums, and peaches, surrounding the farms along Dundas Street.

The townships along this road to Toronto, and within the Gore District, are West and East Flamborough Nelson and Trafalgar, all of them fronting on Lake Ontario or Burlington Bay. They may be termed the four front townships of the eight composing the county of Halton. The two eastern interior townships of the county are Esquesing, the most easterly, situated north of the lake-shore township of Trafalgar, and Nassagaweya, north of Nelson, the next township west. The soil of these townships is generally clay and sandy loams. In parts along the lake the land is level and sandy, and, farther back, it rises into undulating ridges, where clay loam generally prevails. The villages of Oakville, Trafalgar, Nelson, and Wellington Square, are in these townships of the county of Halton, situated between Dundas and Toronto. Oakville, in the township of Trafalgar, is pleasantly situated on Lake Ontario, about twenty-five miles from Toronto, at the mouth of a stream, or, as it is usually called, a creek, which forms a harbour, where steam-boats touch on their passage between Toronto and Hamilton. Wellington Square, in the next westerly township of Nelson, is also on Lake Ontario, about twelve miles west of Oakville, and where Toronto and Hamilton steam-boats touch. This village is situated at the commencement of the low sandy beach which stretches across Burlington Bay, thus barring the bay from the storms of Lake Ontario.

The two townships of the county of Halton remaining to be mentioned, are Beverly and Dumfries. They are situated directly west of West Flamborough—Dumfries being the

most westerly. Both are interesting townships, offering numerous delightful situations and much good land. In parts of Beverly the soil is somewhat light and sandy, where heavy pine prevails, which is also difficult to clear. Dumfries is a very fine township, well settled, and contains a great deal of excellent land. The pleasant and thriving town of Galt is in this township, upon the banks of the Ouse, or Grand River, about twenty miles north-west of Hamilton. The site of Galt is exceedingly picturesque. The slopes of both banks of the river are covered with buildings; and the small town bids fair steadily to increase in prosperity, being surrounded by thriving settlements. It received its name in compliment to the late Mr. John Galt, whose services in the settlement of the country are well known to many.

The road along the Grand River from Galt down to Brantford, a distance of about eighteen miles, is exceedingly pleasant. The river is clear and rapid, and during summer the banks present a profusion of wild roses; and, instead of the tall, heavy forest trees so prevalent in most parts of Canada, the timber here along the banks chiefly consists of pine, cedar, and oak of light growth interspersed among underwood. A good deal of the country in the neighbourhood of Brantford, and along the banks of the Grand River, consists of stretches of level table-land, composed of a light sandy soil, thinly timbered with oak. These are the oak plains that were noticed in the account of the Newcastle District.

Situated very pleasantly on the banks of the river, between Galt and Brantford, is the enterprising and industrious village of Paris. The site of this thriving village is on a picturesque slope beneath the somewhat high bank of the river. It is the seat of several mills and manufactories; and it is also noted for its beds of gypsum—a fertilizer which is much used by the best farmers of Canada—applied

in the form of a top dressing to the land. There are other beds of gypsum farther down the Grand River, and it is understood that there were beds sometime ago discovered in the Home District. Quantities from the Grand River beds or quarries, finely ground and packed in barrels, are shipped across Lake Erie to the American city of Buffalo. The price charged at the Paris gypsum quarries sometime ago was one shilling per bushel. The township of Dumfries was settled in 1816, and this gypsum, or plaster, as it is more commonly called, has been long used by the farmers in the neighbourhood. A ton of it when ground produces from twenty-six to twenty-eight bushels, and one bushel has been usually allowed to an acre.

Brantford is a prosperous small town situated upon a pleasant table land formed by the elevated banks of the Grand River. It is twenty-five miles west of Hamilton, upon the main road leading westward through Woodstock, London, and other places to the western parts of the province. Brantford possesses a limited navigable communication with Lake Erie, and with the Welland Canal, connecting Lakes Erie and Ontario, a branch of which canal enters the Grand River near its mouth. About eight years ago the first vessel freighted from Brantford sailed with a cargo of wheat and other produce direct to Montreal without once breaking bulk, and returned freighted to Brantford with a cargo of merchandise,—having performed in all a voyage of between 800 and 900 miles. Such are the hopeful openings being made in developing the resources of the interior of this large and fertile peninsula of Western Canada. Brantford contained in 1848 between 2000 and 3000 inhabitants. It is situated somewhere about sixty miles up the Grand River—the navigation this distance being accomplished by means of a short canal of about three miles near

the town. The river is navigable to the village of Dunville, situated about five miles from its mouth, for the largest class of lake vessels. A dam is here thrown across the river to supply a feeder of the Welland Canal.

The banks of the river, for nearly the whole distance towards the mouth from Brantford, are very prepossessing; being for the most part of an undulating and elevated character, and exceedingly fertile. They afford pleasant sites for numbers of industrious villages; and the country along the left or eastern bank of the river is settled almost all the way along with well-cultivated farms. There has usually been a steam-boat kept plying during summer between Brantford and the village of Dunville, near the mouth of the river.

In a journey which I performed along the banks of the Grand River from its mouth, I was very much pleased with the interesting scenery of the rising and undulating country, studded with villages and farm settlements. A good deal of the lands on this river is in the possession of remnants of the tribes of the well-known Indian confederation of the Six Nations. Brantford has its name from the renowned chief Brant, of the Mohawk tribe. These Indians, or rather remnants of Indians, as they may be termed in a double and emphatic sense, are here along the Grand River, as well as in other occupied and cultivated parts of America, completely tamed and subdued, so as to be even broken spirited, one might say, under such influences of our civilisation as have hitherto acted upon them. As yet, far from having shown an average amount of our active spirit of industry, they have, in too numerous instances, readily acquired many of our most degrading vices. Christianity has, however, done much for the Indians of Canada, especially of late years; and the once so very prevalent vice of intoxication among them has greatly decreased.

On the occasion of my journey along the banks of the Grand River I visited two or three of the small half-village, half-farm Indian settlements, composed of a few straggling low-roofed cottages surrounded by poorly-cultivated patches of ground, chiefly planted with a little maize or Indian corn. The lands they possessed were of the richest description ; and instead of the small garden-like plots which I saw rank with weeds, the indolence of their owners appeared only to have been in the way of these Indian lands being well cultivated and prosperous farms. The situations of many of the Indian cottages along the picturesque rising banks of the river were exceedingly pleasant. On visiting the humble and frequently rough-looking interiors of these small log huts, I found that the rifle and fishing tackle yet prominently occupied the attention and time of these Indians on the Grand River. I found exceptions, however, of industrious Indians on this river ; and throughout the occupied parts of Canada, as I have had occasion to mention, there are several Indian settlements presenting gratifying evidences of, to some extent, hopeful progress. The Church of England, and the Wesleyan Methodist body particularly, have both shown much commendable zeal on behalf of the Indians of Canada ; and there is every reason to believe that their exertions have been very greatly blessed. Other religious bodies in Canada have most probably been less able to prove themselves so efficient in this field of labour, owing to the more limited means or system of operations. The Church of England, from the powerful means at its disposal, has been enabled to scatter its pastors over almost every spot of the colony ; and the Wesleyan Methodists, owing to their system of operations, and their large and increasing numbers combined, have been untiring in their labours to

do good, and to augment their strength and influence in the country.

We have already noticed the townships of the county of Halton, and have only now briefly to notice those of Wentworth, in order to close our account of the district of Gore, which embraces these two counties. The county of Wentworth is composed of eight townships. The township of Ancaster, already incidentally mentioned, extends its eastern angle to the shore of Burlington Bay, at the western extremity of that inlet of Lake Ontario, near the village of Dundas. The next township to Ancaster, along the shore towards Niagara, is Barton, which has its front wholly along Burlington Bay. This is the township in which the city of Hamilton is situated. The level portion of country between the bold and wooded elevation of Burlington Heights and the shores of the lake, or rather bay of the lake, consists, for the most part, particularly along the front, of a sandy soil. This part of Barton presents numbers of smiling and prosperous farm settlements. The rocky elevation of heights, or mountain, as it is called, is composed chiefly of limestone, with a portion of freestone. The soil of the table land, stretching westward from the top of the mountain, is generally clayey, with a mixture of loam. The next township to Barton, situated along the shores of the bay or lake, and adjoining the district of Niagara, is that of Saltfleet. The soil of this township is composed chiefly of sandy and clayey loams. It possesses inexhaustible quarries of building stone, and it is noted also for its salt and sulphur springs. This front part of the district of Gore, on Burlington Bay and Lake Ontario, and between the young and flourishing city of Hamilton and the district of Niagara, presents altogether a very luxuriant, and generally prosperous aspect. Almost

in every direction the traveller observes well-cultivated farms, and comfortable farm houses, with pleasant orchards attached. The townships of Barton and Saltfleet were originally settled so early as 1787.

The interior townships of the county of Wentworth are Binbrooke, Glandford, Onandago, Brantford, and Tuscarora. Binbrooke is situated directly back of Saltfleet, to the south-west, and Glandford to the south-west of Barton. The three others, with the Indian names of Onandago, Brantford, and Tuscarora, are situated still further into the interior, along the banks of the Grand River. This pleasant and useful stream, flowing through a large portion of fertile country, is understood to have its rise about sixty or seventy miles to the north-west of Hamilton, in the township of Luther, within the district of Wellington. It waters, in its winding course to Lake Erie, fifteen or sixteen townships, situated within the three districts of Wellington, Gore, and Niagara. The extent of the townships of Canada, it may be remembered, are usually ten miles square. The townships of the district of Gore, situated along the banks of the Grand River, are understood to contain much of the most fertile land in the district. They were settled at a comparatively recent period, chiefly since the surrender of a large portion of land by the Indians.

The Imperial Government presented, in 1784, through Governor-General Haldimand, an extensive and valuable tract along the banks of the Grand River to the portion of the Six Nations of Indians who remained attached to Imperial interests during the American revolutionary contest. This tract consisted of the lands along both sides of the river to the depth of six miles, and to the extent of ninety miles from the mouth of the river upwards. This allowance of land was granted on account of the services of the Indians,

and as a compensation for the loss of their lands in the former province, and now State of New York. This confederacy of Indians, as is known, was originally composed of only five tribes, named the Iroquois, or Five Nations. Having received into their union the Tuscaroras, a tribe from North Carolina, they were afterwards generally named the Six Nations. One portion of this Indian confederacy, during the American revolutionary contest, took the side of the Crown, while the other joined the side of the colonies, and remained in possession of their lands. The lands along both sides of the Grand River presented to the portion of the Six Nations who remained attached to British interests, were purchased for that purpose of the Missassaga Indians. The remnants of the confederacy of the Six Nations still settled on the fertile banks of the Grand River, possess yet a good deal of land. They have a resident superintendent appointed by the colonial Government, in order to protect their interests, and generally manage their affairs in connection with their lands; large and valuable portions of which have been leased by them to the white settlers.

We here take leave of the interesting, well settled, and highly prosperous district of Gore; and introduce to some brief notice the more recently settled district, situated to the north-west, entitled

THE DISTRICT OF WELLINGTON.

This fertile and prosperous district formed, previous to 1836, parts of the original districts of Gore and Home, which latter then included Simcoe. Since the divisions of districts have been legally abolished in Upper Canada, this division of country is known as the county of Waterloo. It consists of as many as twenty townships, and extends from

the northern boundary of the now limited district of Gore to the south-eastern shore of Owen Sound, an inlet of the great Georgian Bay of Lake Huron.

The Grand River, as has been already stated, rises in one of its central townships, the township of Luther, and flows through other four of the most fertile and best settled of the district. These four townships, commencing at the most northerly, are Garrafraxa, Nichol, Woolwich, and Waterloo. This last named, which adjoins the district of Gore near the town of Galt, is understood to be one of the best settled and most prosperous in the district. The large, well-cleared, and highly-cultivated farms of this township, together with the interesting character of the scenery, very much reminds the traveller through the colony of the best farming counties of Old England. The first settlers of the township of Waterloo were descendants of German families who removed from the State of Pennsylvania to this part of Canada about thirty or forty years ago. There are several pleasant and thriving villages in the township, in one of which lately were two printing establishments, each issuing a newspaper. One of these, besides printing its newspaper, printed books in the German language. These comfortable and prosperous German settlers of Waterloo bestow much attention on dairy farming. Their dairy produce is well known for its generally excellent quality.

The township of Wilmot, to the west of Waterloo, and upon the eastern boundary of the district of Huron, was settled about twenty-six years ago by a body of German emigrants who had obtained from the Crown a grant of 50 acres each, upon condition of making their own roads and bridges. Upon the fulfilment of this condition they received their deeds, and were each allowed the first claim upon other 150 acres situated back of each lot. Almost all

of these German settlers of Wilmot arrived in Canada entirely destitute of means. They persevered in acquiring titles to their lands by working as day labourers in the adjoining well-settled township of Waterloo—having supported themselves, while clearing their own lands and making their roads, from the savings of their wages. These early settlers of Wilmot are now in very comfortable circumstances—in the possession of large and well-cultivated farms and comfortable dwellings.

North of Waterloo, and having the Grand River coursing through their centre, are the townships of Woolwich and Nichol. These, together with Waterloo, Dumfries, Brantford, and other townships situated all along this river to its mouth, comprised originally part of the Government grant to the Indians of the Six Nations. The soil of Nichol, which is situated to the north-east of Woolwich, is of an excellent quality—being composed of a deep black sandy loam. The face of the country is generally level, with a gentle declivity towards the river on both sides. It has numerous pleasant brooks with gravelly bottoms, coursing to the main stream, and watering the country in every direction. The course of the Grand River is over limestone rock. The timber of this fine township consists chiefly of maple, elm, beech, white and black ash, basswood, and cherry.

As is generally well known, this is the township which was selected by the Honourable Mr. Ferguson of Woodhill, and where he is now comfortably settled with his family. In this very pleasant and healthy part of Canada, possessing also a remarkably fertile soil, Mr. Ferguson purchased, seventeen or eighteen years ago, somewhere about 8000 acres of land situated along the banks of the Grand River. His village of Fergus, on the pleasant slope of a branch stream of the Grand River, was commenced in December

1833—the year in which Mr. Ferguson returned to Canada after his well-known tour through the country in 1831. Mr. Ferguson's settlement is now one of the most smiling and prosperous spots of Canada. He has made an independent and comfortable provision for his family ; and the extent of his personal influence, and his example, as one of the most enterprising farmers of the colony, unite to make his position, in the eyes of honourable ambition, one highly desirable. How soon might the whole of Canada be changed into one smiling farm, were Mr. Ferguson's enterprising example extensively followed by others in his station of society, who are now spending comparatively unprofitable years in the overcrowded avenues of ambition in the parent country ! Canada, however, is fast becoming the prosperous and smiling farm anticipated, chiefly without such honourable assistance. The day-labourers, mechanics, and small farmers of England, Scotland, and Ireland, have already accomplished much in performance of such a task in this magnificent colony, and are rewarded by becoming the independent and comfortable proprietors of the lands whose forests their enterprise and industry have so conspicuously and profitably subdued.

The township of Guelph, situated to the south-west of Nichol, is another well cultivated and prosperous township of this district. Guelph, the district, or rather now county town, is very pleasantly situated upon a fine elevated platform, with the River Speed, a branch of the Grand River, sweeping around it. The site of this now thriving and promising town was a dense forest previous to 1827. The stump of the first tree, which was cut down on St. George's day, April 23, 1827, was sometime ago still preserved, and carefully guarded. Guelph is situated thirty-five miles north-west of the city of Hamilton.

The other townships of the district of Wellington, or rather county of Waterloo, are understood to possess generally an exceedingly fertile soil, admirably watered, and are rapidly settling, and becoming well cultivated. The population of the county, embracing its twenty townships, with the several towns, amounted in 1848 to 41,400. The number of churches then within the county was 31, schools 81, inns 107, and merchants' shops or stores, 73. The amount of occupied land was upwards of 532,200 acres. Of this, upwards of 131,300 acres were under cultivation. The value of wild land was estimated at 17s. 6d. currency, or three and a-half dollars per acre, and cleared land at 60s. currency, or twelve dollars per acre.

We now close this chapter, containing some account of the districts of Gore and Wellington. A new chapter will open with some brief notice of the district of Niagara.

CHAPTER XVI.

DISTRICTS OF UPPER CANADA.

Account of the District of Niagara—Falls of Niagara—Lines from an Album, at the Falls, by Mrs. Sigourney—Early Settlement of the District of Niagara—Historical Associations—Events of the War, 1813—Attack upon Fort-George near the Mouth of the Niagara River—Burning of the Town of Niagara—Old Fort of Niagara—Battles of Lundy's Lane and Queenston Heights—Death of General Brock in Defence of Upper Canada—Monument to his Memory on Queenston Heights—Fort Erie—Unsuccessful Storming of the Fort by General Drummond—Desolating Effects of the War upon the Country along the Frontiers—Burning of Towns in the Winter of 1813—Contrasted Results of Peace—Township of Niagara—Other Townships of the District—County of Haldimand and Banks of the Grand River—Population and Lands of the District—Value of Lands—Highest and Lowest Value of Cleared Land in Upper Canada—Numbers of Churches, Schools, Inns, and Merchants' Shops in the District—Agricultural and other Produce—Live Stock possessed by the District.

SOUTH-EAST of the Gore District, and comprising nearly the whole of the neck of land between the lakes Ontario and Erie, is one of the longest settled districts in Upper Canada,

THE DISTRICT OF NIAGARA.

It now consists of three counties, Lincoln, Welland, and Haldimand, and these embrace the further subdivisions of twenty-five townships.

The county of Lincoln consists of seven townships, five of which are situated along the south-western shore of Lake Ontario, between the south-eastern boundary of the district

of Gore and the river Niagara. These five townships, fronting on Lake Ontario, and partly along the Niagara River, are Grimsby, Clinton, Louth, Grantham, and Niagara. The township of Niagara has its northern boundary on Lake Ontario, and its eastern along the Niagara River, for several miles, very close to the world-renowned Falls. This grand feature, with other lesser ones of the Niagara River, has already received some notice in the third chapter of the volume, treating of the extent and general aspect of Canada.

We might in that part of the work have more fully dwelt upon such an inviting subject as the Falls of Niagara, and might have even reverted to it here ; but as all description must ever fail in conveying any adequate impression of the reality, we have, perhaps, already, in the notice alluded to, written too much. We may here only insert the lines of an accomplished American writer, which were copied from an album kept at the Falls. They bear the date of August 5, 1834, and have the signature of Lydia H. Sigourney.

NIAGARA.

Flow on for ever, in thy glorious robe
 Of terror and of beauty ; God hath set
 His rainbow on thy forehead, and the cloud
 Mantles around thy feet. And He doth give
 Thy voice of thunder power to speak of Him
 Eternally ; bidding the lip of man
 Keep silence, and upon thy rocky altar pour
 Incense of awe-struck praise.

The town of Niagara, formerly named Newark, was—as has been already incidentally mentioned in the account of Toronto and the Home District—the first capital of Upper Canada. General Simcoe, the first lieutenant-governor of the province, opened the first Parliament there on the 18th September 1792. The Parliament of Upper Canada continued to be held at Niagara during five successive sessions,

the last of which was held in 1796, which was the last year of General Simcoe's administration. The next session of 1797 was held in Toronto, then styled York.

In 1784, the year following the ratification of the peace, which then closed the unnatural war between England and her old colonies, and established at the same time the present United States—the first colonists of Upper Canada, who had remained steadfast in their attachment to imperial interests, entered the new colony, and settled in this district of Niagara. That noted corps, known as 'Butler's Rangers,' the subject of many an incident in the revolutionary contest, are said to have been the first settlers in Niagara, upon their being disbanded after the war. In the succeeding year of 1785 these were followed by emigrants from the States of New Jersey, Pennsylvania, and New York. The townships of Stamford and Willoughby, situated along the Niagara River, and immediately below and above the Falls of Niagara, contained in 1784 only about ten families each, settled there under the sanction of the commanding officer at Niagara. The country was surveyed and laid out into townships by government three years afterwards, namely, in 1787.

All along the Niagara River the country is associated with events of the unnatural contests between England and America. We have already mentioned the two seizures of York, afterwards named Toronto, by the Americans—the first in April, and the second in August 1813. Towards the latter end of May of that year, General Dearborn and Commodore Chauncey of the American forces, made a successful attack upon Fort-George, the important fort situated about a mile up the Niagara River from the point of land at the mouth called Missassaga Point, with its distinct fortification, named Fort Missassaga.

Fort-George had been strengthened in its works at the

commencement of hostilities, and also by the English garrison having been removed from the old fort on the opposite or American side of the river, in accordance with the stipulations of the treaty of 1794. Fort George, upon being captured by the American forces, remained in their possession during nearly the whole of the remaining period of the contest. On the 1st December of the same year in which Fort-George was taken, the command of the fort devolved upon a general of the New York militia, named M'Clure, consequent on the withdrawal of forces further down the country to join General Wilkinson's expedition down the St. Lawrence. On the 10th December General M'Clure abandoned the fort, and set fire to the town of Niagara. The government of the United States disapproved of this barbarous act, aggravated by the season of the year in which it was committed, and declared it unauthorised. The town thus destroyed contained two churches, a district school, and nearly one hundred dwelling-houses, besides offices, stores, and shops. Up to August 1815, after the conclusion of the war, very few of the houses were rebuilt. This wanton destruction of Niagara occasioned a severe retaliation upon all the villages on the American frontier.

Opposite to Fort Missassaga, at the mouth of the Niagara River, stands the old Fort Niagara, now in the possession of the United States. It was built by the French in 1751, and was taken from them by Sir William Johnson in 1759. At the close of the revolutionary war it was in the possession of England; but, by the terms of the treaty, it was delivered over to the United States. Nine days after the evacuation of Fort-George by General M'Clure, in December 1813, Lieutenant-Colonel Murray crossed the Niagara River during the night, surprised the garrison of Niagara, and took the old fort by storm. It remained then in

the possession of England, as we have said, during the continuance of the war, and at the peace was restored. Other historical associations present themselves to the traveller along the Niagara River.

Situated immediately under Queenston Heights, the continuation of the elevated ridge we have already noticed as running around the head of Lake Ontario, and crossing into the State of New York, is the village of Queenston, in the southern part of the township of Niagara. During the early period of the last war with America, the military station on these heights, overlooking the Niagara River several miles below the Falls, and above the mouth of the river, was slightly fortified. On 13th October 1812 an American expedition was formed against this station, and in the face of a very deadly fire, and at the same time being embarrassed by the strong eddies of the river, a party of militia, who had embarked in boats in the morning, from the opposite American village of Lewiston, effected a landing. This attack of the Americans was led by General Van Rensselaer, adjutant-general of the New York militia, who was severely wounded on the occasion.

Other boats followed, under General Wadsworth of the New York militia, and the Americans succeeded in gaining possession of the village of Queenston. General Brock, president of the province of Upper Canada, and commander of the forces in it, arrived at this juncture, in haste, from Fort-George, and, without waiting for a reinforcement, which was marching rapidly after him, he put himself at the head of two companies, and led them up the hill against the superior American force. This brave man, whose memory is greatly revered in Upper Canada, was very soon killed by a musket-ball; and his aid-de-camp, Lieutenant-Colonel M'Donell, attorney-general of the province, was mortally

wounded. Reinforcements being collected in the course of the day, by General Sheaffe, who succeeded to the command vacant by the lamented death of General Brock, the Americans were forced to surrender under the spirited attack made against them. Their numbers amounted to between 700 and 800.

A very conspicuous and lofty column now stands on Queenston Heights, erected to the memory of General Brock. The view from the top of this monument is very extensive, commanding the stretch of fertile and well-cultivated frontier portions of both countries, with their farms and villages—Canada on the one side, and the United States on the other side of the Niagara River, with the wide sea-like expanse of Lake Ontario in the distance.

Not very far from the site of the battle of Queenston Heights is that of the sanguinary battle of Lundy's Lane, fought on July 25, 1814, between the English and American forces. The action began a little after six o'clock in the afternoon, in the skirt of a wood three-quarters of a mile north of the Falls of Niagara, upon a road called Lundy's Lane, from the name of one of the first settlers. The sanguinary conflict continued until eleven o'clock, when, amidst the darkness of the night neither army could be kept in regular line, but separate corps were engaged in different parts of the field. Confusion and mistakes occurred, and both armies at length became completely exhausted. Next morning General Ripley, at the head of the remnant of the American troops, advanced from his camp to the scene of action; but, neither parties conceiving it prudent to renew the conflict, the Americans retired up the river Niagara to Chip-pawa, situated above the Falls. They continued their march to Fort Erie, near the commencement of the river, and at the foot of Lake Erie, and there fortified themselves and prepared for a siege.

This fort, which stands on slightly elevated ground near the water, was, during the fluctuating progress of the war, alternately possessed by both armies. Upon the return of the remains of the American army under General Ripley, from the battle of Lundy's Lane, the fort was strengthened, and the works enlarged. In the night of the 15th August an effort was made to storm it by the British forces under General Drummond. The successive charges and repulses were of the most desperate character. The attack, however, was defeated at all points. The British loss is stated to have been 900 killed, wounded, and taken prisoners; that of the Americans much less. Near the close of the contest Lieutenant-Colonel Drummond, who commanded the centre column, fell pierced with several balls.

Another attempt to gain possession of the fort, and to drive the Americans from the province, was unsuccessful. The British forces being now weakened and suffering severely from fatigue, exposure, and sickness, during a siege of fifty days, in a rainy season, General Drummond broke up his camp on the evening of the 21st September, and fell back to the village of Chippawa, situated a short distance down the river towards the Falls. At the close of this campaign the American general in command dismantled Fort Erie, moved his army across the river, and went into winter quarters.

Such are a few of the associations connected with the war which ravaged these now smiling frontiers along the Niagara River, now nearly forty years ago. The courses of defenders as well as invaders, then, with their marches and counter-marches, their encampments, sieges, and battles, were almost universally—as a natural consequence of the fierce nature of war—marked with desolation. The mills, dwelling-houses, and barns of the settlers were frequently

burnt ; and in instances even villages and towns were wholly destroyed. Besides the burning of the town of Niagara already mentioned, the now flourishing city of Buffalo was, during its existence as a village, containing 100 houses, in 1813, taken and destroyed by the British army under General Riall. On its way to Buffalo the same force took the frontier battery of Black Rock, and destroyed the village.

These ravages were committed, too, at the commencement of the most inclement season of the year. The town of Niagara was burned by the Americans on the 10th December ; Lewiston, opposite to the village of Queenston, about seven miles below the Falls, was burned by the British on the 18th December ; and Black Rock and Buffalo, situated near the foot of Lake Erie, shared similar fate at the hands of the British forces on the 29th and 30th December, all in the year 1813.

Under the kindlier influences of peace, the once desolated and thinly-peopled frontiers are now rapidly increasing in population and prosperity. A smiling cultivation, and improving farms, villages, and towns, are proofs everywhere around of a happier state of things. Steam-boats and railways are on every hand assisting more closely to cement and perpetuate this friendly feeling between the once jarring countries. As has been elsewhere stated, trade is largely on the increase between the people of the United States and Canada, even under the restrictions, on the part of the government of the United States, of a very high, and almost prohibitory tariff. Exertions on the part of Canada to modify this tariff, so as to increase the trade between the countries, have not yet been successful.

The township of Niagara, which is situated around the mouth of the Niagara River, and along its banks upwards, approaching nearly to the celebrated Falls, is one of the

most delightful spots of Upper Canada. Besides its charming and romantic scenery, its climate is one of the finest in the country. All along the banks of the Niagara there is a succession of pleasant orchards, abounding in apples, pears, plums, and peaches. The peach is only to be found growing to perfection in the open air in Upper Canada, in the most favoured situations with respect to climate. Among such situations are the banks of the River Niagara—parts along the shore of Lakes Ontario and Erie, and along the borders of the River Detroit. The soil of the township of Niagara is composed of sand, clay, and yellow and black loam. A good deal of the light sandy soil is to be found near the mouth of the river, in the neighbourhood of the town of Niagara. The heavier soil, generally, is more inland. The town of Niagara has increased very slowly. Its population in 1848 amounted only to 3100.

The other townships of the county of Lincoln, situated around the south-western shore of Lake Ontario, namely, Grimbsy, Clinton, Louth, and Grantham, are composed of a heavier soil than that of Niagara generally. The soil of these townships is chiefly clay, yellow and black loam. They are well settled, and are watered chiefly by creeks or streams which run into Lake Ontario, and afford sites for mills. The township of Grantham, in which the Welland Canal commences on Lake Ontario, contains the flourishing town of St. Catherines. In 1848 the population of St. Catherines amounted to 3460. The Welland Canal, it may be remembered, is the connecting link of navigation between Lakes Ontario and Erie, these lakes being thus disconnected by the Falls of Niagara.

The other two townships of the county of Lincoln which complete the seven are the inland townships of Caistor and Gainsborough. The soil of Caistor is reported to be princi-

pally hard clay, and a great deal of the land wet and swampy. The soil of Gainsborough is principally clay. It is reported to have also much wet and swampy land. The Chippawa Creek or Welland River passes through both townships.

The county of Welland is situated to the south of that of Lincoln, and fronts along the Niagara River, from below the Falls upwards, and along the shore of the lower end of Lake Erie. It is composed of eight townships—these are Stamford, Willoughby, Bertie, Humberstone, Wainfleet, Crowland, Thorold, and Pelham. Stamford, the first named, embraces within its boundaries the Falls of Niagara. The soil of the township is composed of sand, clay, and yellow loam. The soil of Willoughby is chiefly a hard clay, and the township is reported to have the other disadvantage of being poorly supplied with wholesome water. Bertie, situated around the head of the River Niagara, and partly along the foot of Lake Erie, is an excellent township. The soil is clay and black loam. Fort Erie is situated in this township. The two townships of Humberstone and Wainfleet, situated further up Lake Erie, and fronting the lake shore, contain a good deal of wet land, known as Cranberry Marsh. The dry parts are, however, well settled, and the Welland Canal passes through both townships. Crowland, Thorold, and Pelham, are inland townships. The two last named are reported to be excellent townships, and well settled. The Welland Canal passes through the township of Thorold.

Haldimand, the remaining county of the district of Niagara, fronts chiefly along Lake Erie, and stretches up the lake westward of the county of Welland. It has the advantage of the Grand River running through its entire extent from north to south, the banks of which river abound in delightful situations for farms and residences, and embrace the most fertile description of land known in Upper

Canada. The county of Haldimand is composed of ten townships, the names of which are Canborough, North and South Cayuga, Dunn, Moulton, Sherbrooke, Seneca, Oneida, Rainham, and Walpole.

The banks of the Grand River, from the mouth upwards, display a chain of flourishing settlements. The villages and small towns present scenes of busy industry, especially in their numerous flour and saw mills which employ a good deal of labour and capital. Among the names of the best known of these small towns above the Grand River are Dunnville, Cayuga, Indiana, and Caledonia.

The district of Niagara, embracing the three counties of Lincoln, Welland, and Haldimand, contained, in 1848, a population of 43,100. The quantity of occupied land it contained was 381,160 acres. The quantity of cultivated land amounted to 162,104 acres. The quantity of wild land was upwards of 204,000 acres; and the quantity of land returned as unfit for cultivation was 9800 acres.

The average value of land was returned as being £6 : 6 : 8 currency per acre for cleared, and £3 : 3 : 4 currency per acre for wild land. The value of cleared land in this district is the highest value returned for cleared land in Upper Canada. The district returning the next highest value for its cleared land is the Home District. The value of cleared land returned by this district is £5 : 15s. currency per acre. The district returning the lowest value for its cleared land is the district of Ottawa, situated near the mouth of the Ottawa River, and adjoining Lower Canada. The value of cleared land, as returned by that district in 1848, was £1 : 13 : 9 currency, or not quite seven dollars per acre.

The cultivated land of the district of Niagara, in 1848, —of which 109,677 acres were under tillage, and 52,427 acres under pasture—was apportioned as follows:—35,978

acres under wheat crop, 4397 acres under barley, 814 acres under rye, 10,088 acres under oats, 5340 acres under pease, 6019 acres under maize or Indian corn, 4454 acres under buck wheat, and 1077 acres under potatoes. The land thus apportioned produced 403,100 bushels of wheat, 72,297 bushels of barley, 8,939 bushels of rye, 441,383 bushels of oats, 117,632 bushels of pease, 138,153 bushels of maize or Indian corn, 78,178 bushels of buck wheat, and 87,171 bushels of potatoes. Among its other products were 8600 lbs. of flax, 81,588 lbs. of maple sugar, 147,774 lbs. of wool, 51,408 yards fullered woollen cloth, 5621 yards linen, and 65,653 yards flannel. The amounts of dairy produce and provisions prepared for market were 266,700 lbs. butter, 30,233 lbs. cheese, and 3387 barrels pork and beef. The live stock of the district consisted of 29,958 neat cattle, 11,472 horses, 48,182 sheep, and 29,665 swine.

The district contained, in 1848, 90 churches, 189 schools, 136 inns, and 143 merchants' shops or stores. The inhabitants were composed chiefly of natives of Canada, of British origin, of whom there were in the district upwards of 24,800. The rest of the inhabitants consisted of 3486 natives of Ireland, 3353 natives of the United States, 2083 natives of England, 1020 natives of Scotland, 1050 natives of Germany, 196 natives of Canada, of French origin, and 163 natives of other countries. The numbers of coloured persons of African descent in the district were 368 males, and 252 females. The number of children between the ages of five and sixteen in the district was 13,214, of whom 10,351 were on the roll of the public schools of the district.

We here close our brief notice of this very interesting district, and proceed to another of the districts westward in a new chapter.

CHAPTER XVII.

DISTRICTS OF UPPER CANADA.

Account of the Talbot District—Port Dover and Harbour on Lake Erie, and District Town of Simcoe—Township of Charlotteville—Iron Works at Normandale—Characteristics of Townships of the District—Population of the District—Amount of Cultivated Land—Increase of Population and Cultivation—Quantity of Wild Land in the District—Value of Lands—Quantities of Land under Particular Crops, with Amounts of Produce—General appearance of the Country—Banks of Lake Erie—‘Long Point Country’—Peninsula changed into an Island—Account of the district of Brock—Characteristics of Townships—Population and Lands of the District—Live Stock, Dairy, and other Produce—Descriptions of Population—District Town of Woodstock—Ports of the District—Main Road, and New Railway—Quantity of Wild Land in the District—Value of Lands.

UPON the western boundary of the Niagara District, stretching westward along the shore of Lake Erie, is

THE TALBOT DISTRICT.

This district consists of the county of Norfolk, and embraces the townships of Woodhouse, Charlotteville, Walsingham, Houghton, Middleton, Windham, and Townsend. The four townships first named front along the shore of Lake Erie.

Woodhouse, the most easterly township on the lake-shore, is well settled, and contains excellent land. The soil of the west part of Woodhouse is sandy loam; the east, rich loam, inclining to clay. The face of the country is generally un-

dulating, and the greater number of the well-cultivated farms are finely situated. The village of Port Dover, with its harbour on Lake Erie, is in this township. Simcoe, the chief town of the district, is about seven miles inland from Port Dover, in the north-west corner of Woodhouse. Simcoe is well situated in the midst of a fine old settled country. Its distance from the town of Brantford, on the main road westward through the province, is about twenty-four miles. There is an excellent planked road from Port Dover, which crosses the Grand River by a substantial bridge, and connects the district in this manner with the flourishing city of Hamilton at the head of Lake Ontario. The distance from Port Dover to Hamilton by this road is about thirty-nine miles.

Charlotteville, the next township west of Woodhouse, abounds with excellent iron (bog) ore. A blast furnace for smelting this ore, found in this, and the adjoining townships, has been in operation at the village of Normandale since 1823. The ore yields from twenty to thirty-five per cent. of iron, the average yield being about twenty-seven per cent. The furnace is kept in operation about ten months in the year, and when in blast, produces about four tons of iron per day. There is also a cupola furnace at the works—and castings of various sorts, such as stoves, grates, agricultural implements, and mill-machinery are furnished, chiefly to the neighbouring country. The soil of the front part of Charlotteville is composed generally of sandy loam, with some light clay, and the interior, off the shore of the lake, presents a light sandy soil. The soil of the front part of Walsingham, which is the next township west, is of a rich loam; the interior, being timbered generally with pine, is rather poor and sandy. The soil of Houghton, the most westerly township fronting on Lake Erie, is composed of

sandy loam. The township is timbered principally with pine, and well watered.

The three interior townships, Middleton, Windham, and Townsend, contain much excellent land, for the most part composed of a sandy loam. Middleton and Windham are timbered with a good deal of pine, and have the disadvantages of containing several swamps. The country generally within the limits of these interior townships is well watered with creeks or streams. The district of Talbot, or county of Norfolk, as a whole, contains a great deal of excellent land, and numerous finely situated and well cultivated farms. It was one of the chosen spots of the early colonists of Upper Canada. The inhabitants are chiefly Canadians, with a limited proportion of English, Scotch, Irish, and Americans. Besides the town of Simcoe and villages of Port Dover, and Normandale, there are several small villages scattered through the district.

The population of the district of Talbot, or county of Norfolk, amounted in 1848 to 19,274, possessing 238,858 acres of land—92,846 acres of which were under cultivation. In 1841 the population amounted only to 9626, possessing 186,000 acres of land, about 50,000 of which were under cultivation. The prosperous growth of population in this part of Canada is thus shewn to have been remarkably rapid.

The quantity of wild land in the district in 1848 amounted to 169,770 acres, and the quantity returned as being considered unfit for cultivation, was 11,750 acres. The average value of wild land was returned as being twenty shillings currency, or four dollars per acre; and that of cleared land, eighty shillings currency, or sixteen dollars per acre.

The quantity of land under wheat crop in 1848 amounted to 19,135 acres, which produced, according to the returns,

209,082 bushels. The next largest quantity of land under one particular crop was 6804 acres under oats, which produced 147,673 bushels. The description of ordinary crop least cultivated was barley. The quantity of land under this crop in 1848 amounted only to 624 acres, the produce of which was 10,250 bushels. The number of neat cattle in the district in 1848 was 15,700, horses 4500, and sheep 29,300. There were 30 churches in the district in 1848, 98 schools, 53 inns, and 47 merchants' shops or stores.

The general appearance of this flourishing part of Canada, especially along the shores of Lake Erie, is very attractive. The banks frequently present well cultivated and pleasant slopes; and all along the stretch of twenty miles and upwards, from the commencement of Long Point Bay down to Port Dover, may be called one vast harbour, with its wharfs, and creeks or streams.

This tract of country, known as 'Long Point Country' in this district, and which more than any other part of the district was one of the early settled spots of Canada, derived its name from a singularly narrow and long point of land, now an island, which stretches out into Lake Erie to the distance of nearly twenty miles. It is said to be not two hundred yards wide at its broadest part, and all along its lengthened stretch each side has its narrow strip of sandy beach, and the line between is covered with trees. Previous to 1828, or thereabouts, vessels navigating Lake Erie encountered considerable danger in stormy weather when having to double this promontory; and its headland was long without a lighthouse. At the bottom of the fine bay, called Long Point Bay, which it forms, there used to be a passage, when the waters of the lake were high, for boats, through a small brook; and when the lake waters were low, batteaux were hauled over the slender isthmus. About that period

of 1828, a contract was entered into between the Government and an individual to form a cut or canal through this barrier to navigation; and it happened, as the story is told, that during the night preceding the day on which the contractor had made his arrangements for beginning the undertaking, a violent storm had arisen on the lake, which rendered all his preparations unnecessary. On proceeding in the morning with his men to the scene of their intended operations, he saw with astonishment that the fury of the winds and waves had made a clear, wide, and deep breach—and the peninsula changed into an island.

The writer sailed through the passage in a steam-vessel (the *Kent*, of the town of Chatham, on the River Thames) in the early part of the summer 1843, and the channel was then about one mile in width. 'Long Point Country,' around the bay, appeared well cultivated and luxuriant, and, with the exception of low flats adjoining the neck of the old peninsula, the banks were agreeably elevated and sloped towards the lake.

We now leave, for the present, the shores of Lake Erie, for the inland county of Oxford, more familiarly known as

THE DISTRICT OF BROCK.

This inland part of Canada, situated near the heart of the western peninsula, may be characterised, generally, as possessing an exceedingly fertile soil, and very agreeable features. The face of the country is finely undulating in parts, and well timbered, and it is abundantly watered with clear and pleasant streams.

A great part of the district, which consists of twelve townships, is agreeably situated upon the banks of the River Thames, which winds through it, adding to the beauty

of the landscape, and affording excellent mill sites to the industrious and thriving settlements. The townships of the district are Blenheim, Blandford, East and West Zorra, Nissouri, North, West, and East Oxford, Dereham, Norwich, and Burford. The five first named are the most northerly range in the district, Blenheim, being the most easterly, adjoining the township of Dumfries, in the Gore District, and Nissouri, the most westerly, adjoining the London District. North, West, and East Oxford, are small townships in the centre of the district; Dereham, Norwich, and Burford, are situated in the south part, Dereham occupying the south-west corner, and Burford the south-east corner of the district.

The rich and fertile soil which generally prevails in this district, is for the most part loam and clay. Parts, such as the east division of the township of Burford, consist of sandy loam, not very well timbered. Much of this township of Burford, however, is well cultivated, possessing some of the best farms in the district; and the village of Burford is one of the most pleasant and luxuriant little spots in western Canada. Zorra possesses excellent loamy soil, and is finely timbered with beech, maple, and oak, and well watered. The population consists chiefly of Scotch Highlanders, who emigrated a number of years ago to this part of Canada. In 1841 the township numbered 2700, and above 1400 belonged to the Church of Scotland.

The population of the district of Brock, or county of Oxford, amounted in 1848 to 29,200. In 1841, the population amounted only to 15,600, which shews the rapid increase, within seven years, of nearly 14,000. The amount of occupied land in 1841 was 271,000 acres, of which 62,000 were cultivated. The occupied land of the district in 1848 amounted to 380,400 acres, 105,380 acres of which were

under cultivation. The quantity of this land under tillage was 85,700 acres—27,300 acres of this were under wheat crop, which produced, according to the returns, 394,000 bushels; 12,800 acres were under oats, which produced 372,200 bushels; 2880 acres were under maize, or Indian corn, which produced 47,439 bushels. The other crops, in the order of their relative extent, commencing with the next in importance, were pease, potatoes, barley, buckwheat, and rye; 1443 acres were under potatoes, which produced 127,465 bushels, and 1306 acres were under barley, which produced 23,680 bushels.

There were in 1848 30,440 neat cattle in the district, 6577 horses, and 50,000 sheep. The quantity of dairy produce and provisions prepared for market, included 107,474 lbs. butter, 115,138 lbs. cheese, and 5328 barrels pork and beef. The other items of farm products and domestic industry within the district of Brock in 1848, included 439,963 lbs. maple sugar, 126,700 lbs. wool, 26,147 yards fullered woollen cloth, and 86,528 yards flannel.

The relative numbers of the various descriptions of population within the district in 1848, were 3986 natives of Scotland, 3614 natives of England, 2881 natives of the United States, 2289 natives of Ireland, 184 natives of Germany, 162 Canadian French, 15,608 natives of Canada, of British origin, and 495 natives of other countries. The coloured persons, of African origin, within the district, amounted to 123 males, and 89 females.

The number of houses occupied in the district by this population of 29,219, was 4721. The houses vacant amounted to 87. The number of proprietors assessed was 2913, and of non-proprietors assessed, 1897. The population engaged in professions in the district amounted to 85, in trade or commerce 171, in handicrafts 616, in factories 135,

as labourers 270, and in agriculture 3550. The number of churches in the district was 33, schools 112, inns 52, and merchants' shops or stores 56.

Woodstock, which is the chief town of this flourishing district, is situated in the south-west corner of the township of Blandford, thirty-two miles east of the town of London, the centre of the peninsula, and fifty-one miles west of Hamilton, at the head of Lake Ontario. Woodstock is very pleasantly situated, surrounded by a finely undulating, picturesque, and well cultivated country. The town consists chiefly of one long street of about a mile, and is divided into East and West Woodstock. It contains six churches and chapels. There are many highly respectable English residents in the district, several of whom are settled in the immediate neighbourhood, and within the limits of the very agreeably situated town of Woodstock. Much of the land around the town is tastefully laid out into well fenced and cultivated fields and parks, amid patches of woods. The population of Woodstock amounts to about 1500. Ingersoll is another prettily situated little town, about nine miles west of Woodstock. Both are upon the main road leading westward from the head of Lake Ontario.

The nearest good port on Lake Erie for this district is Port Burwell, in the London township of Bayham, which township joins the south boundary of Dereham, belonging to the district of Brock. Much of the wheat of the district at present is forwarded eastward, to be shipped either at Hamilton, on Lake Ontario, or at Brantford, on the Grand River. Woodstock is about twenty-seven miles west of Brantford, and thence, further east to Hamilton, is an additional twenty-four miles. The road, all the way to the head of Lake Ontario, is well planked and macadamised, and is one of the best in Canada. A railway, as has already been men-

tioned, is expected soon to be in operation along this route, from the head of Lake Ontario, westward to the Detroit and St. Clair Rivers.

The quantity of wild land in the district of Brock, or county of Oxford, amounted in 1848 to 252,100 acres. The amount of land returned as being considered unfit for cultivation, was 13,400 acres. The value of wild land in the district was twenty shillings currency, or four dollars per acre, and of cleared land, seventy-five shillings currency, or fifteen dollars per acre.

We here take leave of this pleasant and prosperous district, and close another chapter. The next chapter will open with the district of London, one of the most important and interesting districts in Western Canada.

CHAPTER XVIII.

DISTRICTS OF UPPER CANADA.

Account of the London District—The River Thames—Extent and Description of Country Watered by it—Townships of the District—The Range Fronting Lake Erie—Banks of Lake Erie—Picture of a Settlement in the Country Parts of Canada—Scene in the Bush—Travelling through the Bush—Roadside objects—Size of Farms, and Description of Farmers' Houses—Taste for Flowers and Gardens—Characteristics and Soil of Townships along Lake Erie—Port Burwell on Otter Creek—Village of Jamestown—Early Settlement of the Country—Colonel Talbot, the Pioneer of the Settlement—Residence of Colonel Talbot—The Future of Canada—Town of St. Thomas—Village and Harbour of Port Stanley—Harbours on Lake Erie.

SITUATED directly west of the districts of Talbot and Brock, and stretching from the northern boundary of the Brock District southward to the shores of Lake Erie, is

THE DISTRICT OF LONDON.

Its situation being thus nearly in the heart of the fertile peninsula, and enjoying the advantages of one of the best harbours on Lake Erie, it is one of the most flourishing and important districts of this part of Canada. The face of the country is agreeably undulating, the land, generally, highly fertile, and abundantly watered by the River Thames and other streams.

The Thames is a river of considerable extent, having two main branches taking their rise northward and eastward of the London District. The northern branch waters five or six townships north of the town of London, where the junction of the branches with the main stream takes place. A small stream, named the Avon, upon which the town of Stratford, in the district of Huron, is situated, augments this northern branch of the Thames. The other main eastern branches of the river rising in a north-easterly direction from London, near the source of one of the branches of the Grand River, waters about as many more townships. The course of the main stream of the Thames from the town of London is in a south-westerly direction for about ninety or a hundred miles, when it enters Lake St. Clair, fifteen miles from the town of Chatham, in the Western District. The stream is for the most part clear and rapid, until it approaches Chatham ; for several miles above which it is sufficiently deep for the navigation of steam and sailing vessels. Steam-vessels ply regularly between the ports on the Detroit River and the town of Chatham, fifteen miles up the River Thames. The ordinary class of sailing vessels navigating the Lakes Ontario, Erie, and Huron, proceed about seven miles above Chatham to the village of Louisville, which place has usually carried on a considerable timber trade, principally walnut timber and staves.

The average depth of the Thames to the furthest point navigable for steam and sailing vessels is reported to be about sixteen feet, and the breadth from two hundred to three hundred feet. The course of this fine stream is through some of the finest country in Canada ; portions of the scenery along its richly fertile banks are exceedingly picturesque. The banks of the upper part of the stream are, for the most

part, slightly elevated, almost bold in parts ; and the country finely undulating ; while below, for a course of between thirty and forty miles from the mouth, the country is generally level—spread out into rich flats, beautifully timbered, presenting land of the most fertile description. The clear and lively running branches of the Thames wind around the new Canadian town of London, chiefly between agreeably elevated and finely wooded banks.

The district of London consists of the county of Middlesex, which embraces seventeen townships. Six of these stretch along the shore of Lake Erie for a distance of about fifty miles, about midway up the lake, at the broadest part of it. This range of six we may call the lake-shore townships. They have each a frontage on Lake Erie of from five to ten miles, and extend backwards from ten to twelve miles. Along this line of lake-shore townships of the London District, there are five natural creeks or harbours, and a spacious bay, called Aldborough Bay. The principal good harbour at present is Port Stanley, situated at the mouth of a fine deep stream, called Kettle Creek, in the township of Southwold. This harbour of Port Stanley is situated exactly in the centre of the range of the six lake-shore townships. It occupies the south-east corner of the township of Southwold. West of it are the townships of Dunwich and Aldborough, the last-named being the most westerly township. East of it are the townships of Yarmouth, Malahide, and Bayham—Bayham being the most easterly of these lake-shore townships of the district.

The banks of Lake Erie along this line of coast of the district of London are principally high and sandy. The timber frequently growing near the lake is chiefly oak and pine, indicating a light soil. The creeks or streams, forming the natural harbours, mostly enter the lake through

deep gorges, with high wooded banks on each side. A good deal of the lake shore, however, gradually slopes towards the lake, and possesses a richly fertile soil, finely timbered with beech, maple, elm, black walnut, and other woods, which are the received tests of good soils. These six townships, generally, off the immediate shore of the lake, possess the first quality of soil, and are finely timbered, and abundantly watered with pleasant streams.

I remember being greatly gratified, in the course of a tour I made through these townships, several summers ago, by the lively appearances of cultivation and rising villages constantly striking my attention, where, within living remembrance, wild forests used only to be seen. The Talbot or lake-shore road, which follows the line of Lake Erie—commencing at its foot near Fort Erie, and extending to Amherstburgh, at the head of the lake, and onwards—runs through these townships, and the traveller passes through an almost constant succession of the settlers' farms fronting each side of the road.

The usual scene which the country parts present to one newly arrived in Canada is strikingly novel. You find yourself in a large long opening, or 'clearance,' of about a mile in width, bounded on each side as far as the eye reaches by the tall dark forest, serving as a kind of bold magnificent fringe to the more cultivated, yet somewhat rough-like scene between, with its fields, dotted with 'stumps' frequently, like so many dark stone boulders scattered over, at distances from ten to twenty feet apart. And there is the temporary zig-zag rail-fences of these square fields. Then, almost close upon each side of the wide road of about sixty feet, and placed at intervals of a quarter mile or less, rise the settlers' farm-houses, with their huge wooden barns in which they house all their grain. Then there is the primitive, rather

rough, unmade road itself, on which you are travelling through this all so novel scene; choosing betimes a more level grassy bit of this broad road for more easy travel; now wearying your eyes on the long strange vista of the rude forest-fringed scene—now admiring a neat white painted cottage of an enterprising settler, with its shrubbery and flowers—again vexed, on meeting a slovenly-looking log-house of some equally indolent people, with the weather-beaten straw-hats mending, in their way, the broken windows, and the neglected children sprawling about the doors.

You next pass the humble little school-house, and the unpretending plain religious meeting-house. Here the eye falls on one slight but touchingly interesting object—a solitary grave-slab, of wood, meekly rising from the lowly grave-mound near an old-established looking settler's homestead, its simple lettered story upon the white painted board telling of one or more breaches in the family since it came there. Further onward, again, in a quiet hollow nook by a clear running stream, you come upon a neatly-fenced square plot, waving with long grass, and the plain and humble monuments, all as if new and of late date, and, but as yet, thinly sprinkled over it. Such are the kind of scenes you often meet in this young New-World country.

Should it be a newer or more backwoods settlement you visit, instead of the wide-cultivated opening and comfortable farm-houses here and there, this changed scene, of rougher forest road, with the trees, tall and close, upon each side of you, will only present now and then, at long intervals, the sign of any sort of dwelling. You come all of a sudden upon some little log-house or shanty, and around it the small plot of an acre or so of a 'clearance.' The settler has but commenced to fight his way in this wild 'bush.' As you pass, you are all eyes to survey the curious scene—the pent-

up little beginning of a farm, scarce having enough of the breath and light of day amid that over-hanging and surrounding dense forest. Yet, again, on looking closer, you do not think, after all, the hermit-place either so lonely or so gloomy as you might suppose. The light smoke is curling up from the humble wooden house, and there is the clear blythe laugh of the children playing about, and now and then the sweet clinking of the cow-bell from among the trees; and—uppermost sound and lightsomest sight of all—the doughty vigorous strokes of the settler's axe making the woods all around to ring, or quake, as you would think, in affright of their impending fate.

This little 'clearance,' as they call it, what a very medley of confusion it is! Stately trees, of beech and elm, that have fallen, with their great green branches broken, spreading their unwieldy lengths across the plot, amid freshly-topped 'stumps,' and lopped branches, and masses of trunks, lying about in all directions, and of all sizes. One would think that the bushman, ere he made a 'clearance' of this yet, would have enough to do. But he has encouragements cheerfully to persevere. You observe among the fallen trees, and the confusion of branches and remains of trunks, the vigorous fresh appearance of the grass, the scatterings of luxuriant wild-flowers, and even the weeds—all tell—along with the great growth of those beeches, elms, and maples—of the fertility of the soil—did even the small patches of torn surface not distinctly present to you the rich black mould itself.

So cheered with all this and more, the stout-hearted axeman will cut up, and collect into heaps, and burn this confusion of wood, and in no long time, too, will make a thorough 'clearance;' and thus enlarging his plot, and fighting his way into the woods, his hopes will be kept up respecting

the future farm and its reward to him in after years, for his own toilsome beginnings, and the family's privations and hermitage in the 'bush.'

Having so noted the more prominent features of the secluded scene, pursuing the journey, you find yourself once more between the boundary of forest close upon each side. And when, amid other thoughts, you have allowed to pass from your mind the clearance of the bold and hardy bush-settler, you have suddenly your attention arrested to listen to a slow rustling noise, in the distance backward, as if among the leaves high over-head in the forest. It is one of the trees falling beneath our settler's axe: the rustling among the leaves and lesser branches continues on the ear, and becomes more rapid and distinct; next, a heavier crashing among the larger branches as it goes, making way for itself through all obstacles, till—resounding through the whole forest—the giant thundering falls, awakening all the echoes.

Advancing onwards again between the solitary woods, your observation is restricted to note the lesser, yet not always displeasing detail, which the forest-road presents. Having got into a tract of 'pine woods,' we may continue for miles without seeing a house; there being but little in the light sandy soil, which pine trees ever indicate, to invite settlers. Besides, the resinous roots of the pine remain so many years in the ground until they decay, to the great annoyance of the farmer. Here we now have a border of scrubby brushwood; younger trees of several sorts stretching along each side of the road, giving relief to the dark towering pines, rising with their straight and massy trunks to the height of from 100 to 150 feet! Some of them, as you may perceive by the numerous tapped holes made by the bill of the wood-pecker, like riddlings of buck-shot against the

forest giants, tell both of long age and the decay going on within the great trunks. And hear!—the hollow tap-tap of the strong-billed bird himself, hopping pertly round and round some tall old tree, in the pride of his gay coat of purple and white, and glossy black.

Among the slender trees of the bush-road border—which has been formed on each side of the road by the removal of a line of the giant pines to admit the free circulation of air—there is a clustering of the wild May cherry tree, with its small white flowers in full blossom. Young shrubby pines, larches and cedars interspersed, appear above the long grass; and here are clumps of light poplar, with tiny leaves fresh blown, fluttering in the gentle, almost still air. The more robust balsam poplar is here too, called the balm of Gilead tree for the repute of its buds, an infusion of which being esteemed as a bitter. Then, scattering among all, are various sorts of bushes, brambles, and raspberries. A little off the edge of the road, free from the intrusion of trampling feet, there is the wild-bush lily in its pure white, tinted now and then, more or less with delicate peach hue. And nearer to the road—shielding itself close by the stump of an old pine, that brave little flower, shewing itself early, and near to trodden paths—the wild violet, or heart's ease.

Such are the kind of road-side objects with which, in the new interior parts of Canada, you have to gratify your observation in the manner you best can as you journey along.

You may meet at times laden waggons with merchandise for the country stores onwards in the interior, or returning with loads of wheat or other produce, to one of the lake harbours. Or the object you meet may be an antiquated lumbering stage-coach, lurching amid the deep ruts, or wending slowly through the heavy sand of the roads, or thump thumping over the succession of round logs, laid

crossways, forming the 'corduroy-road;' or, it may be, the vehicle is winding up the side of a deep ravine, the most of the passengers out walking, to ease the horses, and to stretch themselves. Or this mail-stage, for such it is, with its four fine horses, may be scudding along upon some smooth even surface, the young driver-lad whistling and talking to his horses, calling each by name, while he is smacking about, and curving, in the pride of his art, his long-lash whip.

You will meet with few foot passengers; possibly a Scotch ploughman or tradesman, with knapsack or bundle upon his staff, slung over his shoulder, travelling in search of adventure or employment. Or you may meet a Highland family from Argyleshire (there being many of them in Canada, comfortably settled), trudging cheerfully on their way—some of them walking, some riding—to join friends in the colony, who wrote home to them of their well-doing, and invited them out. The father, and one of the eldest sons, travel a little way a-head of the rest, who, seated on the top of a waggon above their baggage of huge chests, barrels, and bedding, are coming up behind. Now this family, who perhaps in Argyleshire could only manage to scrape the barest subsistence, will, most probably—before ten years pass, if sober and persevering, and though they may have next to nothing to begin with now—be proprietors of a good farm, yielding them all comfortable subsistence.

The size of farms throughout Canada is generally about 200 acres; and a great many of the settlers with this size of farm have from 40 to 50 acres, and some 100 acres, under cultivation, with large barns and comfortable houses. The description of houses of almost all, is that which, in the absence of brick or stone, is considered in Canada most comfortable and respectable—the frame-house. The squatter's shanty, as is known, is of rough round logs plas-

tered with clay or lime. The next improvement is the squared log-house; and most comfortable dwellings these are, fully as much, it is said, as any stone house can be. But the respectable frame-house is the family's ambition, in the absence of stone; and no wonder, for with its white or stone painted appearance, and not unfrequently its verandah, with creeping vines and flowers, and shrubbery in the small front plot, it looks really respectable and pleasant. You may see such a picture frequently in the towns where the houses belong to merchants, successful tradesmen, and others in easy circumstances; but I am sorry that it is only here and there met in the country, in instances of the more enterprising or more fortunate than the majority of their neighbours.

The regret is frequently expressed that Canadian farmers do not show greater taste for flowers, and keep the exterior of their houses and their gardens neater, and more ornamental, than is generally done. I join in the regret as much as any can, but wherever there is explanation it ought to follow the blame, and in this case the latter attaches more to circumstances than individuals. In a young and wild country, where a man had to battle with the forest for his bread, and not until arriving at, or being beyond middle age, he finds himself more at ease, he is not, perhaps, so greatly blameable for not having exercised a taste which he never before had opportunities to cultivate. There is something, too, in this, that in old countries, where most people are content 'to have the two ends meet,' with the moderate round of comforts, the mind has more repose, and the inclination consequently greater, to cultivate the tastes and lesser pleasures. In young and rapidly rising countries, the chances of gain being greater, and each successive step of success being but an added stimulus to the mind, it thus

becomes too much engrossed in larger views to attend to the detail of taste and the undergrowth of pleasures, which are attendant on more settled and older communities. Canada, however, already is fast improving in this respect. There was established several years ago, on the outskirts of the town of London—a pretty fairly stocked nursery by two intelligent and spirited Englishmen; and this (the first thing of the kind, if I am not mistaken, in this western part of Canada) now supplies the neighbourhood with the most approved varieties of fruit-trees, shrubs, and flowers.

So much for these digressions, which may have afforded some glimpses of the usual appearances and ordinary state of things in this new country. We shall now notice more particularly some of the characteristics of the lake-shore townships of this interesting district of London.

The soil of the township of Bayham, the most easterly of the six townships, fronting along the shore of Lake Erie, is in parts, where pine abounds, not quite so good as that of the others. There is, however, a good deal of loam and clay, timbered with maple, ash, black walnut, and different kinds of oak, chesnut, and cherry. The fine streams of the Little and Big Otter run through Bayham; and the agreeably-situated village of Port Burwell is at the mouth of the Big Otter, upon the high banks of the lake. This stream, at the mouth of which Port Burwell is situated, is navigable, with a depth of twelve feet, for about two miles up, where there is the small village of Vienna, embosomed in a winding and pleasant valley.

An extensive trade in sawn timber has usually been carried on upon the banks of the Otter, in supplying the opposite American frontier states with this article. The breadth of Lake Erie, at this point to the town of Cleveland, in the state of Ohio, is between sixty and seventy miles.

The situation of Port Burwell, overlooking the lake, and on the high banks of the clear full stream of the Big Otter, is exceedingly pleasant. The township of Bayham is comparatively well settled and cultivated.

Malahide, the next township west of Bayham, is also pretty fairly settled and cultivated. A considerable proportion of the inhabitants are engaged in the timber trade. It possesses an excellent soil. Catfish Creek, which is a deep full stream for some distance from its mouth, runs through this township. The village of Jamestown is situated near it, in a very pretty hollow. Yarmouth, the next township west, is much better settled and cultivated than either Bayham or Malahide. It is indeed the most populous and best cultivated of any of the lake-shore townships of the district. It is timbered with beech, maple, black and white walnut, oak, ash, and cherry; and is well watered with fine streams. The soil is a black sandy loam. Southwold, in which Port Stanley, on Kettle Creek, is situated, is the next township. The soil of this township is marly, diversified with sandy loam and clay alternately. In extent of settlement and cultivation, it may rank next to Yarmouth. The two townships of Dunwich and Addborough, to the west of Southwold, possess soil of the first quality, and are finely wooded. They are not yet so well settled as the more easterly townships.

The well-known Colonel Talbot, the pioneer of this western part of Canada, has his residence in the township of Dunwich, upon the agreeably elevated bank of about 120 feet overlooking Lake Erie. He first settled here in 1803, 'at which time there was not a white inhabitant within sixty miles on the east, and seventy-five miles on the west.' It was not until 1809-10, however, that the Provincial Executive were prevailed to lay open the country for settle-

ment, and then only partially. Mr. Richards, a Government Commissioner, travelling through this part of Canada in 1830, and writing to Sir George Murray, then Colonial Secretary, speaks thus of it:—'From Otter Creek (in Bayham, the easternmost township of the district) to Colonel Talbot's, the lands and crops were as fine as possible, and the growth of the woods of the very first quality.' Owing, most probably, however, to the large grant or reserve allowed to Colonel Talbot for his services in settling the surrounding country, the population of Dunwich township has not much increased since 1817, when it was computed to contain 500 inhabitants. There are quarries of limestone, and good earth for brick, within the township.

Very shortly after my arrival in Canada, on the occasion of my first visit to the colony, I took a ride to the residence of Colonel Talbot, to whose exertions and example, since he settled in a wilderness here about fifty years ago, considerable merit is due for the change the scene has undergone, into clusterings of farms and villages. This spot of the Colonel's residence is romantic and beautifully situated—one possessing greater natural beauties, and more reminding me of the sites of the finest seats at home, than any I had seen in Canada. It was a delightful summer day on which I visited it; and, entering by a prepossessing gateway leading off the good main road, I found myself in a spacious, noble-looking avenue. As far as I could see, there was the wide road with its grassy margin, and overhanging and bordering each side was the luxuriant and shady recesses of the tall, deep, old forest. I dropped the reins on my pony's neck, and the exquisite imagery of some of those rich portions of Spencer's Faëry Queen flowing on my recollection, translated this far western spot of young Canada into a scene of hallowed old English ground:—

* * *

' A shady grove
Whose lofty trees, 'yclad with summer's pride,
Did spread so broad, that heaven's light did hide.'

Here, methought, might have been the fair Una, when

' One day, nigh weary of the irksome way,
From her unhasty beast she did alight ;
And on the grass her dainty limbs did lay,
In secret shadow, far from all men's sight ;
From her fair hair her fillet she undight,
And laid her stole aside : her angel's face,
As the great eye of Heaven, shined bright,
And made a sunshine in the shady place ;
Did never mortal eye behold such heavenly grace.'

Having reached a winding of the avenue, I was led by a gentle ascent and crescent-sweep to a view of the open grounds, where sheep and horned cattle were grazing in numbers. Descending into a flat grassy vale through which a stream flowed, I crossed a bridge ; and on gaining the top of the opposite bank, a range of a fine park presented itself, and at its extremity, overlooking the lake, I perceived the dwelling of the old Colonel. I was struck by the grand view of the lake here. In a little I found myself standing on the edge of the lofty and steep bank overlooking the expanse of waters, without speck or ruffle, as they were that day, and a light haze bounding the farthest view. The slight motion of the lake laving the foot of the bank was all—as I stood some moments entranced by the scene, with its calm stillness—that fell upon the ear.

While turning towards the humble hermit-dwelling of the man with bold heart and nerve, who had subdued a mighty wilderness, and saw growing up around him the beginnings of a new country he had aided so to plant—the flitting fancies of an imagination winging into the far future, presented, instead of the homely cottage, a magnificent mansion, and all detail in keeping with the noble-

looking grounds, and the grandeur of the expanded lake. I thought I could conceive, too, looking along its shores, the distant rising of smoke as if from a mighty city. But the views vanished, and the regret came instead—who has not had such a regret?—that one could not live to see the full growth of those beginnings, he could only, when having to part with them for ever, witness the early healthful promises.

I directed my steps towards the exceedingly plain dwelling of the Colonel, who, with his man Jaffrey, I found at home. Many have heard, I daresay, something of Colonel Talbot's gruff manners and eccentric habits, and we have had the kindly-hearted Mrs. Jameson represent him more favourably. I dislike being the retailer of gossip which, in its spirit and tendency, so frequently causes imperfect details to take the place of fuller and healthier views. This I know best of Colonel Talbot, that the two chief towns of the district, London and St. Thomas, have vied with each other which shall most worthily celebrate the anniversary of his birth. In the town of London there have been gay balls in honour of the event, at which towns-people and country folks of all parties, joined by the officers of the garrison, have kept it merrily up, and the old man himself—probably about eighty years of age—tripped about as lightly as any. The good people of the town of St. Thomas and around it, which is more in the neighbourhood of the Colonel, have never missed the 'The Talbot Anniversary' a single year, but have kept the day as one specially marked out.

St. Thomas, the chief town of the lake-shore townships, here mentioned, is in the township of Southwold, and occupies an elevated platform, formed by the steep banks of the Kettle Creek, eight miles distant from Port Stanley, and

seventeen from London. There is an excellent planked road leading from Port Stanley to both towns. The population of St. Thomas may be about 1500 or 2000. There are several churches, numbers of good shops, and the agencies of two or three banks in the town.

The village of Port Stanley, situated in the gorge formed by the stream called Kettle Creek, discharging itself through high sandy banks into Lake Erie, is, with its shops, mills, and other evidences of busy industry, a bustling, lively place during the season of navigation. Substantial stone piers were erected several years ago out into the lake from the mouth of the stream, at the expense of the province; and the amount of revenue collected at this port of an important and flourishing district of country has been exceeded only in certain years by Toronto, Kingston, and Hamilton, which rank as first-class ports in Upper Canada.

The harbours of Port Stanley and Port Burwell are among the best along the whole north shore of Lake Erie—the best, perhaps, if we except the Grand River, near the foot, and the Rondeau, towards the head of the Lake. A steamboat runs regularly between Port Stanley and the opposite American port of Buffalo, thus affording a good means of conveyance for those who take the New York route for Canada. Travellers proceeding up the Hudson River from New York to Albany, by railway or steamboat, and thence by railway to Buffalo, may, by taking the Port Stanley steamer at Buffalo, find themselves, on the third day from New York, in the heart of the London District in Canada.

Before proceeding to the townships of the interior, we shall close this chapter, and begin a new one with this fresh portion of our subject.

CHAPTER XIX.

DISTRICTS OF UPPER CANADA.

Townships in the interior of the London District—Township of Westminster, Scotch Settlement—Township of Delaware—Story of the Early Settlers—Forest and River Scenery—Village of Delaware—Early Land Granting in Canada—Tax upon Unoccupied Lands—Township of London, Settlement and Progress—Town of London—General Appearance, Streets, and Public Buildings—Trades and Public Works of the Town—Infantry and Artillery Barracks at London—Impressions of a Traveller—Population of the District, Amount and Progress—Extent and Value of Lands—Cultivated Lands and Crops—Amounts and Descriptions of Annual Produce—Dairy Produce and Provisions—Live Stock of the District—Description of Population—Coloured Population of African Origin—Canada the Refuge of the American Slave—Indian Population—Oneida Indians—Indian Settlements on the Banks of the Thames—Indian Hunters—Statistics of Houses, Churches, Schools, Inns, and Shops of the District—Comparison with other Districts—Public Roads and Distances—Central Position of the Town of London—Sir James Alexander's Experiences—Climate of Canada—Mornings and Evenings of Summer and Autumn—Forest Scenery.

WE will now take a glance at the townships in the interior of the district of London.

The banks of the great lakes and navigable rivers were very naturally the first settled parts of Canada. Situated along the great highways of water communication, the want of roads was less felt, and the climate, tempered by the wide-spread surface of adjacent waters, preventing the occa-

sional early and late frosts of spring and autumn, favoured vegetation and the production of fruits—the peach and even the vine being cultivated in parts near the lakes, where a distance only of some miles into the back country would be unfavourable to the attempt. Such disadvantages of the back country are found counterbalanced, however, in a great proportion of instances, by a richer soil, and the generally lower prices of lands. For although the soil frequently be not so heavy along the shores, the country, besides its other advantages, being longer settled and cultivated, the tendency is to raise the value of lands. The small proportion of people of capital and great enterprise combined emigrating to Canada, compared with the number who consider themselves fortunate to secure lands in almost any situation, accounts for the fact of large tracts of land, much of it very superior, lying yet uncultivated along every lake and river of Canada. And then, in parts of the interior again, with improved roads, large tracts are thickly settled, well cultivated, and nursing within their circles thriving villages and towns.

Directly back of the six lake-shore townships of the London District are the eleven interior—Dorchester, Westminster, Delaware, Carradoc, Ekfrid, Mosa, Metcalfe, Adelaide, Williams, Lobo, and London. The first-named of these interior townships, Dorchester, is the most easterly of the number, and has usually been divided into North and South Dorchester. The north division is watered by the south branch of the River Thames, and has a loamy soil, well timbered with pine. The soil of South Dorchester is sandy, and it is timbered in front with indifferent quality of pine. The pine of Dorchester has a good market in the town of London, and is floated down the Thames during the spring and autumn floods. Dorchester is as yet thinly settled.

The next township to the west is Westminster, one of the best settled of the interior townships, and possessing, perhaps, the richest soil. The soil for the most part is of a marly loam, the surface undulating, gradually rising in places to upwards of a hundred feet or so above the level of the Thames. The north-eastern branch, and also the main stream of the Thames, wind below the high banks along the northern boundary of the township, and divide it from the more northerly township of London. One part of the township of Westminster is settled almost wholly by Scotch, and receives the name of the Scotch settlement. This settlement forms the greater part of a respectable congregation, having a place of worship in the town of London, in connection with the United Associate Synod of Scotland.

The township of Delaware, the oldest settled in the district, is yet, owing to circumstances, one of the most thinly inhabited. The soil is loam and clay, with rich flats along the banks of the Thames. Portions are light and sandy, being timbered with pine and oak. Carradoc, further to the west, has a loamy soil, and well timbered with oak. Ekfrid, south-west of Carradoc, has a similar soil, well timbered with maple and oak. Mosa, in the south-west corner of the district, and directly in the rear of the lake-shore township of Aldborough, is watered by the Thames running along its southern boundary. This township is described as possessing a soil of loam and clay, and being well timbered with maple and oak. The townships of Metcalfe, Adelaide, and Williams, situated in the north-west angle of the district, possess much excellent land, timbered with maple, beech, and elm. Lobo and London, the two north-easterly townships of the district, embrace some of the richest land in the district. The soil of both is principally a rich black loam and clay. They are finely wooded, and well watered

with the River Thames and smaller streams coursing them in various directions. A great proportion of the site of the town of London is sandy, timbered with oak and pine. Along the banks of the Thames are highly fertile flats. Lobo was settled about thirty years ago chiefly by Highland Scotch. The main road from London to Port Sarnia, on the River St. Clair, and foot of Lake Huron, passes through this township. The distance from the town of London to Sarnia, by this road, is sixty miles, through a highly fertile country.

Among the most interesting spots of the district of London is the township of Delaware. This township, as has been just stated, is the oldest in the district, the first settlers having entered it in 1795. The village of Delaware is one of the prettiest spots in all Canada. It is situated on the great provincial road, fourteen miles southwest of London, and has been the scene of many a merry pic-nic party made up from the families of the garrison and the town.

Connected with the first settlement of Delaware, there is a dash of romantic novelty somewhat interesting, especially to those who delight to preserve characteristic circumstances in the settlement of a new country. Upper Canada, as is generally known, first began to be peopled in 1784—the whole of it then was one vast forest. Niagara, situated on that finely salubrious neck of land between the head of Lake Ontario and the foot of Lake Erie, was, as has been already noticed, one of the first settlements; as was also the similarly favoured tract of country some little way up Lake Erie, in the district of Talbot, familiarly known as Long Point country. These two places were among the first foot-holds of the early settlers. The next stepplings forth into the interior were directed to the spot where

now stands the pleasantly situated village of Ancaster, seven miles west of Hamilton, at the head of Lake Ontario. Soon after this first settlement of Ancaster, some members of the families who had removed there, pushing young men, conceived an expedition still further into the country. The love of adventure, and the novelty of exploring a new country, would readily favour the idea of a trading speculation with the Indians; and off on this errand set the party westward, with some stores of tobacco, whisky, calicoes, knives, and trinkets. Having reached so far as Oxford, on one of the branches of the river Thames, east of London, they determined proceeding down the river in a canoe. Loosening their well-laden little bark to the current, away went the adventurers adown the winding and rapid Thames, beautifully wooded along its banks, the tangling brushwood and graceful sweeping willow overhanging its many bends and pleasant nooks. Steering around many a lengthened curve, they sailed onwards, and by the small, low, wooded islands—some like clumps of trees alone rising from the water—now between banks, with their bold steeps of rich black and clayey loam, crowned by the luxuriant forest. Next would open the fertile flats of meadow-land, more thinly wooded with the stately and widely-branching sycamore, and here and there willows and bushes of alder, with the wild vine twining about them, then bending over and dipping into the margin of the clear lively stream.

Tired of the watchful steering and tending of their course down a rapid stream, without opportunity sufficient to mark the wild and stately luxuriance of the scenery, telling them of a wondrously rich soil, the adventurers naturally thought of halting for rest. So, fastening their canoe by the bank, the next moment they stood upon the threshold of the stately and shady olden woods—the tower-

ing forest—its far sombre and stilly depths, vaulted by the thick intertwining branches high above, seeming like some mighty temple, the rays of sun-light here and there flickering on the lower leaves of the less and bushier trees, or shooting in narrow streams down some massy trunk. Our tired adventurers seated themselves most likely upon one of the many old fallen trees, scattered like benches about, as if inviting to rest and contemplation within the shady temple. Some of these we observe newly fallen, others mouldering, so that touching them, like a friable clod, they scatter into powder. Others again—and those the forest wanderer loves much—with their thick elastic coatings of dry green moss, offer an easy seat across a clear cool spring—sometimes so small as nearly to be hidden—gurgling and playing lively through its miniature course of fallen leaves, and at times having even sand and pebbles for its diminutive bed.

Upon one of these old mossy trunks our wanderers may have rested, the wild flowers around them appearing from amid the thickly-strewn leaves and long thin grass. Who would not have delighted to rest in such a place? The pillared, vaulted, and sombre forest, with its streaks of light and masses of shade—its carpet of leaves, and grass, and varied wild flowers—its mossy seats, and purling streams—a scene awakening sensations at once pleasing and grand. Charmed by the attractive novelty—one loves the flowers, and the streams; and then the grandeur of the whole rising around one, and far over head, in its vast and calm solitariness, imposes the mind with profoundest awe.

Our wanderers, accustomed to such scenes, were most likely simply to experience (besides impressions of the richness of the soil) a sense of grateful rest, and it might be

also, sensations of solitariness in such a place, where for miles and miles around them all was forest—deep solitary forest—without a white footstep. Continuing their course, they would pass many a spot *now* enlivened by dwellings and cleared farms, and the din of mill-machinery. Among such spots would be the rising table-land on which now stands the town of London, unthinking, it might be—as they looked upon the high banks, crowned and covered all back by heavy forest—that here some of them would live to see, as they did, this spot, the site of churches, shops, and several thousands of busy inhabitants. Having reached the *Forks* (as the locality was long called, before a house of the town was built, and even since, by old settlers, from the two branches of the river joining under the high west bank), they would then glide more smoothly upon the fuller stream, till fifteen or twenty miles further down, they made a halt.

It was at one of the loveliest river nooks one could wish to linger by. It was the site of the present village of Delaware, admired by all for the beauty of its situation. The traveller along the main road from London westward, all at once meets the river in a curving open valley, with its opposite bank high and wooded. Spreading from the foot of this rising bank are flats of meadow land, with scatterings of willows, poplars, and thorns. Then there is the river, almost close beneath the village on the near side, flowing gently, full, and clear, with its shining, unbroken, glassy surface.

Such was the spot the adventurers chose as a sort of head-quarters in their Indian traffic. Finding it convenient for profitable trade in disposing of manufactured stores in exchange for furs; and doubtless influenced, too, by the natural attractions of the place for a settlement the

result was an invitation to their friends, the older folks, at Ancaster, who soon joined them, and so commenced the settlement of Delaware.

This we may call the story of the foundation-laying of the present London District. I had the facts from a respectable worthy old settler, whose family were among those very first settlers of Upper Canada at Niagara, and were also among the first in the London District. The widow of one of these first settlers of Delaware, one of our adventurous explorers, still lived not long ago near or within the village. I have before me a printed report of the proceedings of a meeting of the inhabitants of this and adjoining townships in 1817, at which the widow S——'s husband, 'the Squire,' as he was called, was chairman. This document affords a very striking illustration of the great evil committed in the early settlement of the colony by the profuse mode of granting lands. From what we have said of Delaware being still nothing more than a small village, there being probably not more than a thousand inhabitants in the whole township—and from what has been incidentally noticed of the thriving progress of other townships of the district, particularly Westminster, it is instructive to note, from the proceedings of these primitive settlers, how well they foresaw the effect of the land-granting system, which has since, in so marked a manner, retarded the settlement and general prosperity of the province.

One can scarcely fail to admire the calm and courteous temper with which the evil is pointed out, and a remedy proposed; and were it only to afford this commentary upon the character of these first settlers of Canada, we may be excused presenting the brief extract of their proceedings, which is as follows:—

'The greater part of the lands which constitute the

township of Delaware were granted many years ago to persons not resident in this part of the province ; or are crown and clergy reserves, which have been, and still continue to be, an insurmountable obstacle to the formation of a compact settlement in it. In the township of Westminster, no lands have as yet been granted but to actual settlers. And if that system is pursued by the government, it will, no doubt, soon form a most delightful, populous, and wealthy settlement.

‘ The principal part of the township of Dorchester, which is not composed of clergy reserves, has been granted to persons not resident in this part of the province ; and there does not appear to be any probability that it will be settled soon, unless men of capital purchase.

‘ If his Majesty’s Government should grant or dispose of the crown and clergy reserves to actual settlers, and the Colonial Legislature should lay a tax upon the lands of absentees, so as to induce them to sell or contribute to the improvement of roads, &c., we are of opinion that the province in general would be more prosperous and happy.’

Dorchester, here alluded to, has had the same fate as Delaware—the returns not many years ago showing that township not to have 3000 cultivated acres, and only 620 inhabitants. [Townships on an average contain over 60,000 acres.] Dorchester is the township on the east, as Delaware is on the west, of Westminster. It has only been within the last few years that a tax has been imposed on wild lands ; which measure must have had the effect of pushing land into a state of cultivation, to the great benefit of the country generally.

The township of London—now the most prominent, though among the latest settled, in the district—next claims our attention. This township was settled in 1817,

when there were only two families living in it, and now the population may be stated to be about 10,000, possessed of above 100,000 acres of land, over 20,000 of which are cultivated. The first regular settlement commenced in 1818, under Mr. Talbot, a gentleman from Ireland, accompanied by several of his countrymen, for whom he obtained from Government free grants of land and a free passage to Montreal. A son of the founder, writing in 1834, gave this account of the colonists who emigrated to the township of London with his father. 'Scarcely an individual who accompanied Mr. Talbot to this country was possessed of more than £100, and many on their arrival in the township had not more than £50; yet of all those persons there is scarcely one that is not now wholly independent, in the possession of fine farms, of abundance of stock, and in the enjoyment of all the comforts and many of the luxuries of life.' This township of London, perhaps even more so than Westminster, is agreeably undulating, being broken into small table lands by the branches of the Thames and smaller streams coursing their rapid and clear waters through it, and by a succession of gentle swells. The soil may generally be characterised as a rich loam, hundreds of acres particularly so, occurring along the lower banks or flats of the river—these flats to all appearance having been a former and wider channel. There are again exceptions to this description of soil, such as one part of the high land on which the town of London is situated, where sand prevails, and where pine, and the straggling scrubby oak have grown. The township, as a whole, may be said to be both agreeable in its features, and fertile.

The town of London, the first house of which was built in 1827, now contains a population of upwards of 5000, and sends a member to the Provincial Parliament. The rapid

growth of London, especially within the last ten years or so, has been matter of surprise even in Canada. It is very agreeably situated upon an elevated platform, formed by the two branches, the north and south, of the river Thames, already alluded to, which meet in an open valley or flat, directly beneath the high western point of the town. A rather pleasant view is had from this point of the clear and rapid river, winding its course through partially-wooded banks, till we lose sight of it curving into the bushy forest. A still higher bank, on the opposite side of the south branch of the Thames, invites the traveller into the township of Westminster. Crossing 'Westminster Bridge,' a little way on the left, we overlook, from the elevated bank, this wonderfully prosperous Canadian town of London, so very recently sprung from forest solitudes.

An interesting New World scene stretches before one. There is the crowded collection of new houses, the court-house, public square, market-house, mechanics' institute, stately churches, chapels, gay and spacious shops and streets, displaying variety of active industry, enterprise, comfort, and elegance. The streets, as is most generally the case in the new towns of America, are laid out in perfectly straight lines—the principal ones running east and west, with others intersecting at right angles. Besides the district court-house, in the public square, there is a market-house, a district school-house, and mechanics' institute, all occupying the same locality, upon the western point of the town overlooking the river. Among the churches and chapels may be mentioned a spacious new Episcopal chapel, erected not long ago, at the cost of about £5000, in place of one which was burnt down in 1844. The members of the Church of England constitute a large and highly respectable body in London and its vicinity. There are also two

large Methodist chapels in the town; two Presbyterian places of worship, one in connection with the Church of Scotland, the other with the United Associate Synod of Scotland; also a Roman Catholic chapel; and a very neat Congregationalist meeting-house. With regard to the means of education, besides the district or grammar school, there are private seminaries and boarding-schools; thus showing that this flourishing new town, in the interior of Canada, is attentive not merely to material progress. The mechanics' institute is believed to be one of the most flourishing in Canada, and is in several respects further advanced than any other in the colony. Besides regular lectures during the season, in connection with a library and museum, there are separate rooms within the spacious building, situated upon the public square, for the purposes of a day school for children.

Among the public works of the town may be mentioned, two iron-foundries, three tanneries, four breweries, two distilleries, carding machine and cloth factory; a large carriage and waggon manufactory; and among the trades carried on may be enumerated, carpenters, joiners, and cabinet-makers—these being the most numerous; then blacksmiths, plasterers, bricklayers, shoemakers, tailors, chair-makers, coopers, painters, bakers, confectioners, upholsterers, plumbers, and brassfounders, saddlers, hatters, and several others. Besides these, there are the numerous grocers and drapers' shops, watchmakers, apothecaries, and booksellers' shops; and two or three principal hotels and smaller taverns. There is not wanting, too, respectable members of the medical and legal professions; and to conclude this detail of the material of a town in the bush settlements of Canada, there were, not long ago, two weekly newspapers and a monthly magazine.

London is also an important military station, there being usually a regiment of infantry, besides artillery, quartered in commodious barracks, situated upon an open plain, in the outskirts of the town. The selection of London as a central station for this western peninsula, about twelve or thirteen years ago, very greatly assisted in giving an impetus to this now flourishing part of Canada. London is now a favourite station, with both officers and men, of the regiments stationed in Canada. The town has been twice nearly destroyed by fire, but such has been the energy and ability of the inhabitants that, on each occasion, the town presented shortly afterwards a greatly improved and more substantial appearance. Buildings of brick two, three, and even four storeys in height, had taken the place of the old wooden frame-houses.

I have no doubt that many reading such particulars will have afterwards different views with regard to the condition of Canada as a prosperous field for emigration. I was myself very pleasingly disappointed upon visiting Canada; having had little idea that the country could show so large a share of solid comforts, with its numerous openings for enterprise, along with not only the enjoyments, but very many of the luxuries and elegancies of life.

A gentleman who had resided in Jamaica during the administration of Sir Charles Metcalfe, while travelling through Canada, in the autumn of 1843, and upon being introduced at a public meeting in the town of London by the Hon. G. J. Goodlure, a member of the Legislative Council of the province, and an inhabitant of the town—took occasion thus to express sentiments not unfrequently suggested to the traveller upon his first arrival in the flourishing settlements of Upper Canada :—

‘The time is not far distant,’ observed this gentleman,

‘when this country will be better known than it now is—the time is at hand when our people at home will not consider that coming to Canada is coming to the back woods of a wilderness. They will find, as I have found to my great astonishment, good roads, good modes of conveyance, and as good towns as in Europe, with shops well stored, not only with the necessaries, but the luxuries of life. They will learn that this town, which now consists of handsome buildings (the one in which we are now assembled, the Mechanics’ Institute, giving a stamp of respectability, intelligence, and a taste for the fine arts, of which you may be justly proud), contained but four cottages fourteen years ago. These facts will speak trumpet-tongued, and render this noble country, under British dominion and your unanimity, the noblest appendage to her Majesty’s dominions. It is the natural and the fittest outlet for the superabundant capital, people, and enterprise of the mother country, presenting as it does an opening for the investment not only of thousands, but of millions of capital, abounding in all the elements of wealth, navigable rivers, a luxuriant soil, and a congenial climate, and undoubted security on real estate at high rates of interest, and to an unlimited extent.’

The population of the district of London in 1848 amounted to 46,547. In 1842 the population of the district was 30,276, shewing an increase, within six years, of 16,271. The old limits of the district embraced the now distinct districts of Talbot, Brock, and Huron, being a surface of 3204 square miles, or about a tenth of the size of all Scotland, including the Orkney, Shetland, and Western Islands. The population of this district in 1824 amounted only to 17,539. In 1830 the amount of population was 22,803; in 1834, 37,162; and in 1836 the population of this district rose to 47,095. The district of Talbot was

shortly afterwards cut off from this large and fast-growing district, and set apart as a separate district. In 1839 the population of the new district of Talbot was 9066. The next district cut off and set apart as a separate district was that of Brock. In 1841 the population of the district of Brock was 15,621. The district of Huron was the next cut off and set apart as a separate district. In 1842 this new district had a population of 7190. The total population of these districts in 1848 was 116,490, the population of Talbot being 19,274, that of Brock 29,219, that of Huron 20,450, and that of London, now restricted to the county of Middlesex, 46,547—the smallest of these separate districts having a larger population than the extended district, containing the whole of them, possessed in 1824; and the increase of population within the limits of the old district, from 1824 to 1848, has been 98,851—the population in 1824 having been 17,539, and in 1848 it amounted to 116,490.

The quantity of land within the present district of London is estimated at 999,000 acres. The quantity of this occupied in 1848 was 624,600 acres. The quantity cultivated was 178,500 acres—127,700 acres being under tillage, and 50,800 acres under pasture. The quantity of wild land in the district, by the official returns of 1848, was 440,000 acres. The quantity of land returned as unfit for cultivation was 16,400 acres. The average value of cleared land was seventy shillings currency, or fourteen dollars per acre. The average value of wild land, twenty-five shillings currency, or five dollars per acre.

The quantity of cultivated land in the district in 1841 was 101,586 acres; and there having been 178,569 acres in 1848, shews an increase of cultivated surface, within seven years, of nearly 77,000 acres. The apportionment of land under tillage to respective crops in 1848, was as follows:—

42,372 acres under wheat, 15,481 acres under oats, 659 acres under barley, 8324 acres under pease, 1850 acres under potatoes, 4860 acres under maize or Indian corn, 1903 acres under buck wheat, and 1016 acres under rye. The produce of these crops were 538,438 bushels wheat, 379,243 bushels oats, 1348 bushels barley, 164,537 bushels pease, 147,900 bushels potatoes, 88,447 bushels maize or Indian corn, 30,538 bushels buck wheat, and 11,863 bushels rye. Besides these amounts of produce, there were limited quantities of flax and tobacco. The quantity of maple sugar produced in 1848, from the sap of the maple tree, was 525,000 lbs. The quantity of wool produced in the district in 1848 was 232,700 lbs. The quantity of fulled woollen cloth, chiefly for the ordinary clothing of the farmers, was 59,500 yards, of linen 2496 yards, and of flannel 130,200 yards. The quantities of dairy produce and provisions prepared for market included 55,500 lbs. cheese, 351,900 lbs. butter, and 17,695 barrels pork and beef.

This quantity of beef and pork, prepared by the inhabitants of the district of London in 1848 was larger than that of any other district in Upper Canada. The quantity prepared by the Home District was the next largest, having been 14,564 barrels. Only two districts produced larger quantities of butter, these being the districts of Home and Johnstown. The Home District, fronting along the shores of Lake Ontario, produced 428,300 lbs. butter; the Johnstown District, fronting along the St. Lawrence below Kingston, 403,400 lbs. The Home District had a population in 1848 of 107,000, the Johnstown District 43,400. The amount of cultivated land in the Home District was 1,191,712 acres, that in the Johnstown District 138,948 acres.

The live stock possessed by the district of London in

1848 consisted of 53,322 neat cattle, 12,319 horses, 99,550 sheep, and 45,704 pigs. These numbers of the respective kinds of live stock, are, next to those possessed by the Home District, the largest of any district in Upper Canada. The numbers of the respective kinds of live stock possessed by the Home District in 1848 were, 66,262 neat cattle, 21,700 horses, 105,033 sheep, and 70,800 pigs. The preparation of butter for market has of late, as we have previously observed, received much attention in Upper Canada.

The population of the district of London is composed chiefly, as is the case in every district of Upper Canada, of persons born in the country, mostly all of them of British origin. A not inconsiderable number of the settlers of the frontier and older districts, born in the colony, are descendants of Americans, many of whom, from their attachment to imperial interests, left the now United States at the period they proclaimed their independence, and took up their abode in the new colony of Canada. The greater number of persons born in Upper Canada, in the interior parts of the colony especially, are descended of parents who emigrated directly from Britain within the last forty years or thereabouts.

The number of persons, natives of Canada, chiefly of British origin, in the district of London in 1848, was 25,817. The number of natives of England was 3685; natives of Scotland, 5272; natives of Ireland, 3727; natives of the United States, 2640; natives of Germany, 128; natives of Canada of French origin, 99; and natives of other countries, 594. The number of natives of Scotland in the district was the largest number in 1848 inhabiting any other district of Upper Canada, with two exceptions. These were the districts of Home and Wellington—the number of natives of Scotland in the Home District in 1848

being 6490, and the number in the Wellington district 5293.

The numbers of coloured persons of African origin in the district were 374 males, and 106 females. This disproportion of the sexes among this unfortunate race inhabiting this and other parts of Canada, has been already alluded to in the chapter on population, in a previous part of the work. Generally speaking, this coloured portion of the population, both in the country parts and in the towns and villages of Canada, live apart from the white inhabitants. They are very usually to be found collected together in the least valuable corners of the towns—their houses and style of living most frequently denoting a scale of civilization greatly inferior to the mass of the population surrounding them; among whom, it can scarcely be doubted, they too bitterly feel themselves to be merely ‘the hewers of wood and drawers of water.’

They have all of them, perhaps without exception, come into Canada from the United States; and in very many instances as the hunted, wretched victims of American slavery. They have travelled by nights through the woods, and slept during day, until they reached Canada; where, for the first time in their lives, they could feel that their persons were no brother man’s property. The state of utter ignorance and social degradation which the race has occupied for generations, sufficiently accounts for their more obvious shortcomings, by which they are so harshly judged, and their consignment to the miseries of slavery, palliated by men who, in other relations of life, are kind and humane.

In regard to the Indian population, there are two distinct settlements in the district, about twenty miles from London, upon the banks of the Thames, not included, I believe, in the census. One of these settlements forms part of the tribe of

Oneidas, who emigrated about ten or eleven years ago from the Mohawk Valley in the United States, and purchased this large tract they now possess on the Thames. Many of them have built comfortable houses, and are beginning to raise around them cultivated fields. A division of this tribe emigrated to Green Bay, on Lake Michigan, in the United States, but the greater number, it is believed, came to Canada. Some part of the tribe who remained lingering, as it were, in the Mohawk Valley, were expected soon after to join the party of their brethren on the Thames, on completing the arrangements in the disposal of their lands. Then the whole tribe might be said to have parted with their old inheritance there, where they had long grown their maize and smoked their calumet, to be pushed westward by still another sweep of the tide of advancing civilization. It is one of those Oneidas, it may be remembered, that Campbell finely brings into his poem of 'Gertrude of Wyoming,' where the scene is laid in the valley of the Susquehanna:—

' And summer was the tide, and sweet the hour,
 When sire and daughter saw, with fleet descent,
 An Indian from his bark approach their bower,
 Of buskined limb and swarthy lineament ;
 The red wild feathers on his brow were blent,
 And bracelets bound the arm that helped to light
 A boy, who seemed, as he beside him went,
 Of Christian vesture and complexion bright,
 Led by his dusky guide, like morning brought by night.'

These Oneidas on the Thames are many of them stately-looking men, staid almost to cold haughtiness in their demeanour, reserved in their manner and conversation, using few words, which, with their erect manly bearing, lustrous black eye, and browned complexion, impart to these best specimens of the tribe a striking dignity. The females are fairer in their complexion—more so than the most of Indian

women in Canada ; the features less strongly marked—in make much lighter, yet robust, and their manners frequently are soft and simple to extreme. They have an archness at times, and subdued smile, or light clear laugh, especially when together—delighting to parry all attempts to lead them into talk. Though few can use English like the men, who mostly have it more or less broken, and also sparingly use it, even those of the women who can, incline rather to their natural shyness and reserve. The dress of the Indian squaw very frequently is a blanket, or square of blue broad cloth, worn as a shawl ; a printed cotton short-gown of showy pattern, falling loosely a little below the waist ; a petticoat of dark blue or green cloth, reaching only low enough fully to show their pantelets or leggings of like cloth or colour, fitting close upon the ankle, and embroidered down the out-seam upon a stripe of lively green or scarlet silk, with varied coloured beads. They usually have no covering on their heads ; their jet black glossy hair is simply braided in front, and made to lie, equally smooth and glossy, evenly down behind. Their blanket, or cloth shawl, brought fully up to the neck, is wrapped tightly around, and not unfrequently displaying finely-rounded forms. One may fancy, additionally, in the case of an Indian belle, rather small hands with lots of silver rings, and small feet tightly fitted with dressed deer-skin moccasins, neatly made by themselves, with showy silk binding and bead embroidery. Some, too, like our own aspiring fair equestrians, bear a brimmed beaver on their brow, around which they display rows of light silver ornaments. These specimens of the Oneidas here alluded to are the more respectable of the tribe. There are others tawdry and dirty enough ; though, I should say, as a whole, they are amongst the most orderly and comfortable-looking Indians inhabiting the settled parts of Canada.

These Oneidas live on the south side of the river Thames, along agreeably sloping and high banks heavily timbered, and having a rich soil. Opposite to them, commencing in a gentle valley, then rising on a high steep bank, is the settlement of some other Indian tribes, the Munceys and Chippawas, in their old village of Munceytown. They have here a large tract of the best description of land, with several good farms and houses; also, their missionary station, with chapel, school, and preacher's residence. Their preacher is himself an Indian, of respectable attainments in knowledge, and of whom, I daresay, many may have heard. He is known by his English name of Mr. Peter Jones, who, upon the occasion of a visit to England, had the honour of being presented to her Majesty. Mr. Jones, at times, delights to revert to this honour, and relates with extreme minuteness and amusing simplicity the details of the ceremony; the humour with which he does this forming a singular contrast to his general austere and dignified bearing. Mr. Jones is esteemed as an excellent man, having accomplished much good among the Indians, and exerted great influence generally over their conduct and habits.

Both tribes, Oneidas and Munceys, though not to be called strictly civilized, are nevertheless wonderfully regular in their habits, perfectly inoffensive, and are never known to show the least signs of the savage character formerly attributed to them. At the hunting season some of the more restless, indeed, set off to the most unfrequented parts of the woods, and during the snow and frost of winter, encamp for weeks till they have gathered their sleigh-load of deer skins and venison—the latter being preserved by the hard frost. When having packed up their slender camp, and driving their small poorly fed horses—hardy, however, as themselves—they may be seen moving into London in high

spirits to dispose of their capture. Their wives and children usually accompany them, and several shaggy, ugly, and lean, but sharp-looking dogs—all which, with blankets, kettles, and other camp utensils, are bundled together in the sleigh. The venison they often sell exceedingly low. I have seen it bought for 2d. and even 1d. a pound; and the Canadian London is generally plentifully supplied with it during winter.

Respecting the numbers of these Indians in the London District, in these two settlements on the Thames, quite off all main roads, and removed from other settlers, I can only make a rough estimate, and would say there may be somewhere about a thousand—the Oneidas numbering the most.

The number of houses occupied in the district of London, exclusive of the town of London, by the population of 41,963, thus limited, was in 1848 7097. The number of vacant houses returned was 213. The number of proprietors assessed was 1744; and of non-proprietors assessed 2009. The number of persons engaged in professions was 87, in trade or commerce 202, in handicraft 758, as labourers 289, in factories 105, and in agriculture 5508.

The number of houses occupied in the town of London by the population of 4584, in 1848, was 822. The number of vacant houses was 13. The number of proprietors assessed was 358, and of non-proprietors assessed, 484. The number of persons engaged in professions was 65, in trade or commerce 93, in handicraft 211, and as labourers 97.

The number of churches in the district in 1848 was 56, public schools 143, inns 113, and merchants' shops or stores 83. The number of churches is exceeded only by four other older settled districts of Upper Canada—The Home, Niagara, Newcastle, and Gore Districts. The Home District contains 172 churches, Niagara 90, Newcastle 70, and

Gore District 64. The respective populations of these districts, with the exception of Niagara, are larger than that of London. The number of schools is also exceeded by several older settled districts, as also the number of inns and merchants' shops or stores.

The principal roads which intersect the district of London in various directions, as well as those of the other districts of the peninsula, have been much improved of late years; and may be said to be excellent. The main provincial mail coach road from Hamilton, at the head of Lake Ontario, westward through the town of London, is macadamised and planked in the best manner. This, too, is soon to be superseded by a railway. The distance from Hamilton westward to London is eighty-five miles. From London, south-west to the town of Chatham, fifteen miles from the mouth of the Thames, where it enters Lake St. Clair, the distance is about sixty-five miles, along an excellent road. Directly west from the central part of London to the town of Sarnia, at the head of the river St. Clair, the distance is sixty miles along a good road. North to the town of Goderich, at the mouth of the river Maitland, on Lake Huron, the distance is also sixty miles. And south from London to Port Stanley on Lake Erie, the chief shipping port of the district, the distance of twenty-six miles is along a continuation of the excellent planked road from Hamilton.

There are regular mail stages between all of these places, and the emigrant from Europe may approach the centre of this peninsula by any of these five points, and if he chooses, without having had more than *one day's land journey* from the hour in which he stepped on board the vessel at Liverpool or the Clyde. This illustrates very distinctly the advantages Canada enjoys from its extent of

internal navigation. Here is a most flourishing district of country, seven hundred miles from its principal seaport, and *that* port, Quebec, two hundred miles more from the mouth of the river, whose waters so wonderfully stretch into seas, at the distance of a thousand miles and more, into the interior of a continent. Yet, with all this seeming distance, (steam having so changed our ideas of distance), letters from England cross the Atlantic and reach this district of London in Canada within three weeks.

We here close this pretty full account of one of the most interesting and important districts of Canada. The general reader wishing to cultivate a more familiar acquaintance with it, as well as with other parts of the country, is referred to the pleasant volumes of Sir James Alexander, entitled 'L' Acadie ; or Seven Years Explorations in British America.' Sir James Alexander had excellent opportunities of being acquainted with the colony, being on the staff of his excellency the Commander of the forces in Canada. I shall long remember the agreeable time I passed in the district of London, part of which was while the regiment of Sir James Alexander, the 14th, was quartered in Canadian London.

'Most of the officers,' says Sir James Alexander, 'liked London. There was an air of freedom about the place that could not fail to recommend it. There were few who did not keep a horse, forage being cheap ; and besides the riding, there was deer, wild turkey, partridge and quail shooting near, and fishing also 'convenient' in the Westminster ponds.'

'As to climate, it was dry and healthy ; there was scarcely ever an officer on the sick-list, and only about four or five per cent. of the men in hospital at one time.' Yet in the hot months of summer and autumn, Sir James ob-

serves, the thermometer was often above 80° , and sometimes 100° in the shade ; whilst in winter the quicksilver fell sometimes to 3° , 7° , and 10° below zero on successive days at sunrise, though the cold usually was not intense. The dry, bracing atmosphere of winter in Canada counteracts the ordinary effects of such cold as indicated by the thermometer ; and the cool sweet mornings, and also evenings, of summer very frequently, in one of the purest atmospheres in the world, go far to make up for the enervating heats of noon, and sometimes of nights, at the height of summer or autumn. The greater number of these favoured hours of summer and autumn mornings and evenings are perfectly delicious in their freshness, softness, and purity. Vegetation in its varied beauty and perfume is most delightful. The sweet fresh green of early summer, and the gorgeously varied hues of the American forest of late autumn, are inexpressibly lovely and enchanting. Many parts of the forest, during summer, are carpeted with flowers of most varied and delicate dyes and perfumes. And though much has been said to the contrary of the American woods, I would add the expression of my own grateful remembrances of the songs of ' morning birds.'

With two short chapters now, we shall close these sketches of the districts of Canada. The Western and Huron Districts are the only two remaining to be noticed.

CHAPTER XX.

DISTRICTS OF UPPER CANADA.

Account of the Huron District—Divisions of the District, Counties and Townships—Description of Soil—Official Report of the late Dr. Dunlop, the Author of 'The Backwoodsman'—Lake Huron, and Rivers of the District—Elevated Position of the Country overlooking the Lake—Population and Lands of the District—Cultivated Lands and Produce of Crops—Extent and Value of Lands—Description of Population—Miscellaneous Products of the District—General Statistics of Population—Progress and Success of Settlers—Town of Goderich, on the River Maitland—Town of Stratford, on the River Avon—Acquaintance with a Scotch Settler, Mr. John Linton—Rapid Changes in the Progress of Canada—Settlement of the Township of Blanshard—Village of St. Mary's, on the Thames—Operations and Honourable Dealings of the Canada Company—New County of Bruce—Saugeen River and Harbour—Fine Promise of the Country.

SITUATED directly north of the district of London, and fronting along the eastern shore of Lake Huron, is the extensive and fertile

DISTRICT OF HURON.

It consists of three counties, embracing in all forty townships.

The county of Bruce, the most northerly of the three, is a comparatively recent addition to the old district, having been constituted during the administration of the pre-

sent Governor-General of Canada, whose family name it bears in compliment to his excellency. The names of the eleven townships embraced by the county of Bruce are Arran, Saugeen, Bruce, Kincardine, Huron, Carrick, Brant, Elderslie, Culross, Kinloss, and Greenock. The five first named front along the shore of Lake Huron, Arran being the most northerly. The eastern boundary of Arran also extends to the north-western boundary of the present extensive district of Wellington, or, more strictly speaking, county of Waterloo, which forms the eastern boundary of the entire district of Huron. The three townships of the county of Bruce, Elderslie, Brant, and Culross, also adjoin the western boundary of the district of Wellington.

The county of Huron, situated directly south of that of Bruce, contains seventeen townships, the names of which are, Ashfield, Colborne, Goderich, Stanley, Hay, Stephen, M'Gillivray, Biddulph, Usborne, Tuckersmith, Hullet, Wawanosh, Turnberry, Morris, M'Killop, Howick, and Grey. The seven first named of these townships front along the shores of Lake Huron, Ashfield being the most northerly. The other ten are situated chiefly along the northern and eastern boundary of the county.

Directly east of the county of Huron, and west of the county of Waterloo, or district of Wellington, is the county of Perth, containing twelve townships, the names of which are Wallace, Elma, Logan, Hibbert, Fullarton, Blanshard, Downie, Gore of Downie, Ellice, Mornington, and North and South Easthope. This county, which was recently formed from a part of the old limits of the county of Huron, has its southern boundary, containing the townships of Blanshard, Gore of Downie, and South Easthope, along the northern boundary of the county of Oxford, or district of Brock.

The soil of this extensive district of Huron, containing these three counties, is very rapidly growing in importance ; and is probably, without exception, the most generally fertile district in Canada. The greater part consists of a rich black sandy loam, finely timbered with beech, maple, black walnut and elm. Sandy loam, with limestone gravel, prevails along the banks of the lake, and clayey loams towards the interior. The soil, where the land exists undisturbed in a state of nature, is generally everywhere covered with a considerable depth of rich vegetable mould. The country is watered in every direction by a variety of fine streams. The principal rivers are the Maitland, the Bayfield, the Sables, the Thames, the Saugeen, and the Avon. The three first named chiefly water the county of Huron ; the Thames and the Avon, the county of Perth ; and the Saugeen flows into Lake Huron, towards the north part of the county of Bruce. There are other fine streams and several beautiful lakes in parts of the district.

The late Dr. Dunlop, a name not unknown in Britain, as the author of 'the Backwoodsman,' and a contributor to Blackwood's Magazine—and whose strong practical sagacity and shrewd powers of observation, together with his acquaintance with the colony, were not unappreciated in Canada—has left an interesting report of the district of Huron. Dr. Dunlop at one time represented the county of Huron in the provincial parliament. The whole district of Huron—which then was limited to the present counties of Huron and Perth—may be said, to use the words of this report of Dr. Dunlop, to be bedded at various depths on a recent limestone formation, though sometimes this is varied with sandstone, which, however is not pure, but seems to have been a stratum of sand bound together by lime. The principal timber is the descriptions already named ; and in

lesser quantity cherry, hickory, ash, oak, hemlock and pine. These descriptions of timber indicate, especially the first named alluded to, the best quality of land, and the quantity of pine in the district indicating rather inferior land is exceedingly limited. This inferior spot is believed to be a small narrow strip along the lake in the southwest corner of the district, and near the mouth of the river Sables.

'The rivers and lake,' continues the official report of Dr. Dunlop, 'abound with fish, among which may be enumerated the sturgeon, river trout, pike, pickerel, maskononge, mullet, carp, sucker, herring, white-fish, bass, sun-fish, cat-fish, and an undescribed species of the salmon tribe, called a mackinaw trout. The game common to the province is found in abundance, except in two townships, Goderich and Colborne, where every kind of it is scarce.' With regard, however, to these advantages of fish and game, an old farmer and wealthy settler is said to have well observed that a new settler can earn a quarter of beef in the time which it takes him to hunt for a quarter of venison. The fishings of Lake Huron we believe, notwithstanding, may yet employ profitably a great deal of labour and capital. The result of the enterprise of a single individual in the fisheries round the Saugeen islands, in the season of 1848, was 600 barrels of salmon, herring, and white-fish.

The district is believed to be exceedingly healthy, which in part may be owing to its elevated position, being a table-land varying from 120 to 300 feet above the level of Lake Huron, and from 480 to 600 feet above Lake Ontario. Owing to the great depth of Lake Huron, this large body of water never freezes across; and the district, situated as it is along its banks, while it has its summer heats cooled, has also its cold in winter tempered; and the climate is

thus more favourable than in other parts of America lying in the same latitude. This fertile and generally favoured district which, in 1842, contained a population of 9190, had within the next six years—namely, up to 1848, more than doubled this amount of population. The population of the district in 1848 was 20,450. The quantity of land occupied by the population of 1842 was 240,000 acres—not quite 25,000 of which were under cultivation. The population of 1848—which had of course extended over the newly-constituted territory of Bruce county—occupied not less, according to government returns, than 367,975 acres—62,894 of which were under cultivation—46,000 acres being under tillage, and 15,889 acres under pasture.

The quantity of land under wheat crop in the district in 1848 was 22,054 acres, which produced 305,725 bushels. The quantity of land under oats was 7468 acres, which produced 174,736 bushels. The quantity under pease was 1923 acres, which produced 36,540 bushels; that under potatoes 1850 acres, producing 125,492 bushels; that under barley 724 acres, producing 13,143 bushels; and that under maize or Indian corn 406 acres, producing 7113 bushels. The other descriptions of crops cultivated in the district in 1848 were rye and buck wheat, to the limited extent of 72 acres having been employed in the production of rye, and 26 acres in the production of buck wheat. The produce amounted to 1073 bushels rye, and 451 bushels buck wheat.

The quantity of wild land in the district, according to the returns of 1848, was 294,541 acres; and the quantity returned as at present considered unfit for cultivation was 11,541 acres. The average value of wild land in the district is returned as being fifteen shillings currency, or three dollars per acre; and that of cleared land sixty shillings currency, or twelve dollars per acre.

The miscellaneous products of the district of Huron in 1848, with its population of 20,450, included nearly 3000 lbs. flax, a small quantity of tobacco, 194,223 lbs. maple sugar, and 43,790 lbs. wool. Besides 9972 yards full woollen cloth, 1451 yards linen, and 33,451 yards flannel. The dairy produce and provisions for market consisted chiefly of 5549 lbs. cheese, 63,944 lbs. butter, and 2184 barrels pork and beef. The live stock consisted of 21,463 neat cattle, 2004 horses, 17,341 sheep, and 19,424 swine.

The population of the district consisted of 7400 natives of Canada of British origin, 2326 natives of England, 2634 natives of Scotland, 5832 natives of Ireland, 191 natives of Canada of French origin, 1501 natives of Germany, 350 natives of the United States, and 196 natives of other countries. The numbers of coloured persons of African origin in the district were 42 males and 35 females. The number of children between the ages of five and sixteen in the district was 5482, and the number of those on the roll of the public schools was 2450. The number of public schools in the district was 44; the number of churches 15, inns 52, and merchants' shops or stores 39.

The number of houses occupied in the district of Huron in 1848 by the population of 20,450 was 3624. The number of houses vacant was 94. The number of proprietors assessed was 2060, and of non-proprietors assessed 1817. The number of persons engaged in professions was 79, in trade or commerce, including handicraft, 506, in factories 60, as labourers 55, and in agriculture 3242.

The progress of a large proportion of the population of the district of Huron has been a very interesting one, illustrating as it does the advantages which Canada presents to ordinary industry and perseverance. We will take a glance at a part of the past history of one of the townships of the

district. The township of Goderich, situated in the north-western part of the district along Lake Huron, had in 1840 a population, exclusive of the town, of above 1000, in possession of between 5000 and 6000 acres of land under cultivation, with upwards of 140 yoke of oxen, nearly 500 cows, 130 horses, 1000 young cattle, 600 sheep, and 2300 pigs. The aggregate means of these colonists on arriving in Canada, according to official returns, was estimated at £22,800, their means on going upon their lands at £23,600, and in 1840 the value of their stock and improvements amounted to £55,000. Of the population who have shewn such progress in prosperity, 113 of the families were destitute of means before they went on land ; 17 families had each, on an average, an amount of means under £10, and 46 families had each, on the average, means under £50.

The settlement of the district of Huron was commenced by the Canada Company in 1828. Population of the township of Goderich, exclusive of the town, is probably now between 2000 and 3000. The district town of Goderich, in the township of the same name above noticed, is beautifully situated—one portion being slightly raised above the level of the river Maitland—the other being on the elevated table-land forming its bank, and commanding a very extensive view of the lake, the river, and the agreeably undulating and finely wooded country running into the interior from the opposite bank of the river. The town contained a population in 1848 of 1030. The streets are well laid out, and all centre in a large circular market place, near which is a substantially built court house.

The Canada Company appear to have spared neither trouble nor expense in making the district attractive to settlers, as they have no doubt found their own interests best served by such policy. They laid out large sums in improv-

ing the natural harbour formed by the mouth of the river Maitland. Two piers have been built, and in 1843 vessels drawing nine feet water had access. A steamboat usually plys between Goderich and Detroit, in connection with the steamers from Buffalo, and the Canada ports on Lake Erie. Mail stages run regularly to and from London, a distance of sixty miles south of Goderich. There is also another important main line of road running in a south-easterly direction through the district from Goderich to the town of Hamilton, at the head of Lake Ontario. The distance from Hamilton to Goderich by this route, through the towns of Dundas, Galt, and Stratford, is 105 miles. The settlements along this line, through which daily stage coaches now run, are very flourishing.

Among the rising towns of the district is Stratford, the chief town of the new county of Perth, situated on the banks of the river Avon. Its situation is at a point where four townships meet on four small hills sloping to the river, and on the main road just mentioned, leading from Goderich to Hamilton. There are several beautiful lakes on the road side near this Stratford-upon-Avon of Canada. As an instance of the spirited character of Stratford, which has now a population of between 800 and 900, it was the first to commence an Agricultural Society in the district, and the amount of premiums the Society paid from 1842 to 1848 inclusive, was upwards of £400. This Society, which receives its members from several of the townships in the vicinity, awarded premiums in 1848 to the amount of £80. The amount paid during the same year by the various societies of the district was between £200 and £300. These facts are mentioned to shew the spirit of active zeal pervading this part of Canada in regard to agricultural enterprise and general improvement.

I may here mention that I have the pleasure of being personally acquainted with one of the most active and intelligent of the settlers of Stratford, Mr. John Linton, who has published some very excellent and shrewd observations regarding the progress of Canada, in a small pamphlet, entitled 'The Life of a Backwoodsman ; or particulars of the emigrant's situation in settling on the wild land in Canada.' Mr. Linton belongs to a respectable and intelligent class of Scotch settlers, frequently to be met with in Canada, and who have in almost every instance, where good conduct and industry were present, succeeded well. The last time I saw Mr. Linton was in Montreal, during the winter of 1848, on the occasion of his being deputed by his fellow-townsmen and neighbours to proceed to the seat of Government while the Provincial Parliament was in session, for the purpose of endeavouring to procure legislative sanction to embody the eight adjoining townships around Stratford into a separate district. As counties are now the legally recognised divisions, the county of Perth has been since formed, having Stratford for the county town. It is thus that district after district grows up in Canada, just as if, we may say, a new and more flourishing country was growing up from the old and former one, time after time. Every ten years entirely changes the face of the country, with its wonderful strides of improvement ; so that Canada of 1840 was so very different from Canada of 1830 ; and the progress of the last ten years is even more wonderful still. This may be said very emphatically with regard to these more western parts of the country. It is very marked, indeed, all above Kingston, along the shores of Lake Ontario, around Toronto, but especially in almost every direction throughout the great peninsula from Hamilton westward.

As a striking instance illustrative of those remarks, I may mention that one of the townships of the Huron District was entirely unsettled in 1840. Not a single inhabitant was returned on the official assessment roll; the mass of forest was unbroken. But its fertile soil and beautiful situation on the Thames attracting some settlers, its growth became so rapid, that in 1846 the returns showed a population of nearly 1300; in 1848 the inhabitants had increased to 1900; and at present the number of inhabitants of this settlement may be estimated at nearly 3000.

The village of St. Mary's in this township of Blanshard is a most lovely spot. The north branch of the Thames here runs over a limestone bed, through beautifully undulating banks; and the stream is clear as crystal. The woods around are fine and stately, and of a description indicating the best quality of soil. There is an abundance of limestone suitable for building, upon the site of the village; and flour and saw mills of the stone are erected, and an inn, shops, and other buildings. The settlers around St. Mary's are chiefly Scotch.

The system of leasing lands adopted by the Canada Company, who possess the greater part of the unoccupied lands of the district of Huron, is understood to have been very successful all throughout the district. And settlers not only from Britain, but numbers from almost every part of Canada have been attracted to it. I have had many opportunities of becoming acquainted with the honourable and liberal dealing of the Canada Company towards their settlers, and bear this willing testimony to the fact well known in the colony. With respect to their operations in this country, I would only observe that, had either the imperial

or colonial government taken half the amount of interest, accompanied with active exertions in the circulation of carefully detailed information regarding the colony, Canada would present a still more wonderfully rapid progress than it even now does. This company, in directly and liberally pursuing their own interests, have at the same time largely contributed to the joint interests of mother country and colony. And, so far as I know, they have been guided in the dissemination of their information upon Canada by rigorously correct and honourable principles.

We have said very little of the new county of Bruce, because as yet very little detailed information has been circulated respecting it. In the report of a surveyor, published several years ago, before the territory was laid out as a settlement, the country is described as most beautifully rolling, and finely watered with springs, which the winter never freezes.

The river Saugeen—which empties itself into Lake Huron, sixty or seventy miles north of Goderich, and said to be navigable for vessels of heavy burthen for twenty miles from its mouth—promises to be one of the best harbours on that great lake. The country watered by this river, and now embraced within the limits of the new county, was then predicted to become one of the greatest wheat-fields of Upper Canada; and it was also at the same time very confidently affirmed by those who seemed to be well acquainted with the territory, that it would, within fifteen or twenty years, along with the then district of Huron, send as much wheat through the Welland Canal, as then passed it, of surplus produce grown on the whole Canadian side of Lake Erie. Should these statements and affirmations approach anywise near correctness, the

country of the Saugeen, now the county of Bruce, will become in no very long time one of the most prosperous spots of Canada. The established high character of the lands of the adjoining district of Huron is some presumptive evidence, besides, of similar excellence in the lands of this new county.

The next chapter will contain an account of the only remaining district of Canada now to be noticed, which is the most westerly of all.

CHAPTER XXI.

DISTRICTS OF UPPER CANADA.

Account of the Western District—General Character—Abundance of Fruits—Scenery on the River Detroit—Divisions of District—County of Lambton—River Sydenham, Country Watered by it—Town of Sarnia on the St. Clair—County of Kent—Lands of the County—Chatham and Louisville, on the Thames—The Country Upwards—Indian Settlement of Moraviantown—Battle, and Destruction of Indian Village—Indian Chief Tecumseh—Battle-field, and Deserted Village—Appearance of New Settlement—Harbour of Rondeau, on Lake Erie—New Road, and Circuitous Navigation—County of Essex—General Advantages, Climate, and Soil—Fine Fruits—Town of Amherstburgh—Historical Associations—Last War with America—Military Importance of Amherstburgh during the War—Port of Amherstburgh—Vessels and Description of Produce Shipped—Cultivation of Hemp and Tobacco—Sandwich and Windsor, on the Detroit—Reminiscences—Population and Lands of Western District—Extent of Districts in Canada—Live Stock and Products of Western District—Lands, Crops, and Produce—Characteristics of District—Steam Propellers—Sketches of Districts Concluded.

THE remaining occupied part of Upper Canada now to be noticed, forming the south-west point of the western peninsula of Canada, and situated directly to the south and west of the districts of Huron and London, is

THE WESTERN DISTRICT.

This extensive district, the extreme south-western point of British America, is an exceedingly interesting one. Bordering for a stretch of between one and two hundred

miles along the shores of Lake Erie, the Detroit River, Lake St. Clair, the River St. Clair, and the most southern part of Lake Huron, the Western District possesses a climate, compared with other parts of Canada and British America, peculiarly mild and equable. Every description of fruit grown in Canada is produced here in fuller perfection; and in the older and better inhabited settlements along the banks of the Detroit River, where are situated the towns of Amherstburgh, and Sandwich, and along the River Thames towards the town of Chatham, the country is remarkable for numbers of luxuriant orchards, producing some of the finest apples known in North America; also pears, peaches, plums, cherries, and, in instances, several varieties of grapes of good ordinary size and flavour. Melons are produced in great abundance, and of excellent quality; and the tomato, which is greatly prized here, is much cultivated. All along the banks of the above-named lakes and rivers generally, especially along the Detroit River, connecting Lake Erie with Lake St. Clair, the country presents during summer and autumn the most luxuriant and smiling aspect.

The scenery of the Detroit is really charming, and I shall ever preserve the remembrance of many pleasant days I spent upon its banks. In parts, as in the vicinity of Amherstburgh, those banks are slightly elevated; and, though much worn away by the action of storms and other causes, they still display slopes or small rugged steeps, covered to the water's edge with trees, flowers, and shrubs, and the wild vine luxuriantly clustering and twining around the trunks, and overtopping and bending into sorts of fanciful bowers the bushy branches of the trees. The broad expanded river here, at the meeting of its deep full waters with Lake Erie, is studded with verdant wooded islands,

varied in character and size. This charming scene—especially so in one of the pure, fresh, still mornings of summer, when the American climate is the most delicious, probably, even to imagine—is one of those we may yet enjoy, in a great measure unchanged, which so enchanted the early French voyagers, particularly the accomplished Charlevoix, who, addressing the Duchess de Lesdiguiérés, describes glowingly this very spot. It has now indeed, in some measure, when viewed during the busy hours of day, exchanged the unbroken calm and still beauty which surrounded it then, a century and more ago, for the busy life-stirrings of crowding sails and stately steam-vessels passing and repassing, laden with the riches of the inexhaustible west, and with its eager bustling population.

The Western District—stretching from the south-western point of the district of Huron, all along the rivers St. Clair and Detroit, and Lake St. Clair, and around to the head of Lake Erie, at the south-western point of the district of London—is now divided into the three counties of Lambton, Kent, and Essex, embracing in all twenty-nine townships.

The most northerly of these three counties, one recently constituted from a large and fertile portion of the district, is the county of Lambton. It is situated directly west of the district of London, now, more strictly speaking, county of Middlesex; and has its north-western boundary along the south-eastern shore of Lake Huron; its western along the River St. Clair, and its southern along the north part of the county of Kent, which county extends to the shores of Lake Erie. The county of Lambton contains the ten townships of Bosanquet, Plympton, Sarnia, Moore, Sombra, Dawn, Euphemia, Enniskillen, Brooke, and Warwick. The five first named of these townships front along the shores of Lake Huron and the River St. Clair.

The county of Lambton contains a large portion of the most fertile lands of the district. The townships of Sarnia and Moore are very finely situated along the banks of the River St. Clair. The banks of the upper part of the St. Clair, along which these townships are situated, are very delightful. They present in places agreeable slopes, finely wooded, and a good deal cultivated to the margin of the clear smoothly flowing river.

This county is otherwise abundantly watered. The River Sydenham, which empties itself near the foot of the River St. Clair, stretches with its two branches through the greater number of the townships of the county. The east branch, which takes its rise in the north part of the district of London, waters in its course seven townships, four of which are in the county of Lambton. The north branch, which takes its rise in the north part of the county, flows for the most part in a south-western direction through the county, watering five townships. Both branches are for a short distance, navigable for large lake-going vessels—the east branch for about nine miles, and the north branch for about five miles from their junction with the main stream, which point, called popularly ‘The Forks,’ possesses, in addition, a navigation to the mouth of about nine miles. The depth of water ranges from ten to twenty feet. A few miles above the junction or ‘forks’ of the River Sydenham the land is finely undulating and heavily timbered. Much of the country situated below this point is, on the other hand, low and marshy. As a whole, some of the best land in the Western District, and most agreeably situated, stretches along the banks of these branches of the River Sydenham. There are other lesser streams watering this part of Canada, which, though not navigable, are important as sites for the erection of mills, and for other purposes—

not to speak of the beauty which such streams lend to the landscape.

Sarnia, which is the chief town of the county of Lambton, is very pleasantly situated on a high bank at the commencement of the River St. Clair, near the foot of Lake Huron. Its situation at this western point of the country, at the head of this fine river, gives promise of its continuing to be an important town, that will steadily grow with the large and fertile back country with which it is directly connected. Steam-boats touch here on their voyages to and from that portion of the Far West bordering along the great upper lakes; and the Great Western Railway, now being carried through the Western Peninsula of Canada, from the head of Lake Ontario westward, will have a terminus at the town of Sarnia. This town is understood to owe its origin and much of the prosperity of its gratifying progress to the enterprise and energy of a single individual, a gentleman well known throughout Canada, more particularly in the western part of it.

The county of Kent is situated directly south of that of Lambton, and extends, as we have already observed, to the shores of Lake Erie. It contains eleven townships, six of which front along Lake Erie. The names of these six, commencing at the most westerly, adjoining the district of London, are Oxford, Howard, Harwich, Raleigh, East Tilbury, and Romney. The remaining five townships situated to the north and west, are Zone, Cambden, Chatham, East and West Dover, and West Tilbury. The townships of Dover and West Tilbury front along the River St. Clair. This division of the Western District, consisting of the county of Kent with its eleven townships, is abundantly and agreeably watered by the River Thames. The Thames courses through the interior and central portion of the county, forming the natural boundary to its two ranges of

townships, extending along its northern and southern banks. The River Thames has already received some notice in opening the account of the district of London.

The land of the county of Kent is, for the most part, of the best quality, the soil being chiefly a rich clayey loam. A good deal of the land along the shore of Lake St. Clair, and around the mouth of the River Thames, which flows into this comparatively small lake, is low and marshy. Around the mouth of the river, and for some way up, the country presents an extent of hundreds of acres of flat prairie appearance, without a tree, the resort of ducks and other wild fowl; and, during the dry months of summer, cattle may be seen grazing half hid among the rank vegetation. Towards the town of Chatham, which is fifteen miles up the deep navigable river, the banks become higher and are richly fertile. The greater number of the inhabitants, probably, below Chatham are old French settlers, not very ambitious certainly in the management of their farms.

The town of Chatham, the county town of Kent, is a spirited place, of about 2000 inhabitants, in which a good deal of business is done. The lands around it are of the very best description, the soil being a richly fertile black loam, producing heavy crops of wheat, peas, barley, and Indian corn.

Seven miles up the Thames from Chatham is the village of Louisville, to which lake-sailing vessels find sufficient depth of water to proceed and load their cargoes of wheat or staves. There are many large and well cultivated farms in the neighbourhood of Chatham and Louisville, having fine orchards attached to them. A large proportion of the townships of the Western District commenced settlement fully fifty years ago. The banks of the Thames around Chatham and Louisville upwards bear large quantities of

white oak and black walnut ; which timber, prepared into deals and staves, and floated down the river, chiefly to Louisville, is shipped down the country, through Lakes St. Clair, Erie, Ontario, and the St. Lawrence, to the Quebec market. The passenger and goods traffic between the town of Chatham and the American city of Detroit, and the Canadian towns on the Detroit River, employs one or two steamboats during the season of navigation. There are daily mail stage-coaches from Chatham eastward and westward to the principal towns throughout the year. Chatham was a garrison town during the outbreak, which took place in Canada in 1837-8, and contains barracks. There are four churches and chapels in the town ; and a small weekly newspaper has been usually published.

Farther up the Thames, above Chatham and Louisville, the country presents appearances highly interesting. The scenery of the Thames increases in beauty, and the lands are finely situated, and establish the character for fertility which they have generally all along the banks of the river upwards. There are exceptions of some light sandy spots in a few places.

Moraviantown, an Indian settlement about twenty miles above Chatham, in the township of Oxford, near the main road to the town of London, is an exceedingly delightful situation—one of the loveliest and most fertile spots one could wish to look upon in any country. It stands upon a plot of table-land, formed by a full bend of the river, which the spectator would suppose almost encircles it. The bank of the river along which the main road runs is high at this point, and commands a fine view of the Indian settlement. It is that of a small remnant of a tribe of Delawares, connected with the once flourishing congregations of the Moravian, or United Brethren Church, in the United States, who

sought an asylum here in Upper Canada in 1792. The first settlement of these Indians on this river was destroyed by the American army under General Harrison in 1813. This battle, which was fought on the 5th October 1813, on the spot where the original Indian village once stood, is well known in the history of the time.

The British and Indian forces under General Proctor had retreated from Malden, on the Detroit River, and were overtaken at this point by their pursuers, the Americans, under General Harrison. The American Kentucky and Ohio mounted volunteers, under the command of Colonel Johnson, upon delivering one fire, under the cover of a wood, and immediately afterwards, charging at full speed upon the British forces, caused them at once to surrender—they finding it impossible to resist the superior American force, or to retreat under the circumstances in which they were placed. The main body of the Indians were not engaged, but observing the British line routed they retreated in all haste. A portion of them, with the celebrated chief, Tecumseh as their leader, maintained for some time a desperate engagement with the left wing of Colonel Johnson's mounted men until Tecumseh fell, and their opponents were reinforced. They then gave way and fled. The body of the fallen Tecumseh, it is said, was disfigured and treated with indignity by some of the Kentucky volunteers.

The remnant of the tribe of the Moravian Delawares, upon the destruction of their village on the occasion of this battle, removed to the other side of the river, in the township of Oxford, where they are now peaceably and industriously settled. There are to this day, however, two or three Indian families still residing on the old battle-ground—the cleared open grassy spot, with only some remains of orchards,

being all now deserted, save by these families who cling to the site of their old village.

The new village on the south side of the river presents a much more animated and hopeful appearance. The houses and gardens are regularly laid out, and the spire of the church is a picturesque as well as otherwise gratifying feature of the scene. The grounds around appear to be well cultivated, and are all agreeably interspersed with fine trees, imparting a pleasing effect too seldom experienced in Canada. Farther along, upon the main road to London, the land is of a rolling character, and the greater part of it good.

The best natural harbour, perhaps, along the whole coast of Lake Erie, is possessed by this county of Kent, the division of the Western District now under notice. This is the Rondeau, at Point aux Pins, in the lake-shore township of Harwich. A cape projects from the eastern corner of the township in a south-western direction, enclosing a natural basin of great extent, having a depth of water of from ten to eleven feet. The connection between this basin and Lake Erie was formerly interrupted by a sand-bank, which obstruction is now understood to be removed and the harbour improved, by the government having cut a channel through this bar, and run out piers. This very fine harbour is only fourteen miles from the town of Chatham, on the River Thames. There is now a good road from this harbour to Chatham. This new channel of communication which this town has with Lake Erie, may, to a considerable extent, supersede the circuitous navigation by the Thames, Lake St. Clair, the Detroit River, and through Lake Erie for about seventy miles to this point, where the neck of land across to Chatham is only fourteen miles. The circuit of navigation described is in all about 140 miles.

The remaining county of the Western District now to be

mentioned is that of Essex. It occupies the nearly square point of land, having its northern boundary along Lake St. Clair, its western along the Detroit River, and its southern along Lake Erie. It embraces eight townships. The two townships of Rochester and Maidstone front along Lake St. Clair; Sandwich, Anderdon, and Malden front chiefly along the Detroit River; Colchester, Gosfield, and Mersea front along Lake Erie.

The county of Essex is an exceedingly interesting and highly fertile portion of the Western District. Possessing not only the charming scenery, already noticed, along the banks of the Detroit River, and around the upper part of Lake Erie, it enjoys also, with a richly fertile soil, the softest and most delicious climate of any part of Canada. I have seen grapes of perfect size and excellent flavour, and some of the finest peaches, produced on the banks of the Detroit River, in the garden of Mr. James Dougall, near Amherstburgh, whose success in the cultivation of superior fruits is well known both throughout Canada and in the United States. No part of Canada is so highly favoured in the production of fine fruits as these banks of the River Detroit. The banks of the Niagara approach nearest to them in this respect.

The town of Amherstburgh is finely situated on the Detroit, about a mile from the mouth of the river, where it expands into Lake Erie. The River Detroit, which is here smooth, clear, and wide, with a gentle current, is studded with beautifully wooded islands. Amherstburgh, which is a garrison town, commenced in 1798, soon after the first evacuation by England of the now American city of Detroit. Detroit, the chief city of the State of Michigan, is situated eighteen miles up the river from Amherstburgh, and nine miles from the outlet of Lake St. Clair. The French, before

the conquest, kept a garrison at this place, and afterwards the English, up to 1794. During the last war with America, Detroit, with the whole territory of Michigan, was for more than a year again in the possession of England. It was in August 1812 surrendered by the American General Hull to General Brock. After the defeat and capture of the British squadron, under Commodore Barclay, on Lake Erie, and the decisive battle at Moraviantown, on the River Thames, Detroit came again into possession of the United States.

After Commodore Barclay's defeat on Lake Erie, General Proctor abandoned Amherstburgh, having set fire to the fort, navy-yard, barracks, and public storehouses. General Harrison landed without opposition towards the latter part of September 1813. The town remained in the possession of the United States during the rest of the war, and on being restored at the peace, it has continued to be maintained as a military post. Fort Malden, situated about half a mile above the town, upon the banks of the river, was rebuilt in 1839, and is at present occupied by a detachment of the Royal Canadian Rifles.

Amherstburgh, during the early stages of the last war with America, was a post of great consequence; it stopped the progress of American invasion, and was the rallying point where General Brock concentrated his forces to proceed on his expedition against Detroit. It was also a noted place of rendezvous for the Indians who followed the British standard. Ships to carry on the war were also built here, and the fleet fitted out for Lake Erie.

The town of Amherstburgh now contains probably between 1500 and 2000 inhabitants, about 200 of whom are coloured people, of African origin, many of them runaway slaves from the Southern States of America. A considerable

portion also of the population consists of French—a number of French having settled at an early period all along the shores of the Detroit, Lake St. Clair, and the lower part of the River Thames. The township of Malden, in which Amherstburgh is situated, was so early settled, that a number of the farms have been under cultivation since Canada was in possession of the French. There is an English Church, Presbyterian Church, and Roman Catholic Chapel in the town of Amherstburgh. The coloured African people have also a small church, and the Wesleyan Methodists maintain a preacher here, whose duties extend to the surrounding country. An agreeable feature in this interesting town, is a public reading-room, where not only British, Canada, and United States newspapers and other periodicals have been usually received, but journals printed in French and German, all of which are read and appreciated among the variety of residents. There is also a library attached to the reading-room. Another pleasing feature of this part of Canada, is the 'Western District Literary, Philosophical, and Agricultural Association,' established in 1842, for the purposes of the mutual instruction of its members, and of promoting the more general diffusion of education, and agricultural, and general improvement in the district. Its members at its commencement numbered the most respectable and intelligent inhabitants. Its first transactions, including the opening discourse of its president, Major R. Lachlan, were printed and published in pamphlet form. A Temperance Society has been some years in operation in the town, and has exerted a very beneficial influence.

Several vessels belong to the port of Amherstburgh, which are employed in the commerce of the lakes, carrying produce down Lakes Erie and Ontario for Montreal, and bringing up merchandise. The size of these vessels is chiefly

from 100 to 160 tons burden, usually schooner-rigged, carrying about half-a-dozen hands, and are employed in transporting cargoes of wheat, salted provisions, potash, raw hides, oak-staves, walnut timber, and tobacco, down the lakes. These vessels proceed through Lake Erie, the Welland Canal, and Lake Ontario, a distance of above 400 miles, to Kingston, at the lower extremity of Lake Ontario, and head of the River St. Lawrence, where the cargoes are unloaded, and sent the remaining distance of about 200 miles down the river, or through the canals, in other descriptions of craft to Montreal. The completion and enlargement of the great canals of Canada which has now taken place, has brought the class of steam propellers into highly profitable use. These proceed very expeditiously direct to Montreal or Quebec from all the various ports on the lakes and rivers. One of these, it is understood, plies between Amherstburgh and Montreal.

The tract of country stretching along Lake Erie below Amherstburgh, to the west or boundary of the county of Kent, is richly fertile. Much of the land is situated upon high banks of the lake, and is of the first quality, producing excellent crops both of wheat and tobacco. The slaves, who from time to time have effected their escape from the Southern States of America, selected, from an early period, this quarter of Canada as a place of refuge, and are believed to have introduced the culture of tobacco into these lake-shore townships, where quite lately it was grown in large quantities, and was estimated equal to the second quality of Virginian tobacco. The year 1821 is stated to have been the first time in which it was sent in bulk to Montreal market, yet so rapidly did the trade grow, considering the limited means and numbers of the settlers, that in 1827, six years afterwards, there was shipped for the same market 500 hogsheads, weighing each from 1000 to 1100 lbs. The

culture is still carried on, though of late years it has appeared to decrease, owing, it is understood, to the low prices obtained, and the farmers having found it to be a crop greatly tending to impoverish the soil. Hemp used many years ago to be cultivated in large quantities in the lake townships and also on the River Thames. The Western District is believed to be highly favourable to the culture both of flax and hemp. The manufacture of oak-staves for the West India market engaged at one time a considerable share of attention throughout the Western District, and employed many hands during winter, cutting down trees and preparing the staves for shipment.

That beautiful native wood, black walnut, is found in large quantities in the Western District, and quantities are shipped down the lakes. A magnificent specimen of this richly ornamental wood of Canada is exhibited in the Edinburgh Museum of the Highland and Agricultural Society of Scotland. The specimen is from the River St. Clair, and was sent from Canada by Mr. Sutherland, a native of Edinburgh, who has a very pleasant residence upon one of the most agreeable spots of that fine river.

Proceeding above Amherstburgh, along the River Detroit, through a richly fertile country, the district town of Sandwich is approached, sixteen miles distant. It is a neat quiet-looking town, with fine old orchards and well kept flower-gardens, giving it, in some degree, the air of a country town of old England. It is built on a gravelly soil, on a gently sloping bank, a short distance from the river. There is an English Church, Baptist Chapel, and Roman Catholic Chapel in Sandwich; and a weekly newspaper is also published in the town.

Two miles above Sandwich, continuing the route along the river, is the small village of Windsor, situated directly

opposite the American city Detroit. The river here is about three quarters of a mile wide, and a ferry is maintained by two steamboats which are kept constantly crossing, encouraging a good deal of trading and friendly intercourse between the frontier countries.

All the three places which we have glanced at along the Canada shore of the river Detroit—Amherstburgh, Sandwich, and Windsor, have been conspicuously associated with particular events in the history of the colony. Amherstburgh, with its military post, Fort Malden, has been already noticed.

Sandwich is associated with the event of the American General Hull, having here crossed the Detroit, and invaded Canada, in the summer of 1812, with upwards of 2000 men. After having issued his proclamation of invasion, and after one month's possession, he recrossed the river, and retired into his own territory. General Brock, in command of the Canada militia, with a few regulars, and a number of Indians—in all a force of between 1300 and 1400—crossed the Detroit at the same point soon afterwards, and overawed the garrison of Detroit, under the command of General Hull, into terms of capitulation. The defeat of the British forces on Lake Erie, and at Moraviantown, again changed the fortunes of the war, as we have already noticed. General Harrison entered Sandwich in September 1813, and the whole Western District of Canada remained until the peace in the possession of the United States.

Windsor was the scene of a most unfortunate affray, only so lately as 1838, when a band of men, styling themselves 'patriots,' crossed the River Detroit early of a morning in winter, under the delusion that the inhabitants of Canada would receive them warmly, and with open arms join with them to overturn the government of the colony. But those

among them who lived to return had reason to regret the rash marauding invasion they made. Though some of those unfortunate men may have been actuated by motives of wild adventure or plunder, all, it is believed, were grossly deceived as to the general state of public feeling in the colony at that disturbed period, by the representations of reckless individuals among the colonists themselves.

Among the entailed effects of the war of forty years ago or so, there still lingers among a portion of the inhabitants of both countries along the frontiers, the remains of the bitter hatred and depreciation of each other which the conflict engendered, where in instances brothers were known to have been fighting against brothers, and sons against fathers. The display of these old bad feelings give annoyance and pain to the traveller, the more so as many of the frontier troubles several years ago were in a great measure ebullitions of those rankling sores which appear to take so long time in healing.

The population of this Western District of Canada, consisting of the three counties of Essex, Kent, and Lambton, was in 1848 computed to be 27,440. This extensive district, which is estimated to contain 1,616,640 acres, had then 468,781 acres of this extent of land occupied. The quantity of land under cultivation was 83,816 acres, of which 62,862 acres were under tillage and 20,954 acres under pasture.

With regard to the extent of districts in Canada, we are very apt, judging cursorily from the maps we commonly use, very much to underrate their extent. The home reader imperfectly acquainted with Canada, will scarcely be prepared, I dare say, to be informed that this Western District which we have endeavoured slightly to introduce to his notice is much more than double the extent of the three Lothians, and all Fifeshire together. The surface of these Scottish

counties is estimated at 776,320 acres ; that of the Western District of Canada, according to the best authority, namely, Bouchette, who was surveyor-general of Canada, is, as we have already stated, 1,616,640 acres. And yet this extent of country probably does not contain, at this moment, more than 30,000 inhabitants.

The live stock possessed by the population of the Western District in 1848, consisted of 2494 neat cattle, 8095 horses, 19,146 sheep, and 31,472 pigs. The amount of wool produced in 1848 was 41,157 lbs. The amounts of domestic manufactures the inhabitants produced were 14,906 yards fulled woollen cloth, 9260 yards linen, and 37,144 yards flannel. Besides these items of wealth and industry of the settlers of this district, there are to be taken into account large quantities of dairy produce and provisions, of which no return was made by the district in 1848. Neither were the quantities of flax and tobacco grown in the district given that season. The quantity of maple sugar produced in 1848, according to the returns, was 183,483 lbs. This would give to each inhabitant of the district between six and seven pounds weight of this excellent sugar, produced from the maple trees which grow on almost every settler's farm in Canada. Other items of the resources of the district to be taken into account are staves and other prepared timber from the forests, potash, furs, and hides.

The quantities of land applied to the production of the respective crops in the district in 1848, together with the returns of crops, were as follows :—wheat, 18,534 acres, producing 202,938 bushels ; oats, 5372 acres, producing 104,031 bushels ; maize or Indian corn, 51,997 acres, producing 85,928 bushels ; pease, 2671 acres, producing 54,180 bushels ; rye, 816 acres, producing 11,542 bushels ; barley, 746 acres, producing 11,204 bushels ; buck-wheat,

734 acres, producing 9904 bushels; and lastly, potatoes, 4640 acres, producing 169,749 bushels. The average prices in the Montreal market in 1848, as has been previously stated, were, for wheat, 5s. 7d. currency per bushel; pease, 3s. 4d.; barley, 2s. 6d.; and oats, 1s. 8d. currency per bushel. The facilities which steam propellers now afford in taking cargoes down to Montreal speedily and direct, without once breaking, must prove of great importance in increasing the value of all agricultural products throughout the whole extent of Upper Canada.

With regard to the particular description of the lands in the Western District, it is believed that the quantity of low-lying and wet land in proportion to that well situated and richly fertile, has very usually, by those only partially acquainted with the district, been much overrated. Much of the best and most delightfully situated land in Canada is to be found in this district. The distance up the country from the ports of disembarkation for emigrants, Quebec and Montreal, has probably hitherto acted unfavourably towards the spread of correct information in regard to it. The increase of population, notwithstanding, has been remarkably rapid. In 1824 the Western District contained only 6952 inhabitants; in 1828 the number was 8330; in 1832, 10,627; in 1839, 19,267; in 1842, 24,390; in 1848, 27,440; and the number of inhabitants now probably reaches about 30,000.

The facility with which steam propellers now speedily and cheaply convey emigrants from the ship's side to the uppermost parts of the country is much in favour of the more remote districts of the colony, where, generally speaking, the best descriptions of lands are to be had at easy rates. The average values of lands in the Western District was, along with the other official returns of that district, omitted to be given for 1848. I may, however, here observe, that there will be a distinct chapter of the work devoted to

the important subject of the prices and description of lands in Canada.

Having thus now completed these sketches of the districts of Canada, it were best, perhaps, that I take leave of this not unimportant division of the work, with a request that the courteous reader would, if sufficiently interested, do both the subject and the writer the justice of consulting acknowledged authorities or favourite writers upon Canada, as may be conveniently within reach—such as Bouchette, Gourlay, Macgregor, Montgomery, Martin, Ferguson, Buckingham, Murray's *British America* in the Edinburgh Cabinet Library, Chambers's *Information*, and others—in which publications, though not in the somewhat detailed form here imperfectly attempted, the reader will nevertheless find, it is believed, sufficient general evidence to satisfy him that the statements and opinions presented in the foregoing pages are not the result of superficial haste, or mere partiality, but rather, as upon the whole they indeed are, the most careful statements from the best sources, and well-weighed, candid, and most thoroughly disinterested expressions of the best judgment of the writer, who, in giving publicity to his views, desires to put forward no other pretensions than the simple one of aiming humbly to contribute, within his sphere, something which may prove of practical utility to a portion of his fellow-countrymen, and be of some service to the most important of our colonies. Having much liked the country himself, and having had full opportunities of observing how comfortably it sustained its population, and possessed, in such over-abundance, room and resources, temptingly inviting occupation—the writer, with no other motives than arose from such reflections, conceived he might usefully employ the leisure which a short respite from ordinary duties allowed him to have.

CHAPTER XXII.

CLIMATE AND SEASONS OF CANADA.

Winter in Canada—Sleigh Driving—Depth of Snow in Canada—Depth of Frost in the Ground—Sleighting Season—Approach of Spring—Commencement of Ploughing—Luxuriance of Early Summer—Summer Mornings—Summer Weather in Canada—The Thermometer for July—Compared with England—Royal Observatory at Toronto—Meteorological Observations in Canada and in England—Temperature of the Months at Montreal, Toronto, and Greenwich—Average Quantities of Rain of the Months in Canada and England—Average Quantities of Snow of Winter Months in Canada—Prevailing Winds of Canada—Lakes and Rivers of Canada during Winter—Opening of Navigation—Winter Forest—Indian Summer—Autumn in Canada—Characteristics of Canadian Climate.

THE climate of Canada is a subject of much interest. I shall endeavour as briefly and clearly as possible to present the most precise information on this subject, to which we here devote a short chapter.

The severity of Winter in Canada is very commonly much exaggerated in England. The thermometer in the dry, clear, bracing atmosphere of this colony is, to a certain extent, a rather imperfect guide to the enquirer accustomed to its ranges in the raw damp atmosphere of our own islands. Throughout the greater part of the winter season in Canada, the cold in the open air is by no means unpleasant.

During a comparatively few days only the degree of cold is uncomfortable. Persons who have resided in Canada not unfrequently observe that they have experienced more disagreeable feelings from the raw easterly winds of a spring or autumn, travelling in this country, than they ever did on ordinary occasions in the depth of winter in Canada, travelling in an open sleigh. This fact of open sleighs being used almost universally—the exceptions being exceedingly few—throughout the whole winter, is in itself perhaps one of the best illustrations of the climate that can be brought forward. With good horses, and a well-beaten snow path, which there very soon is on the principal roads of the country, the exercise of sleigh-driving is the most delightful possibly to be imagined. The horses, with their tinkling bells on their neck, would seem to participate as they bound along, in the exhilarating effects of the pure bracing atmosphere. Warm clothing and good heavy furs are all that are requisite to ensure complete comfort, in a perfectly open sleigh, in any ordinary weather, in the depth of winter in Canada. An eight-years' residence in the country, four years of which was in Upper Canada, and four in Lower Canada, enables me to write with perfect freedom regarding its climate. The exceptions of great severity in the weather occur only a very few times during winter, and the number of such days is never longer than three at one time. These days are indeed very cold and uncomfortable. Before and after these very cold days, which occur so seldom in a season, the weather presents its ordinary agreeable state. Many persons both in Upper and Lower Canada wear the same clothing throughout the year, which they were in the habit of wearing at home.

The depth of snow usually is from eighteen inches to two feet, the depth of frost in the ground from twelve to

eighteen inches. The appearance of the fleecy covering to the earth is hailed with much pleasure, both as the means of enjoyment, and of affording facilities to the farmers bringing their produce to market. The absence of good sleighing at any time during the winter season is universally considered a loss in limiting the means both of business and pleasure. The first snow, of any account, very usually falls in Lower Canada about the beginning of December, and in Upper Canada about two or three weeks later. The months of January and February are the best for good steady sleighing. The sleighing season is at least fully a month longer in Lower Canada than in the upper or western parts of the province. The more south-westerly parts of Upper Canada, such as along the shores of Lake Erie and the Detroit River, have the shortest winter of all, and least sleighing. The continuance of good sleighing at any period of the season in Upper Canada is not much to be depended upon, on account of the rapid thaws which take place occasionally, causing the snow almost wholly to disappear in a day or two, under the influence of the warm soft south wind and rays of the sun. The heaviest of these thaws in Upper Canada takes place, with periodical regularity, in the month of January, and is known as the January thaw. Sleighing continues with much greater steadiness in Lower Canada, where thaws sufficiently strong much more seldom occur. Snow usually finally disappears in Lower Canada about the middle of April; and in Upper Canada, especially the more western parts, perhaps nearly about a month earlier. The balmy soft south wind of spring visits the atmosphere then, and in a very few days all traces of winter have disappeared in the new life which now sheds its influence on all around.

Ploughing usually commences in Upper Canada about the middle of April. In the south-westerly parts of the

country the period is a little earlier, and in the more easterly and northern districts, about a week or two later. Cattle are usually put out to pasture from about the middle of April to the beginning of May. They are very frequently put out first into the woods, where they crop the tender growth. The fields afford very little good pasture for them until after the 1st of May. The usual time of taking them into shelter, before winter commences, is about the middle of November. Harvest begins usually about the 1st of August.

The gorgeous luxuriance of early summer in Canada is beyond description. With the purest and balmiest atmosphere, and richly fertile soil, the forests very rapidly assume all the freshness and beauty of their summer green. They present, too, within their shady fragrant recesses a perfect carpeting of flowers. The sweet fresh morning air at this season is most delightful. The birds are gladly caroling their free notes. Light dews are upon the grass and flowers, and the landscape presents the outlines of its distant objects most softly and clearly defined. Should river or lake be within view the glassy surface is spread out, reflecting like a mirror in the still air the glories of the morning. Wooded banks and islands are reflected along the margin, and from the bosom of the watery expanse.

The season during the month of June and latter part of May in Canada is certainly very delightful. Nature seems revelling in perfect jubilee. The days then are not usually disagreeably warm; and when evening approaches, with its soft sweet twilight, all nature then assumes again an air of quiet calm repose. The really hot days are in the month of July. The weather then towards noon, and not unfrequently during nights is oppressively hot, and very enervating. The very hot weather, however, does not usually continue for any long time. A few days, or probably a week, is the ordinary

period for very hot weather to continue. In some seasons it may be longer. The summers are somewhat hotter in Lower Canada than in Upper, just as the winters are longer and more severe in the lower or more northerly part of the province.

The heats of summer, however, in Canada, have probably been as much exaggerated in England as the frosts and snows of winter. The mean temperature of the month of July at Montreal, Lower Canada, based on observation for a series of four years, was ascertained to be $71^{\circ} 36'$; and the results of observations of nine years of the Royal Magnetical Observatory at Toronto, Upper Canada, gave the mean temperature of the month of July there to be $66^{\circ} 12'$. The mean temperature of July at Greenwich, England, from the observations of the Royal Observatory for seven years, was $61^{\circ} 43'$. The mean highest temperature at Montreal in July, was $97^{\circ} 90'$; at Toronto $88^{\circ} 28'$; and at Greenwich $85^{\circ} 37'$. The mean lowest temperature at Montreal for July was $53^{\circ} 25'$; at Toronto $42^{\circ} 86'$; and at Greenwich $45^{\circ} 80'$. The average quantity of rain for July at Toronto was 3.803 inches. At Greenwich for July the average was 2.049. The quantity of rain which falls at Greenwich, it may be observed, is understood to be less than the average for all England.

The records of the Royal Magnetical and Meteorological Observatory at Toronto, Upper Canada, are exceedingly interesting on account of the valuable scientific information they contain. This establishment, as is known, was founded by Government in 1840, in concert with similar ones in other colonies, and in India. Similar establishments have been maintained at various points in the United States and in most European countries. The records of the Toronto Observatory afford valuable data for the illustration of our present subject.

The data for Toronto for each month, which we here present, are derived from the records of observations for nine years—1840 to 1848 inclusive—and are the means by observations made every two hours, from 1st January 1840 to 30th June 1842, and every hour from 1st July 1842 to 31st December 1847. The data for Greenwich are derived from the records of the Royal Observatory for seven years—1841 to 1847 inclusive—and are the means by observations made every two hours. The mean temperature for Montreal for each month is derived from the registers published monthly in the British American Journal of Medical and Physical Science for four years—1845 to 1848 inclusive.

We shall commence with the month of September, presenting the results of these observations at Toronto and Montreal, and comparing them with the results of the observations at Greenwich. The average quantities of snow and rain for the month at Montreal are not given.

Slight night frosts have set in, in September in Upper Canada. The average quantity of snow during the month at Toronto was about $4\frac{1}{2}$ inches. At Greenwich the average was not quite 2 inches. The mean temperature at Toronto was $57^{\circ} 40'$, and at Greenwich it was $56^{\circ} 99'$. The results of another series of observations gave the mean temperature for September precisely the same for both places. The mean lowest at Toronto was $32^{\circ} 6'$, and at Greenwich it was $36^{\circ} 6'$. The mean highest at Toronto was $80^{\circ} 5'$, and at Greenwich $78^{\circ} 3'$. The mean temperature at Montreal was $58^{\circ} 50'$; the mean highest temperature 84° ; and the mean lowest $39^{\circ} 25'$.

In October at Toronto the average quantity of snow from 1840 to 1847 inclusive, was 2 inches. The average quantity of rain was not quite 3 inches. At Greenwich the quantity of rain in October was a little over 3 inches. The mean

temperature of October at Toronto was $44^{\circ} 13'$; at Montreal $44^{\circ} 53'$; and at Greenwich $49^{\circ} 33'$. The mean highest temperature at Toronto was $66^{\circ} 62'$; at Montreal $69^{\circ} 75'$; and at Greenwich $67^{\circ} 40'$. The mean lowest at Toronto was $21^{\circ} 39'$; at Montreal $23^{\circ} 25'$; and at Greenwich $31^{\circ} 31'$.

In November the average quantity of snow at Toronto was very little over 2 inches. The average quantity of rain was a little over $3\frac{1}{4}$ inches. The average quantity of rain at Greenwich was not quite $3\frac{1}{2}$ inches. The mean temperature at Toronto in November was $35^{\circ} 50'$; at Montreal $32^{\circ} 36'$; and at Greenwich $44^{\circ} 57'$. The mean highest temperature at Toronto was $56^{\circ} 26'$; at Montreal $59^{\circ} 25'$; and at Greenwich $59^{\circ} 59'$. The mean lowest at Toronto was $12^{\circ} 21'$; at Montreal $7^{\circ} 75'$; and at Greenwich $26^{\circ} 50'$. The colder nights and mornings in Canada, compared with England, have now set in, while the mean highest temperature in both countries, so far as Upper Canada is concerned, differ only in about three degrees of the thermometer; and with regard to Lower Canada, the mean temperature at Montreal in November was almost precisely the same as in England in that month to a fraction of a degree. Another series of observations extending to eight years in Canada and four in England gave the mean highest temperature in November, in Upper Canada and England, precisely the same. And with regard to Lower Canada, the mean highest temperature at Montreal in November was about precisely the same as in England in that month to a fraction of a degree.

We have now got to December, when winter has fairly commenced. The average quantity of snow at Toronto, however, was only 6 inches. The average quantity of rain was not quite $1\frac{3}{4}$ inches, and at Greenwich it was not quite 1 inch. The mean temperature at Toronto was $27^{\circ} 62'$;

at Montreal $18^{\circ} 50'$; and at Greenwich $39^{\circ} 97'$. The mean highest at Toronto was $45^{\circ} 71'$; at Montreal 42° , and at Greenwich $54^{\circ} 43'$. The mean lowest at Toronto was $0^{\circ} 18'$; at Montreal— $10^{\circ} 75'$, and at Greenwich $24^{\circ} 94'$.

We now approach the coldest month of the year in both countries, so far as the results of these observations go, which we have taken for our guidance—the month of January. The mean temperature of this month at Toronto was $24^{\circ} 64'$; and at Greenwich it was $37^{\circ} 79'$. The mean highest temperature at Toronto was $45^{\circ} 79'$, and at Greenwich $52^{\circ} 83'$. The mean lowest at Toronto was— $5^{\circ} 12'$, and at Greenwich it was $20^{\circ} 97'$. We have now for the first time the thermometer below zero at Toronto, to the extent of a little over five degrees. At Montreal the mean lowest temperature for January was— $15^{\circ} 50'$, the mean temperature $18^{\circ} 58'$, and the mean highest 42° . The average quantity of snow at Toronto in January was slightly over 13 inches. The average quantity of rain was not quite $2\frac{1}{2}$ inches; at Greenwich it was a little over $1\frac{1}{2}$ inch.

We have now arrived at February, when the cold, according to our present data, has commenced to be less severe. Observations from another series of years might shew the cold in February to be quite as great as in January, and perhaps more so, as it sometimes is in particular seasons. The winters in Canada, as in England, vary a good deal. Certain seasons are much more open and less severe than others. The months also differ at times in their general character. By the observations which we have now for our guidance, however, the difference in the mean lowest temperature between the two months of January and February is very slight. At Toronto in February the mean lowest temperature was— $4^{\circ} 59'$. At Montreal it was— $13^{\circ} 50'$. At Greenwich the mean lowest temperature was $17^{\circ} 70'$. The mean tem-

perature at Montreal was $13^{\circ} 32'$, at Toronto $24^{\circ} 21'$, and at Greenwich $37^{\circ} 06'$. The mean highest temperature at Montreal was $40^{\circ} 25'$, at Toronto, $45^{\circ} 32'$, and at Greenwich $53^{\circ} 70'$. The average quantity of snow at Toronto in February was slightly over 21 inches. This month gives the greatest quantity of snow. The average quantity of rain in February was not quite 1 inch. At Greenwich it was slightly over $1\frac{1}{4}$ inch.

March now brings milder weather. The mean lowest temperature in this month at Montreal was $4^{\circ} 20'$, and at Toronto it was $4^{\circ} 74'$. At Greenwich it was $23^{\circ} 79'$. The mean temperature at Montreal was $28^{\circ} 96'$, and at Toronto $30^{\circ} 49'$. At Greenwich the mean temperature was $42^{\circ} 20'$. The mean highest temperature at Montreal was $57^{\circ} 40'$, at Toronto $54^{\circ} 14'$, and at Greenwich $61^{\circ} 84'$. The average quantity of snow at Toronto was very little over 9 inches. The average quantity of rain was a little over $1\frac{1}{4}$ inch. At Greenwich the average quantity of rain in March was not quite 1 inch.

April comes now with its much warmer days and very little snow. The average quantity of snow in April at Toronto was 1 inch. The average quantity of rain was very nearly $2\frac{1}{2}$ inches. At Greenwich the average quantity of rain in April was very little over 1 inch. The mean temperature at Montreal this month was $41^{\circ} 04'$, at Toronto $42^{\circ} 12'$, and at Greenwich $47^{\circ} 10'$. The mean highest at Montreal was 67° , at Toronto $71^{\circ} 82'$, and Greenwich $70^{\circ} 43'$. The mean lowest temperature at Montreal in April was $17^{\circ} 20'$, at Toronto $18^{\circ} 04'$, and at Greenwich $30^{\circ} 03'$.

We now have May, with its much warmer temperature. The mean highest temperature at Montreal in May was $85^{\circ} 40'$, at Toronto $77^{\circ} 16'$, and at Greenwich $77^{\circ} 59'$. We here observe how very closely the mean highest temperature of England and Upper Canada in the month of May

approach each other—a mere fraction of a degree of the thermometer of difference. The mean lowest at Montreal was $33^{\circ} 20'$, at Toronto $39^{\circ} 08'$, and at Greenwich $36^{\circ} 79'$. The mean temperature at Montreal in May was $56^{\circ} 12'$, at Toronto $52^{\circ} 59'$, and at Greenwich $53^{\circ} 64'$. The average quantity of rain at Toronto in May was not quite 2 inches. At Greenwich the quantity was a little over $1\frac{1}{2}$ inch.

In June the highest temperature at Montreal was $92^{\circ} 50'$, at Toronto $83^{\circ} 80'$, and at Greenwich $84^{\circ} 04'$. We have here the highest temperature for the month of June in Upper Canada very much the same as in England. The mean temperature approaches still more closely in the two countries. In Upper Canada, at Toronto, it was $60^{\circ} 87'$, and in England, at Greenwich, it was $60^{\circ} 03'$. Lower Canada has warmer weather. The highest temperature in Lower Canada, at Montreal, in June was $66^{\circ} 79'$. The average quantity of rain in June at Toronto was very nearly $3\frac{1}{2}$ inches. At Greenwich the quantity was a little over $2\frac{1}{4}$ inches.

We have now arrived at July, and the results of these observations regarding the climate of Canada for that month have been already stated. The mean highest temperature at Toronto in July, it will be observed, was only a little over 4° above the mean highest temperature at the same place in June, and only 4° higher at Toronto in July than it was in England in June. The mean highest temperature at Montreal in July was a little more than 9° above that at Toronto in the same month. The mean temperature at Montreal in July was slightly over 6° higher than that of Toronto in the same month.

We have now only August to complete our circle of the months. The mean highest temperature in August was about 4° lower at Toronto than it was in July, and about 5° lower at Montreal in August than it was in July. The fact,

however, which will probably appear the most remarkable in England is, that there was not quite one degree of the thermometer of a difference between the mean highest temperature at Toronto, in Upper Canada, and the mean highest temperature at Greenwich, England. The mean highest temperature at Toronto in August was $84^{\circ} 41'$; and that at Greenwich was $83^{\circ} 63'$. The mean highest at Montreal was $92^{\circ} 50'$. The mean temperature at Montreal was $71^{\circ} 4'$; that at Toronto $65^{\circ} 75'$; and at Greenwich $61^{\circ} 19'$. The mean lowest at Montreal in August was 53° ; at Toronto $45^{\circ} 46'$; and at Greenwich $45^{\circ} 60'$. Here we have again the mean lowest temperature of Upper Canada and of England in August, approximating to within a degree. The average quantity of rain at Toronto in August was a little over $2\frac{3}{4}$ inches. The average quantity at Greenwich in August was a little over $2\frac{1}{4}$ inches.

The prevailing winds of Canada are the south-west, the north-east, and north-west. The south-west, which sweeps down the valley of the St. Lawrence, over the rivers and great lakes, for about two-thirds of the summer season, carries with it a portion of the warmth of the region of the Gulf of Mexico and valley of the Mississippi. The north-east wind is damp and chilly. The north-west wind, which is most frequent in winter, is dry, cold, and elastic. The most sudden changes of wind are to the north-west, followed by weather clear and cold for the season. Heavy thunder showers clear up most frequently with this wind. These showers frequently precede the hard frosts which introduce winter. The longest storms of rain, and deepest falls of snow are usually accompanied by easterly winds. The south-east wind is soft, thawy, and rainy. The wind blows less frequently from the west and south, and still more seldom from due north.

I am indebted for these statements regarding the winds to Mr. Gourlay's work on Upper Canada, published in 1822; and which, with a good deal of apparently irrelevant matter, contains much that is valuable and interesting.

The great lakes of Canada are not frozen over during winter, as many persons have been led to suppose. Lake Erie alone, which is very shallow, is said to have been frozen over only two or three times within the last forty years. The bays and shores of the lakes, for a considerable distance from land, are frozen; and the ice in such situations, and on the rivers, is thick and strong. Heavy loaded sleighs pass over it with perfect safety. There are occasionally very open and mild winters in Canada. The steam-boats on Lake Ontario, between Toronto and Niagara, not unfrequently continue running through the whole winter. The steam-boats plying across and along the lower part of the lake, continue running most frequently until about Christmas. The navigation of the St. Lawrence almost invariably opens from about the middle of April to the beginning of May; when the first steam-boats arrive at Quebec from Montreal, a river voyage of 180 miles.

We have passingly alluded to the luxuriance and beauty of early summer in Canada. We have said nothing of the winter landscape, which is not wholly devoid of attractions to the close observer and lover of nature. The downy feathery snow upon the branches of the forest trees, with rows of pendent icicles, reflecting of a fine morning the sun's rays from their pure dazzling surfaces is indeed very beautiful, and never fails to add to the enjoyment of the walk or the drive. The scene, in a clear bright moon-light, possesses peculiar beauties.

The short but very delightful period of Indian summer, which occurs usually about the end of October or beginning

of November, is a chief peculiarity of a Canadian climate. The period of its duration is variable, being from a few days to two or three weeks. The atmosphere is most agreeably soft, even to a peculiar and not unpleasant haziness. The sun seems as if reluctant to dazzle the earth with his rays, shedding all over the landscape a mellowed light. There is a popular belief that the Indians, far to the south, are setting fire to their great prairies at this time; and that Canada is then getting a share of the distant smoke.

The magnificently varied foliage of the forests in autumn is universally known. There is an intermingling of richly deep and beautiful tints perfectly enchanting. The deep crimson, orange, and yellow, with every shade of brown, and, boldly relieved from all, the single trees or masses of dark evergreen of the pines, present, as a whole, an effect not to be described. The pure, cloudless skies, with sharp touch of frost of a morning, and days neither too warm nor too cold, are exceedingly pleasant, and enhance the enjoyment of the landscape. This period of the year is, indeed, very agreeable and refreshing after the enervating heats of summer.

We now draw to a close this chapter on climate. We have glanced at the beauties and advantages, while we have not overlooked, it is believed, the drawbacks of the climate of Canada. The cold is certainly severe in winter, and the heat in the height of summer at times not at all quite comfortable. The extreme dryness of the atmosphere, has even its disadvantages. The landscape has not the verdant appearance in the latter part of summer that it has in the more moist climate of England. Individuals, too, accustomed to an English climate, experience the want of its active, bracing qualities during summer. It has, how-

ever, quite as decided advantages. There is an absence, to a great extent, of the colds, coughs, asthmas, and rheumatisms, that so afflict English people at home quite frequently. The climate of Canada, generally speaking, is favourable to health and longevity.

The affliction of ague, dreaded frequently by those unacquainted with the country as it now exists, with its great extent of cultivated territory, and well situated, dry, and healthy towns, is confined to a comparatively few localities in the vicinity of large tracts of marshy lands. Many individuals, too, inhabiting such localities never experience the uncomfortable affliction. I knew of very few cases of ague during the whole of my eight years' residence in the country, and I have visited almost every corner of it.

We now take leave of the important subject of this chapter, which we have endeavoured to present with care, freedom, and precision, so far as limits would allow.

CHAPTER XXIII.

EDUCATION, AND PLACES OF RELIGIOUS WORSHIP IN CANADA.

State of Education in Canada—Legislative Support of Education—Provisions of the Act of Legislature—Religious Scruples Obviated—General Legislative Encouragement of Education—Statistics of Schools in Upper Canada—Numbers of Schools in the Towns—Government Educational Department—Recent Establishment of Normal Schools—Universities and Collegiate Institutions in Upper Canada—Expenses of Board and Tuition—Education in Lower Canada—General Condition of the French Canadian Population—Educational Institutions in Lower Canada—Seminaries of Quebec and Montreal—University of M'Gill College, and High School of Montreal—General Condition, and Statistics of Churches in Canada—Church of England, and Presbyterian Denominations—Methodist and other Denominations—Interesting Mission for the Instruction of Fugitive Slaves in Upper Canada—General Remarks on the Subject of the Chapter.

EDUCATION has, from a very early period in the settlement of Canada, received much public attention; and legislative efforts have been constantly directed towards its support and encouragement.

The general diffusion of a good education has had serious obstacles to encounter in Canada, possessing a great stretch of country thinly populated, and with comparatively slender means to plant and support the large number of schools required. A not inconsiderable proportion of the

people themselves, too, chiefly a class of the old settlers, and the humble class of emigrants from Britain, have from circumstances been able only very indifferently to appreciate the benefits of education. These impediments have, however, been gradually lessening as Canada has continued rapidly increasing in population and wealth. There are few parts of Canada, even in the most remote settlements, where an ordinary English education may not be had at a very cheap rate. Education is supported jointly by government and the exertions of the people themselves. In cases where parents are unable to pay, a free education is allowed to the children.

The act passed by the provincial legislature in 1841, for the support of public instruction throughout Canada, provided that the proceeds of lands, already or which might be hereafter granted by the legislature, or other authority, should be erected into a permanent fund for the support of common schools. It set aside the sum of £50,000 currency a year, to be apportioned among the municipal districts, those old leading divisions of the country we have been describing, such as the Home, London, and Western Districts. The district councils—those popularly elected municipal bodies which were established by Lord Sydenham—were, for the purposes of this School Act, constituted Boards of Education, and were directed to divide the lesser divisions of their districts, the townships, into more minute divisions, to be called school districts, and to apportion among these the district share of the school fund, allowing to each township a sum not exceeding £10, for the purchase of books; and also to assess the inhabitants for building a school-house, and to make an annual report of the proceedings.

The townships, for the purpose of carrying on the local

machinery of the act, elected from five to seven common-school commissioners. Their chief duties were to select a site for a school-house, appoint and remove teachers, regulate the course of study and the books to be used, and establish general rules for the conduct of schools, and communicate them in writing to the teacher. Two or more were to visit each school in their township at least once a month ; and they were directed to report annually to the district council all matters of interest.

Besides these two bodies—the district councils and the commissioners—there was a chief superintendent appointed by the governor, whose duty was to apportion the general funds among the district, according to the number of children in each from five to sixteen years of age. He was also to visit the districts annually, and examine the condition of the schools, to prepare forms for reports, to address suggestions which might introduce uniformity into the system, and to receive the several district reports, and to submit an annual report of his own to the governor, representing the general condition and working of the system.

Those warring grounds, which mostly in every country are found to throw impediments in the way of almost every conceivable system of popular instruction—the religious scruples of the various sects—are thus disposed of here :—Whenever the inhabitants of any township or parish, professing a religious faith different from that of the majority of the inhabitants, shall dissent from the arrangement of the commissioners, with reference to any school, the dissenters signifying such to the district council, with names of persons elected by them as trustees, such trustees, conforming to the duties of commissioners, are allowed to establish and maintain schools, and to receive a share of the general funds. The value of a provision of this kind is no less

liberal than important in a country inhabited, such as Canada is, by people from many various countries, and professing every variety of creed ; indeed, it is not possible to expect a system of public instruction to be successfully carried on without liberal concessions to opinions and creeds, provided always that the leading objects and design of education recognised by all be steadily kept in view. Besides the commissioners and trustees for the country, there are, for incorporated towns and cities, from six to fourteen persons appointed by the governor as Boards of Examiners, who shall exercise a check upon the powers of the local incorporations in the election of teachers. These boards consist of an equal number of Catholics and Protestants, and dividing themselves into two departments, one over the schools attended by Catholic children, the other over the Protestant schools, they exercise the privileges of regulating the schools and courses of study in the same manner as the commissioners and trustees do in the country schools. The total amount of fees paid by children attending the common schools is 1s. 3d. currency, or 1s. sterling a month ; and ten poor children in each school district are allowed exemption from this sum.

An act of the legislature of Canada, which took effect on 1st January 1850, made provision for the duties of districts in Upper Canada being fulfilled—which divisions of the country, as has been already mentioned, are now abolished, and that of counties substituted. The duties of office of district superintendent of public schools, which existed, were transferred to township, town, and city superintendents, who were to be appointed by the several local councils. One million of acres of land have also been set aside for the support of public education.

The new county municipalities—as has been partly

stated in the chapter on the general and local government of the colony—are empowered to purchase property, and to erect grammar school-houses within their respective limits, as the wants of the people most require, and to make such provision in aid of such grammar schools as they may deem most expedient for the advancement of education. They are also empowered to provide permanently for defraying the expense of attendance at the University of Toronto, Upper Canada College, and Royal Grammar School there, of as many pupils of the public grammar schools of the county as shall be desirous of, and in the opinion of the masters competent for, any of the scholarships, exhibitions, or other prizes, but who, from want of means, might otherwise be precluded from such competition. These county authorities of Upper Canada are also empowered, further, to endow as many fellowships, scholarships, exhibitions, and other prizes, in the University of Toronto, or in Upper Canada College, and Royal Grammar School there, for competition amongst the pupils of the public grammar schools of the county, as they shall deem expedient for the encouragement of learning amongst the youth of such county. These liberal enactments of the representatives of the people of Canada are proof of the high degree of importance attached to the diffusion of education in the country.

The number of schools in operation in Upper Canada in 1849 was 2871. The total number of pupils on the roll of these schools were 138,465. The number of male teachers was 2505, and the number of female teachers 704. The total amount of annual salaries of teachers was £107,713 currency. The number of good or first-class schools was 522; the number of middling or second-class schools was 1284, and the number of inferior or third-class schools was 1066.

The districts containing the largest number of public schools in operation were the Home, London, Johnstown, Newcastle, Gore, Niagara, and Midland. The Home District contained 294, the district of London 220, Johnstown 204, Newcastle 184, Gore 188, Niagara 180, and Midland 176. Other smaller or more recently settled districts contained also large numbers of public schools. The Brock District contained 136, the district of Wellington 113, Prince Edward 93, Talbot 91, Simcoe 93, Colborne 98, and Huron, the most recently settled of all, 64.

The city of Toronto contained 15 public schools, Kingston 10, and Hamilton 6. The town of Cornwall on the St. Lawrence, in the Eastern District, contained 6 public schools, Prescott, further up the river in the Johnstown District, contained 4, Brockville in the same district 3, and Bytown, on the Ottawa River, in the district of Dalhousie, contained 8. The towns along the shores of Lake Ontario and the Bay of Quinte, such as Belleville, Picton, Cobourg, and Port Hope, contained each from 3 to 5 public schools in operation. Further west the country, the towns of St. Catharines, Niagara, and London, contained from 4 to 6 public schools each in operation. The town of London contained 4 schools with 499 pupils on the roll. The amount of salaries of the teachers of these four public schools of this town, with a population in 1848 of 4584, was £500. This town had also seven Sunday schools, with libraries containing 1300 volumes, one of these being a public library of 600 volumes.

The Government department charged with the superintendence of public schools in Upper Canada, consists of a chief superintendent, and also a board, named the Board of Education. There is now also a Normal school established in Upper Canada, for the instruction and training of male

and female teachers. The number of teachers trained in this Normal school during the first session, ending 5th April 1848, was 63 males. The numbers during the second session, ending 15th October 1848, were 101 males and 24 females. The numbers during the third session, ending 15th April 1849, were 76 males, 32 females; during the fourth session, ending 15th October 1849, 99 males, 21 females; and during the fifth session, ending 15th April 1850, 92 males and 43 females.

The Universities of Upper Canada are, the University of Toronto, formerly King's College, Toronto, with which Upper Canada College is incorporated; the University of Queen's College, Kingston; and the University of Victoria College, Cobourg. The University of Toronto received some slight notice in the chapter containing an account of the Home District, including the city of Toronto. The University of Queen's College, as has been stated in a previous chapter, was incorporated in 1841, and established at Kingston, in connection with the Church of Scotland. Victoria College, Cobourg, noticed also in a previous part of the work, was incorporated as an academy in 1835, and as a University in 1842, in connection with the Wesleyan Methodist Conference. The published charge for board and tuition at Victoria College, is £7:10s. per term of eleven weeks, or £30 per annum. The charge at Upper Canada College amounts to £35, and at the University of Toronto, where the system of education is similar to that of the English Universities, the charge does not exceed £50.

There may also be mentioned here, in connection with Collegiate Institutions, Knox's College, Toronto, an institution of the Presbyterian Church of Canada, or Free Church of Scotland. There is a staff of four professors in this College. The number of students that attended one of the

last sessions was fifty. There are also other colleges and institutes in Upper Canada, belonging to various denominations. The United Presbyterian Church has a Theological Institute in Toronto. The Congregational body has also one in the same city. The Roman Catholic body has a College at Kingston, and another at Bytown.

We have said nothing as yet of Lower Canada, in connection with the subject of this chapter. The French, which compose the great body of the inhabitants of Lower Canada, have, until very recently, been left chiefly dependent upon their Roman Catholic clergy for instruction; and the result at this day is that the great mass of the people are most deplorably ignorant. The very good education afforded by the nunneries to the female portion of the population has made this portion of the population of Lower Canada greatly superior to the men. The women are much more active and industrious than the men throughout the country parts of Lower Canada. This is chiefly owing, it is believed, to the superior intellectual and moral training they receive. A very large proportion of the male population, as has been ascertained, are unable to write their own names. The French colleges and seminaries of Lower Canada, founded by the Jesuits and other orders of the Roman Catholic Church, have been chiefly instrumental in training youth for the church, and the profession of medicine, and the bar. The priests and the notaries thus educated have swayed the minds of the ignorant mass surrounding them, in such circumstances very much as they willed. The Canadian *habitans* have been living on the banks of the St. Lawrence much in the same state of civilization as were their ancestors, French provincial emigrants, on their arrival in the country two centuries and more ago. Municipal institutions have been now introduced into Lower Canada, along with a

system of public education, and it is hoped that the labours of an enlightened general government in the colony, together with the exertions of the more intelligent portion of the people themselves, will have the effect of gradually improving the condition of the French Canadian rural population.

It is perhaps unnecessary to give in detail the French Roman Catholic institutions in Lower Canada. The principal ones are the Seminary of Quebec, founded in 1663, and the College of Montreal—a comparatively recent foundation. The Seminary of Quebec has been highly spoken of as a well-conducted establishment. The buildings are extensive and commodious; there is a complete staff of professors and masters, the library is valuable, and the students receive an extensive course of education. This institution combines both the day school and college—there being, in addition to the resident boarders, a large number of the boys of the city received as pupils. The course of education includes the English, French, Latin, and Greek languages, arithmetic, geography, ancient and modern history, rhetoric, logic, moral and natural philosophy, algebra, mathematics, astronomy, chemistry, music, and the art of design. The experimental lecture-room possesses an extensive set of philosophical apparatus. The expense of boarders at this institution does not exceed £25 to £30 a-year. Protestants and Catholics are admitted indiscriminately; and it is understood that no attempts are made at conversion. These details of this Seminary of Quebec are given, in order that the state of education among the better classes of the community in Lower Canada be not too much underrated. There are several colleges in the towns and villages along the St. Lawrence of quite recent foundation. The more intelligent and liberal portion of the French inhabitants, including clergy, acknowledge the very unsatisfactory gene-

ral state of education, and are assisting to improve it. Besides these colleges for the male part of the population, there are regularly organized high schools for young ladies in the principal nunneries, as has been already noticed in the chapter giving an account of Montreal.

There are several highly respectable English schools in the cities of Quebec and Montreal. The High School of Montreal has been already mentioned ; and also the University of M'Gill College at Montreal. The principal English schools for young ladies in Montreal have had a very deservedly high reputation both in Upper and Lower Canada.

We shall now present a brief statistical statement of the religious denominations in Canada. The subject is one to which we would have gladly devoted a chapter had our limits permitted. The large and rapidly increasing field in Canada for able and faithful ministers is far too little known and thought of in this country, and the consequences has been, that the colony, generally speaking, has been rather indifferently supplied in many parts. The towns and larger number of country settlements, however, have usually comfortable places of worship ; and Canada is to a great extent highly privileged in having numbers of faithful and devoted preachers of the gospel. The demand for good and able ministers in the colony has always much exceeded the supply. In the present greatly advanced progress of the country this is now much more strongly the case.

The Church of England has much the largest number of congregations in Canada. The number of the clergy of the Church of England in Lower Canada in 1850 was eighty-four. There are also the bishops of Quebec and Montreal. In Upper Canada there are the bishop of Toronto, the archdeacons of Kingston and York, and, in 1850, there were 134

clergy, besides from twelve to fifteen missionaries. These were chiefly travelling missionaries ; and those not so were stationed at Indian settlements.

The Presbyterian Church of Canada in connection with the Church of Scotland, had, in 1850, sixteen ordained ministers in Lower Canada, and forty-six in Upper Canada. The Church had besides five missionaries, one in Lower and four in Upper Canada. The number of vacant charges in Upper Canada was thirty-five, and the number in Lower Canada five. The Presbyterian Church of Canada in connection with the Free Church of Scotland had six ordained ministers in Lower Canada, and fifty-nine in Upper Canada. The number of vacant charges reported in Upper Canada was forty-four, and the number in Lower Canada eleven. The United Presbyterian Synod in Canada had, in 1850, thirty-four ordained ministers in Upper Canada, and five in Lower Canada. This body had twelve vacant charges in Upper Canada. The American Presbyterians had one congregation in Lower Canada, in Montreal.

The Wesleyan Methodist Church in Canada had 180 ministers in Upper Canada, and twenty in Lower Canada. The Canadian Wesleyan Methodist, New Connexion Church, had forty-six ministers in Upper Canada, and six in Lower Canada. The Methodist Episcopal Church in Canada had seventy-nine ministers in Upper Canada. The Primitive Methodists had nineteen ministers in Upper Canada. The Congregationalist denomination had thirty-three ministers in Upper Canada, and twelve in Lower Canada. The number of vacant charges in Upper Canada, in connection with this body, was seven, and in Lower Canada two. The Baptist denomination had 109 ministers in Upper Canada, and thirteen in Lower Canada. This body had seven vacant charges in Upper Canada. The Bible Christian Church

in Upper Canada, in connection with the Bible Christian Conference and Missionary Committee in England, had fourteen ministers in Upper Canada in 1850. These were stationed chiefly around the shores of Lake Ontario and the Bay of Quinte. The Unitarian body had one congregation in Lower Canada, in Montreal. There was one Jewish Synagogue in Montreal.

The Roman Catholic Church in Canada, which embraces the large body of French Canadian population, had, in 1850, 464 priests in Lower Canada. In Upper Canada, where the Roman Catholic congregations are composed chiefly of the Irish portion of the population, the number of priests, in 1850, was seventy-nine. These were distributed to the most remote settlements of the country, embracing stations among the Indians on the borders of Lake Superior, and on the Manitoulin Islands, and borders of Lake Huron. The Roman Catholic Church, the Church of England, and the Wesleyan Methodist Church, have, as has been already mentioned, been far the most active of the churches in converting and reforming the habits of the Indians in Canada. The Wesleyan Methodist Church, of the three, has, it is believed, been the most successful. The Indian missions of this church in Upper Canada are understood to be in a very encouraging condition.

There has been a very interesting mission established by the Presbyterian Church of Canada, or Free Church, in the Western District, Upper Canada. The recent law of the United States, facilitating the capture of fugitive slaves in any part of that country, has largely increased the number of coloured people in Canada. The number, in the early part of 1851, was estimated to be thirty thousand. An association was formed at Toronto for the purchase of land, in order to provide a home for these fugitives, and as a

means for their moral elevation. Five thousand acres were set aside, in the township of Raleigh, county of Kent, Western District,—a part of the country of easy access to fugitives from American bondage, and suitable also on account of its climate for their residence, and profitable employment. A probationer of the Free Church of Scotland, Mr. William King, agreed to become the missionary to this coloured population; and one of the students of the college in connection with this church at Toronto was appointed teacher. In 1851, when the mission had been established little more than a year, thirty families were settled on the lands of the association, and the school numbered thirty-three pupils. Portions of the white and coloured population of the United States have assisted in maintaining this interesting mission.

We now draw this chapter to a close. It will be seen from these statements that Canada, both in respect of educational and religious advantages, is, considering all circumstances, very highly privileged. In the towns and older settlements there is usually no want of either churches or schools. In new and more remote settlements both churches and schools are again thinly enough scattered. Families who properly value such privileges may, however, avoid placing themselves in those situations. Abundance of good and cheap land is to be had where religious ordinances and an ordinary English education are within easy reach.

CHAPTER XXIV.

WAGES, RENTS, AND PRICES OF PROVISIONS.

Imperfect Information on the subject of the demand and Value of Labour in Canada—General State of Trades in Canada—Rates of Wages and other Particulars of Trades—House Carpenters and Joiners—Bricklayers—Stone-Masons—Plasterers—Painters—Blacksmiths—Carriage Makers—Wheel Wrights—Tinsmiths—Bakers—Shoemakers—Tailors—Printers—Seamen Apprentices—Female Employments—Farm Servants—Labourers—Scotch Farm Servants—Experiences and Prospects of a Forfarshire Ploughman—Other Trades and Occupations in Canada—Table of Wages Published by the Emigration Commissioners—Demand for Labour in Canada—Rates and Description of Board and Lodging in the Colony—Rents and Description of Houses—Prices of Provisions and Fuel—Prices and Description of Clothing.

IN proceeding to give detailed information on the subjects of wages, rents, and prices of provisions and clothing in Canada, we commence first with

WAGES.

Much inconvenience to individuals has been the consequence of the indiscriminate information circulated with respect to the demand and remuneration for different kinds of labour in Canada. Persons frequently arrive in the colony buoyed with high hopes of their services being in great request at certain high rates, which they found in-

variably quoted in the emigration guide books they had read. Did they know that in most instances this sort of information has been handed down in stereotype from one writer to another, year after year, while the state of things within the colony all the while continued more or less changing, much less dependence would of course be placed upon it; and they would not, on arriving in the colony, refuse, in their false expectations, the offer of moderate wages, and have painfully to experience this error when both their patience and means for further travelling are exhausted.

Another prevalent mistake is, that inferior descriptions of tradesmen suit, and find employment almost as well as the best in Canada—the colony, as individuals reason, being young, and therefore in a comparatively rude state, good workmanship is not in request. This may apply to small villages or country settlements; but the case in regard to the towns is for the most part quite the reverse. In the principal towns of Canada, labour being usually well remunerated, the workmanship required is not inferior to that in the best towns of Britain. Inferior hands experience difficulty in getting employment, while superior tradesmen in most branches are highly prized. Certain trades, again, it would be well for many would they reflect, have little or no encouragement at all in Canada—such as those engaged in the finer descriptions of manufactures which the colony import from Britain or the United States. Others must also have to take into account how the seasons may affect their particular branch, as the long frost in winter materially lessens the wages of the plasterer, bricklayer, and stone-mason on the average of the year. And again, the rates of the generality of trades vary in different parts of the country, and in the same parts at particular periods.

With regard to the hours of labour, it may be stated generally that they are somewhat longer, and the application is closer, than in Britain. Tradesmen who have been long in any part of North America usually get accustomed to put work more speedily through their hands, and are generally more inventive in the variety of their modes of doing work, than 'old country' tradesmen.

Minute periodical statistics from the several districts or counties, specifying, for instance, the numbers engaged in the various trades, with the rates of wages, and remarks regarding the probable demand, would be of great benefit as a guidance to the home population, as well as to the general interests of the colony. The respective counties might, assisted by the provincial Government, collect and publish this information as part of a yearly census; and the parent Government might superintend its cheap periodical distribution at home.

From personal observation and inquiries in Western Canada, a few particulars regarding several of the trades are here subjoined. The rates given are for hands with some experience of the work of the country; newly arrived emigrants may expect to receive, in most cases, rates not quite so high.

HOUSE CARPENTERS AND JOINERS.

Both these trades, from the number of buildings, chiefly of wood, which are required, do well in Canada. Indifferent hands, however, need not expect much encouragement, as there are a great many of these already in the country frequently unemployed. The rate of wages may be quoted to be from 4s. to 5s. a day sterling (and it may be here mentioned that in this currency all rates, when not otherwise stated, will be understood to be quoted).

BRICKLAYERS.

A more limited number of this trade is required, and chiefly in settlements that have made some progress, where the inhabitants have acquired the means and leisure to substitute more substantial and durable materials for wood. Toronto, Hamilton, and London, are towns which build a good deal of brick. Montreal and Kingston are now building chiefly of stone. The rate of wages of bricklayers in Canada may be stated to be from 5s. to 6s. a-day. The winter season is much against this trade, as only eight months' work in the year can be calculated upon.

STONE-MASONS.

Very few of this trade have as yet found encouragement west of Hamilton. In that town several substantial stone buildings have been erected from a neighbouring quarry. Stone, however, is now being found in various parts westward. The public court-house in the town of Goderich, district of Huron, 60 miles north of London, is built of stone. A quarry of limestone, very suitable for building, has been sometime discovered, and considered to be almost inexhaustible, four miles from the town of London. The new jail and court-house, erected in 1843, has been partly built with it. Before the discovery was made known, the estimate for rubble stone work in foundations, dwarf walls, cess pools, &c., was $11\frac{1}{2}$ d. per cubic foot, and after the quarry was made known, it lessened the same description of work, about one-half, it being then estimated at 6d. per foot. Stone from this quarry was charged to the London District 6s. 2d. per cord of 128 cubic feet, and the quarrying cost besides 4s. 1d. per cord, and the carting for the four miles into London was 22s., making a total cost de-

livered in the town of 32s. 3d. Lime and sand are had in abundance, both near the town and throughout the district, as is the case generally all over Canada. The best towns for masons have usually been Kingston and Montreal. In Toronto latterly there have been many very handsome stone buildings erected. The wages of masons in Canada may be quoted at from 4s. to 5s. a-day. The working season may be estimated to be from 1st May to 15th November.

PLASTERERS.

This trade is much required in Canada, as houses of every description, except the very poorest, are lathed and plastered the same as in Britain. Wages about the same as bricklayers; and the same drawback of a long season of frost applies also to this trade.

PAINTERS.

This is a good trade in Canada, and all the individuals I have known engaged in it have had opportunities of prospering. Wooden houses, besides inside painting, usually receive two or more coats of white or stone colour, on every part outside, excepting the roof. In the towns the same description of work is done as in Britain. Wages may be stated to be from 4s. to 5s. per day.

BLACKSMITHS.

This trade is one which will always employ many hands in Canada, chiefly owing to the quantity of waggons, carriages, and agricultural implements in demand, and the number of horses requiring to be shod. Wages may be stated to be £4 a month with board, and 4s. to 6s. a day without board.

CARRIAGE MAKERS.

A few required in the towns. Wages, £3 to £3:10s. a month with board, and 4s. to 5s. a day without board.

WHEEL-WRIGHTS.

Sometimes paid by the piece, £1:4s. a set of four wheels. Average hands can make two set a week, and some good hands more.

TINSMITHS.

Wages, 20s. to 30s. a week with board. This trade is very much carried on in the western parts of Canada by means of barter. Travelling waggons are kept by master tradesmen, and sent loaded with wares through the country, which are bartered for furs, feathers, &c. The furs are sold in the New York or Montreal market for shipment to England. A great many of ingenious American machines are used in working the tin, such as for turning locks, putting tire together, grooving, preparing tire for wire and putting it in, turning out and setting down bottoms, all which much abridges labour. The description of tin known as IC is chiefly used, and IX to a limited extent.

BAKERS.

Although in the country parts people usually bake their own bread, in the towns a considerable quantity of bakers' loaves and fancy bread are used, and the trade is one which prospers well. Not so much capital is thought requisite to begin business as in Britain, many in this country just purchasing a barrel or two of flour as required. In some of the towns, as Toronto, an assize regulates the price of bread, and 8s., I am informed, is allowed for baking a barrel of flour containing 196 lbs. The Government contract for the troops

in some parts of Canada bound the baker to give equal weight of bread for weight of flour, the Government supplying the flour. The public bakers usually take more profit than this. When flour sells at 14s. to 18s. per barrel of 196 lbs., the 4 lb. loaf sells in the shops in towns from 4d. to 5d. sterling. Journeymen receive 40s. to 48s. a month with board. The hours of labour are equally long, and as unseasonable, as in Britain. The average price of a barrel of flour in Canada is stated to be 18s. 6d., and the cost of transport from the Welland Canal, between Lakes Ontario and Erie, which may be said to form the centre of production, was estimated a few years ago at 14s. 6d. to any part of Britain, making the cost of Canada flour in Britain, exclusive of duty, 33s. The completion of the great canals of Canada, which has since taken place, has probably made a reduction of about 2s. 6d. on the cost of transport.

SHOEMAKERS.

Notwithstanding a considerable quantity of cheap shoes imported from the United States, shoemaking is a prosperous trade in most parts of Canada. Journeymen are, as in this country, paid by the piece. Bootmakers usually procure in Western Canada 10s. a pair for the best, 8s. for common, and 6s. for 'pegged' boots. For men's dress shoes 4s. 2d. is paid, and for ladies' dress do. 2s. to 2s. 6d. Good hands do not usually experience much difficulty in procuring employment. The earnings of journeymen may be said to range from 24s. to 48s. a week. Masters' prices are 24s. to 28s. for best Wellington boots, and for coarse boots, 14s. to 16s.; gentlemen's dress shoes 10s. to 11s.; ladies' walking shoes 10s.; children's shoes 4s. to 6s. Leather is considered to be not quite so good as in Britain, owing to less care and time being bestowed in the preparation.

TAILORS.

First-rate workmen may not find much difficulty in procuring employment, but of inferior hands I would say that Canada is fully stocked. Journeymen's wages are 19s. for making a dress-coat, trousers 4s., vest 4s. The work that is paid thus is of the best description, and quite as good as is required in the first towns in Britain. The master tradesmen's prices are generally 24s. to 28s. for making a dress-coat, and 6s. for trousers, and the same for vest. Clothes, however, by second and third class tradesmen, are much cheaper; and both women and inferior class tradesmen make a good deal for the shops at very low rates; and much of this description of work is sold in Canada.

PRINTERS.

The demand for printers in Canada has usually been very limited, the trade being chiefly confined to newspaper and job work. Wages vary from 28s. to 40s. a week. The newspapers, generally speaking, with exceptions in the chief towns, do not appear to meet with encouragement sufficient to cause either good workmanship, or much editorial care being employed upon them. The sheet is usually smaller than the ordinary sized papers in Britain, the paper inferior, and a considerable portion is occupied with advertisements, and the greater number of these 'standing' ones—say for two, three, six months, or longer; the advertisers having contracted for 'a square,' a half, or a whole column at so much a year. Advertisements of from six to ten lines are charged from about 2s. to 3s. for a first insertion, and for each subsequent insertion the charge is only one-fourth of these rates, namely from 6d. to 9d. Longer advertisements are charged $3\frac{1}{2}$ d. a line for first insertion, and $\frac{3}{4}$ d. each subse-

quent one. There are no government-duty upon advertisements, no duty upon paper, and no stamp, nor any sort of restriction whatever upon the publication of newspapers. Papers sent through the Post-Office were, until lately, charged 1d. each, payable by the printer, before they could be forwarded; now only $\frac{1}{2}$ d. is charged upon each to the party receiving it. The price of weekly newspapers in Canada is about 12s. a year; and of the most respectable twice-a-week papers from 18s. to 20s. In Toronto and Montreal some very good work is performed, consisting of jobbing, periodicals, pamphlets, and a book occasionally. Paper for the purposes of printing is chiefly manufactured in Canada, and a ream of the ordinary newspaper size and quality costs from about 16s. to 24s. A printing press of the description called Imperial, small, No. 1, of United States make, can be purchased for from £40 to £60. The description or 'fount' of type called 'Long Primer,' of United States manufacture, costs about 1s. 7d. per lb. Wooden block letters for posting bills are made by machinery within the colony. Mr. Ruthven, a relative of the ingenious printing-press maker of Edinburgh, some years ago commenced the manufacture of these types in Canada, at the spirited and rapidly-growing town of Hamilton. I have seen several neat specimens of the letters; and their manufacture by machinery was the first attempt of the kind, I have been informed, in the colony.

SEAMEN.

The trade upon the great lakes, especially as regards steam navigation, being rapidly on the increase, good seamen are commonly in demand, and have fair prospects if sober and diligent. Wages of men have been from £3 : 4s. to £3 : 12s. a month; mates, £4 to £5 : 12s.; and masters, £10 to £12 a month. Lads able to cook for six or eight men

have had frequently from £1 : 12s. to £2 a month. Seamen upon the American lakes are both better treated and better fed than either our coasting or foreign-going vessels at home; but in noting the wages, it is to be mentioned, that there is no sailing during winter, the lakes during that season being usually frozen. The period during which navigation is carried on, may be stated to be seven to seven and a half months, namely, from the beginning of April or May, according as the ice clears away, till the end of October, or it may be somewhat later. About two-thirds of the seamen on these lakes along the Canada shore are supplied from among the hardy west Highlanders, chiefly Argyleshire fishermen. They go to the lakes during summer, and work usually upon a farm in the winter season. The industrious and sober have all greatly bettered their circumstances, and many who came out with no money a few years ago are in possession of good farms. The vessels upon the lakes are chiefly owned by merchants, and sometimes the captains have a share.

APPRENTICES.

Speaking generally of apprentices in all trades, they usually get as much during their apprenticeship as provides for their support. They most frequently board with their employers, and have a sufficient sum allowed for clothing. The ordinary periods of apprenticeships are from three to five years.

FEMALE EMPLOYMENTS.

Such descriptions of female employment, as dress-making, millinery, plain sewing, and washing, appear to be well stocked, and the remuneration moderate. Washing is usually charged 2s. a dozen pieces, and families and others contracting by the month have it for much less. Coloured shirts, full breasted, are made from 9d. to 1s. 6d. each, and

white ones, 1s. 6d. to 3s. 6d. Maid-servants' wages may be stated to vary from £6 to £15 a year for common servants. Young girls on first going to service get about 4s. to 8s. a month, and good cooks about £12, and in cases £15 a year. Good Scotch and English servants are much prized, and are generally scarce.

FARM-SERVANTS AND LABOURERS.

The rate of wages for common labourers is liable to great fluctuations in Canada, depending naturally upon the extent of public works carried on at particular seasons, and the supply of hands in the country. The great number of Irish labourers that proceed to Canada have not only kept the rate of wages moderate, but have frequently occasioned much annoyance and inconvenience from the over-supply, both to contractors and quietly disposed labourers. Wages may be quoted to be from 1s. 6d. to 3s., generally about 2s., a day. Farm-servants frequently get in the western parts of Canada from 32s. to 48s. a month, and board; in certain parts of the country, and at certain seasons when the price of produce is low, and labourers not much in demand, they are to be had at the rate of from 20s. to 32s. a month.

Scotch farm-servants command readiest employment, and at the best rate of wages. I know many of them who have prospered remarkably well in Canada. One from Forfarshire, who had 12 guineas a year, and oatmeal and milk in a 'bothy' at home, came to Canada in 1841, and in a few years afterwards received in the London District 48s. a month, and board. He could save, he said, from £16 to £17 a year, and had all his plans laid out for the disposal of his savings. He intended in five or six years to purchase land for himself; to go upon it in the 'Fall' (latter part of

autumn), cut down the sapling timber, and chop the trees during winter, and in spring he would hire oxen to 'log' and 'clear,' and prepare the ground for crop. And then, when he had raised straw, &c., from his crops, he would purchase his own pair of oxen and cow, or whatever stock he might require.

This Forfarshire ploughman first landed at New York, and worked some time in the United States, but shortly afterwards removed into Canada, which country he liked well. He wore the same kind of clothing as he did in Scotland, and, as far as his knowledge went, he considered it about the same price. The best moleskin for trousers and waistcoat that he could wish, he had from 2s. 6d. to 3s. a yard. He had better food in this country; although he would not say but with his brose and 'bothy' he was tolerably contented in Scotland. There were some drawbacks to Canada, he thought; he had less leisure, such as at meal times, and the work he considered more 'fagging.' He did not relish the men having to work about the cows so much—milking them, and attending to the dairy, putting on the fires in the morning, and preparing wood for fuel—which duties, for the most part, he had the notion belonged of right to the women. But, taking all in all, he would not exchange Canada for Britain by a great deal. He had cheering prospects of comfortable independence.

Having stated these current rates of wages, it may be as well to mention that, in parts of Canada, the workman cannot depend, in many instances, upon always receiving regularly his wages in money. Barter prevailing to a considerable extent, and money comparatively scarce, the master tradesman has frequently not ready cash to pay his men when required. But should clothes, shoes, or the like be wanted

by a workman, his employer will give him an order for the articles upon the shopkeeper, or the tradesmen, with whom he does business, and the balance of wages in cash is paid as the employer can spare it, and when otherwise needed by the workman. This state of things is not nearly so prevalent, however, as it was formerly, and, with the improving condition of the country, the system of ready money in all transactions is more adopted; as for all parties, of course, it is found to be most convenient and profitable.

Before closing these notices on labour and wages in Canada, I would, in justice to the subject, call some attention to the information furnished by Government in the Report, and Colonization Circular, of the Colonial Land and Emigration Commissioners for 1851. The following are the average wages quoted in the Circular of various trades in Upper Canada. The rates for Lower Canada, with the exception of bricklayers and stone-masons, are somewhat less than those quoted for the upper or western division of the country:—

TRADE.	Average Wages Per Day.		Average Wages Per Annum.		
	Without Board.	With Board.	With Board.		
	s. D.	s. D.	£	s.	D.
Blacksmiths	5 0	4 0			
Bakers	4 0	3 6	32	0	0
Butchers.....	4 0	3 3	30	0	0
Brickmakers	4 0	3 0			
Bricklayers	5 0	3 9			
Curriers	5 0	3 9			
Carpenters and Joiners	6 3	5 0			
Cabinetmakers	6 3	5 0			

TRADE.	Average Wages Per Day.		Average Wages Per Annum.
	Without Board.	With Board.	With Board.
	s. D.	s. D.	
Coopers	5 0	3 9	
Cooks (women) .....	.....	.....	£7:10s. to £9.
Dairywomen .....	.....	.....	£7:10s. to £9.
Dressmakers	2 3	.....
Farm Labourers	2 6	.....	£30 : 0 : 0
Gardeners	3 9	.....	In summer only.
Grooms .....	.....	.....	£20 : 0 : 0
Mill-wrights	7 6	6 3	
Millers.....	5 0	4 0	£35 : 0 : 0
Painters	5 0	4 0	
Plasterers	6 3	5 0	
Plumbers and Glaziers.....	5 0	3 9	
Quarrymen	4 0	3 0	
Shoemakers	6 3	5 0	
Sawyers	5 0	3 9	} Per 100 feet pine and hard- wood.
Shipwrights and Boatbuilders	6 3	5 0	
Stone-masons.....	5 0	3 9	
Sailmakers	5 0	3 9	
Tanners	3 9	3 0	
Tailors	5 0	3 9	
Tinsmiths	6 3	5 0	By jobwork.
Wheelwrights.....	6 3	5 0	

DEMAND FOR LABOUR IN CANADA.

The Colonization Circular of the Emigration Commissioners for 1851, further stated, under the head of Demand for Labour in Canada, that 'It appears by information received from Mr. Buchanan, the chief Emigration Agent at Quebec, that the demand for labour in Canada continues to be limited. A general depression of the trading interests, together with the discontinuance of the expenditure maintained for some years past, in the construction of public works, has thrown out of present employment many artizans and

mechanics, and a still larger number of common labourers. Some of those classes have turned to other means of living, or have sought employment elsewhere. It may, perhaps, be sometime before the extensive field for labour which has existed hitherto in Canada becomes fully re-opened. The agricultural interests, however, are, in the meantime, in a healthy state; and the settlement and improvement of land, encouraged by fair prices for most kinds of produce, continue to be carried on extensively.'

BOARD AND LODGING.

Board and lodging of a very comfortable description are to be had in the towns from 10s. to 12s. a week. It is difficult, most frequently impossible, for single men to have a separate room, or parlour and bed-room for themselves, and their meals prepared to their order, as in Scotland. This is a great drawback in almost every part of America to the quiet comfort of those who have been used to the old country plan. Certain families take in boarders, and spread usually one table at stated hours—say seven or eight in the morning for breakfast; twelve, one, or two for dinner; and six or seven for tea, or supper, as it is here called. Breakfast commonly consists, at even the most indifferent tables, of various meats, such as steaks, chops, ham and eggs, or bacon, with abundance of wheaten bread, baked or roasted potatoes, and coffee or tea. Abundance of butcher-meat at dinner again, soup now and then, poultry on occasions, and almost, if not always, every day a dessert of pie or pudding, closes the substantial meal. Many families serve up liberally preserved apples, and also tea or coffee to dinner. To those exercised in the open air, butcher-meat is served up again at the seven o'clock supper, with abundance of preserves of apples, plums, peaches, or cranberries, with coffee

or tea. Meals of this description are charged usually 1s. to 1s. 6d. in the country roadside taverns ; and for 2s. or 2s. 6d. you may be seated at the more choicely prepared table of the town hotel. And in neither instances has one to pay extra, as the practice is in Britain, any fees whatever in country or town inn, except 3d. or 6d., when staying over night to the person employed by the house to carry luggage and brush boots.

RENTS.

Rents in Canada, as is generally known, are somewhat higher than they are in most places in Britain, because there both labour and money bring better returns. One large room, with one or two bed-closets (the kind of accommodation which workmen with small families generally shift with at first), may be had in towns in Canada from 10s. to 12s. a month, or from about £6 to £7 : 5s. a year. A respectable looking house for a small family, containing parlour and kitchen on the ground floor, and three or four bed-rooms above, with cellar and back-green, may be stated at £12 a year. A convenient and elegant cottage containing dining and drawing rooms, parlour, and several bed-rooms, with garden attached, may be had from £30 to £40 or upwards. Very many people, when they settle in a new town, manage to buy their half or quarter acre lot of ground, perhaps for £8 or £10, and build their own house. £100 to £200, I would say, would put the respectable tradesman in possession of a convenient and neat house, with his half acre for green and garden, unburdened by feu-duty or house or window tax. In the business part of principal streets, where ground is high, rents of ordinary sized shops, having 20 feet in front, with one or two floors above, may be stated to be from £40 to about £100.

PRICES OF PROVISIONS.

I will here quote the prices of provisions in Canada as obtained from the most reliable sources. It may be premised that economical families, who have the means, usually lay in a stock of flour, beef, pork, &c., by the barrel or 100 lbs. before the winter commences, and also their fire-wood; which foresight saves them paying higher prices. A cord of wood, containing 128 cubic feet, sufficient to make a comfortable daily fire for a family having to use it in cooking, for about the space of a fortnight to three weeks, costs in the towns from 5s. to 8s. The pieces or billets of beech, maple, ash, and hickory timber, used for fuel, are about four feet long, and from 9 to 18 inches in circumference, and when used for stoves of three feet length or less, these pieces are cut and split to the most convenient size. Wood is found by experience in Canada, to make a cheerful, cleanly, warm, and much more lasting fire than is generally supposed.

The following, then, are about the ordinary prices of provisions in Canada. The prices are given in colonial currency, deducting a fifth from which brings them roughly, for purposes of ordinary accuracy, to sterling:—Beef 25s. to 30s. per cwt., or $2\frac{1}{2}$ d. to 4d. per lb.—Pork 15s. to 20s. per 100 lbs.—Potatoes 1s. 6d. to 2s. per bushel.—Flour, 20s. to 25s. per barrel of 196 lbs.—The first quality 4 lb loaf sells usually for 5d.—Oatmeal 7s. per cwt.—Butter 50s. per cwt., or 8d. to 10d. per lb.—Cheese 30s. per cwt., or 4d. to 6d. per lb.—Fowls 1s. to 2s. per pair.—Eggs 4d. to 6d. per dozen.

Tea may be had from 2s. 6d. to 4s. per lb.—Coffee, green, from 8d. to 10d.—Sugar, brown, 5d., and refined 7d. to 8d.—Rice $2\frac{1}{2}$ d. to $3\frac{1}{2}$ d.—Candles 7d. to 8d.—Soap 3d. to $3\frac{1}{2}$ d.—

Tobacco 10d. The above articles, with the exception of candles and soap, are most usually imported from the United States. Soap and candles are chiefly made in the country. Such articles as English pickles and sauces, porter and ales, are a good deal higher in proportion than the ordinary articles of groceries.

Every description of clothing is to be had in most parts of Canada at a very moderate advance upon the old country prices. The kinds of clothing in use at home are found quite suitable in ordinary circumstances in Canada. Some lighter descriptions in summer, and warmer in winter are usually worn.

CHAPTER XXV.

PRICES, AND DESCRIPTION OF CROWN AND OTHER LANDS IN CANADA.

Classes of Lands for Sale in Canada—Prices and Terms of Crown Lands—Government Grants—Clergy Reserve Lands—Lands of the British American Land Company—Situation, Quality of Soil, Roads, General Features and other Particulars—Lands of the Canada Company in Upper Canada—Situation and extent of their Lands—Description of their Principal Tract—Sketch of the Progress of its Settlement—Prices and Terms of the Company's Lands—Remarks in Regard to their Dealings with their Settlers—Settlers' Savings Bank Account—Extent of Remittances from Settlers in Canada to their Friends in Europe—Description and Prices of Improved Farms in Upper Canada—Registry Search as to Validity of Title—Value of Cultivated Lands, and Progress of Settlement in Lower Canada—Progress very Unequal—Defective Cultivation of French Canadians—Prosperous Condition of Missisquoi County—Settlers chiefly of British and American Origin, and Exempted from the Feudal System generally prevalent in Lower Canada.

LANDS in Canada may be purchased either from Government, incorporated companies, or private individuals. The lands under the control of the Government are classified into Crown Lands, Clergy Reserves, School Reserves, and Indian Reserves, and are scattered over every district of the colony. The incorporated land companies in Canada are two: the British American Land Company, and the Canada Company. The lands possessed by the former are situated

in Lower Canada ; and the Canada Company's lands in the upper or western division of the province. The lands held by private individuals for sale are situated in every part of the colony, and consist of tracts and scattered lots which have been purchased for speculation, or acquired in payment of debts, chiefly by merchants, and lots of from 100 to 1000 acres in the occupation of the proprietors, and partly cultivated. Subjoined is some carefully collected information of the various large classes of lands for sale in both Upper and Lower Canada. Further particulars concerning the respective localities will be found in the chapters on the Districts of Canada.

CROWN AND CLERGY RESERVE LANDS IN UPPER AND LOWER CANADA.

The Crown lands, by an act of the Colonial Legislature, are to be sold at a price to be from time to time fixed by the Governor in Council. The present fixed price for such lands in Upper Canada is 8s. currency, or about 6s. 7d. sterling per acre. This price does not apply 'to lands reserved by Government for non-payment of the conditions of settlement on which they were granted under a former system now abolished, nor to lands called Indian Reserves and Clergy Reserves, which three classes are, as well as town and village lots, subject to special valuation.' The Government Gazette publishes, respecting the Crown lands, which are to be had for 8s. currency, that the lots are to be taken at the contents in acres marked in the public documents, without guarantee as to the actual quantity ; that no purchase-money will be received by instalments, but that the whole, either in money or 'land scrip,' must be paid at the time of sale. On the payment of the purchase-money, the purchaser will receive a receipt which will

entitle him to enter upon the land purchased, and arrangements will be made for issuing to him the patent deed without delay. [The 'land scrip' mentioned above is paper issued by the Colonial Government in satisfaction of U. E., or other claims for lands adjusted by this means, and which paper, bearing a certain value attached by Government, and taken as payment for lands, is frequently to be purchased much under the nominal value from the holders for ready cash.]

The above terms apply, with the exceptions specified, to all the Crown or Government lands of Upper Canada. The Crown or Government lands in Lower Canada are divided into three classes, according to their localities, with prices corresponding. The prices of these Lower Canada Crown lands are 2s., 3s., and 4s. an acre. The lands at 2s. are situated north of the River St. Lawrence, from the westerly limit of the county of Two Mountains, in the Montreal District, down to the easterly limit of the county of Saguenay, in the district of Quebec. And also east of the River Chaudière and Kennebec Road, in the Quebec District, and including the counties of Bonaventure and Gaspé, situated at the mouth of the St. Lawrence, on the south shore. The lands at 3s. are certain lands in the county of Ottawa, the extreme north-western county of Lower Canada. The lands at 4s. are other descriptions in the same county of Ottawa, and also certain lands situated south of the River St. Lawrence, down to the River Chaudière and Kennebec Road, and including the township of Newton, the county of Vaudreuil, district of Montreal.

One-fourth of the purchase-money of these Crown lands of Lower Canada is payable in five years from the date of purchase, and the remaining three-fourths in three equal

instalments, at intervals, of two years, with interest. No person is allowed to purchase on those terms more than 100 acres.

For public convenience, Government agents are appointed in each district or county, 'with full powers to sell to the first applicant any of the advertised lands, which, by the returns open to public inspection, may be vacant within the district or county.'

In addition to the Crown lands offered for sale at 6s. 6d. sterling per acre, the Colonial Government have set apart settlements in both Upper and Lower Canada, in which individuals of 21 years of age and upwards, who have never obtained a grant of land from Government, may receive a farm lot of 50 acres without purchase, upon certain conditions. The settlements in Lower Canada are upon the Lambton and Kennebec Roads, the former leading from the village of St. Francis, through Tring, to the townships of Forsyth and Lambton, and the latter, being a continuation of the Kennebec Road, from Aubert De Lisle to the Province Line. The settlement in Upper Canada is upon a road, which commenced opening in 1842 at the expense of Government, through the Crown land from the north-west angle of the township of Garrafraxa, in the Wellington District, to Owen Sound upon Lake Huron. The road which opens up this important new territory terminates at Lake Ontario, from which Owen Sound is distant somewhat over a hundred miles. The chief conditions to be observed by settlers are—

'They are to make application to the Commissioner of Crown lands, or to the agent on the ground, whenever they shall be ready to become resident on the tract to be granted. Upon giving a satisfactory account of their means of providing for themselves, until a crop can be raised from the

ground, they will receive a ticket from the Commissioner at the Crown Lands' Office, entitling them to locate the land.— Upon application to the agent, in the first place, he will forward a statement to the Crown Lands' Office, of the applicant's age, family, and means of settlement, upon which, if approved, authority for location will issue.—Settlers will be required to clear, and place once under crop, one-third of the land located, and to reside on the land until this settlement duty is performed, and after one-third of the grant shall have been cleared and under crop, the settler shall be entitled to his patent free of expense. The settlement duty is required to be done within four years from the date of the ticket.'

The class of lands known as Clergy Reserves are subject to the disposal of the Commissioner for Crown lands and his agents in each district. The amount of these lands to be disposed of in any one year in Canada, is limited to one hundred thousand acres, except with the written approbation of one of her Majesty's principal Secretaries of State. The lands are reported upon and valued by inspectors appointed by the Crown Lands' Commissioner, and returns upon oath are made by the inspectors of the extent, nature, and other particulars, including the value of such lands, and upon the returns being approved of by the Governor in Council, 'the same shall be communicated to the Commissioner of Crown lands, and the lands contained in such returns shall be considered open for sale, and the price stated in such returns as confirmed, including the value of improvements, to the first person who shall apply for, and pay for the same.'

The sale of Clergy Reserves are subject to the following terms :—'Two sixths of the purchase-money to be paid in hand, and the remaining four-sixths in four equal annual

instalments, payable on the first day of January in each year, with interest, at the rate of six per cent. per annum—the first of the instalments to fall due, and be payable, on the first day of January next ensuing after any such sale.'

LANDS OF THE BRITISH AMERICAN LAND COMPANY IN
LOWER CANADA.

The British American Land Company, incorporated in 1834, have their lands situated in the Eastern Townships of Lower Canada, on the south side of the St. Lawrence, between Quebec and Montreal. The number of these townships is eighty, containing about 64,000 acres each, composing parts of the districts of Quebec, Montreal, and Three Rivers, and the whole of the district of St. Francis. The counties into which they are divided are Megantic, Drummond, Missisquoi, Shefford, Stanstead, and Sherbrooke. The county of Megantic commences a little above the river Chaudière some miles above Quebec, and the counties of Drummond, Shefford, and Missisquoi, extend above the river St. Francis, and near to the river Yamaska. Megantic and Drummond are situated nearest to the St. Lawrence, but separated from the immediate bank by French Canadian settlements, where the lands are held by feudal tenure. These township lands are held, as in Upper Canada, in free and common soccage. Missisquoi and Stanstead are situated farthest off the St. Lawrence, and adjoin the States of Vermont and New Hampshire. Sherbrooke is the central of these counties, and, along with Shefford and Stanstead, is understood to offer some of the best advantages to settlers. The soil is generally loam in its varieties, with a substratum of gravel; and the surface is covered, as is mostly the case all over Canada, with a deep vegetable mould, formed from the decayed timber and leaves of the forest. The

general features of the townships are very agreeable, being interspersed with hill and dale, river and lake, forest and meadow.

The leading roads into the townships are the following:— the Gosford road from Quebec to Sherbrooke, the centre and capital of the St. Francis District, is over a distance of 120 miles. The next leading highway is from Port St. Francis, on the St. Lawrence, 90 miles above Quebec; whence the distance to Sherbrooke is 85 miles. Forty-five miles above St. Francis, and within about the same distance of Montreal, there are two communications from the town of Sorel with the western parts of the Eastern Townships. The St. Lawrence and Atlantic Railway, which is to extend to Portland, in the State of Maine, already connects Montreal and Sherbrooke, and traverses much of the townships.

To encourage settlers on their lands, the British American Land Company have adopted the liberal system towards purchasers, of requiring them to pay only the interest on the purchase-money annually during six years, and then allowing four years additional to pay the principal. An emigrant can thus secure possession of 100 acres of land by the annual payment of from £3 to £4:10s. The result of this arrangement is said to be very satisfactory, both to purchasers and to the Company. The prices of the lands vary from 10s. to 15s. per acre, the average being 12s. 6d., colonial currency, per acre. Improved farms, with buildings, may, besides, be purchased in any part of the townships at from £150 to £300 for 200 acres. The Company's commissioner in Canada is A. T. Galt, Esq., Sherbrooke; and the Company's office in England is 35½ New Broad Street, London. Deposits are received either on account of land or for remittance to Canada; and information may be obtained at most of the banks in the agricultural districts in England,

Scotland, and Ireland, and also from numbers of agents in the principal towns. The Company have also agents in Quebec, Montreal, Port St. Francis, and other towns in Canada.

The above particulars of the terms on which the Company dispose of their lands, with other information relating to them, for the guidance of intending emigrants to Canada, are given in a printed prospectus of the Company, obtained from the secretary, at the London office in New Broad Street. The writer, during a residence of about four years in Lower Canada, had many opportunities of being acquainted with the very favourable opinion universally entertained of the Eastern Townships. They are believed to embrace much the finest portion of Lower Canada, with, perhaps, the exception of the Island of Montreal. The lands of this pleasantly situated and fertile island are, it is believed, chiefly held under the feudal system, so generally prevalent in Lower Canada. The seigniors of the island are the gentlemen of the Roman Catholic Seminary of St. Sulpice, at Montreal.

LANDS OF THE CANADA COMPANY IN UPPER CANADA.

The Canada Company, incorporated in 1826, have lands in almost every part of Upper Canada, consisting of scattered lots of 200 acres each, and of large blocks or tracts. Their principal tract consists of 1,000,000 acres, situated on the south-eastern shore of Lake Huron, with a lake frontage of sixty miles. It was long known as the Huron Tract; afterwards it was erected into the municipal District of Huron; and latterly, on the recent new division of Upper Canada, it has been divided, with some additions, into two counties, Huron and Perth. The new county of Bruce though connected with these for judicial and other purposes, and thus

associated with the district, formed no part of the district or tract.

The tract or district originally consisted of twenty-two townships, namely, Bonsanquet, Williams, Stephen, M'Gillivray, Biddulph, Blanshard, Downie, Gore of Downie, South and North Easthope, Ellice, Fullarton, Osborne, Hay, Stanley, Tuckersmith, Hibbert, Logan, M'Killop, Hullet, Colborne, Goderich. This last named township, contains the chief town of the same name, situated on an elevated bank of the lake at the mouth of the River Maitland, with a good harbour. The district was first settled in 1828; in 1840 it contained a population of 5900; in 1842 the population had increased to 7100; in 1848, according to the official census, it had increased to 22,000, and at present the population of the Company's settlement is estimated at 26,000. The settlers, according to the Government returns of 1848, occupied 368,000 acres of land, 61,900 of which were cultivated; 46,000 being under tillage, and 15,900 under pasture.

The respective amounts of their produce for that past season consisted of 305,700 bushels of wheat, 13,140 bushels barley, 174,700 bushels of oats, 36,500 bushels of peas, and 125,500 bushels of potatoes, besides 1070 bushels of rye, 7100 bushels of maize or Indian corn, and 450 bushels of buck-wheat. These settlers also produced small quantities of flax and tobacco; and from the sap of the maple trees on their farms they had manufactured 194,200 lbs. of sugar. Their produce in wool amounted to 43,800 lbs., and the items of their domestic industry consisted of 10,000 yards of fulled woollen cloth for men's wear, 33,400 yards of flannel, and 1450 yards of linen. Their dairy produce for market amounted to 63,900 lbs. of butter, and 550 lbs. cheese; and of pork and beef for market, they produced 2180 barrels.

There were 15 churches in the district, 44 schools, 52 inns, chiefly for the accommodation of travellers, 39 shops, or stores for the sale of goods, and 12 grist mills and 20 saw mills. The settlers consist chiefly of emigrants from England, Scotland, and Ireland, besides a considerable proportion of persons born in Canada, of British descent.

The land generally of this thriving settlement belonging to the Canada Company, is of a loamy description—sandy loam with limestone gravel on the verge of the lake, and clayey loam towards the interior; and it is everywhere covered with a considerable depth of vegetable mould. The whole of this may be said to be bedded at various depths on a recent limestone formation, sometimes varied with sandstone, not, however, pure, but what seems to have been a stratum of sand bound together by lime. The principal timber is maple, elm, beech, and bass, and in lesser quantity cherry, hickory, ash, oak, hemlock, and pine, the latter, however, scarce. The whole tract is a table-land varying from 120 to 300 feet above the level of Lake Huron, and from 480 to 660 feet above Lake Ontario. It is watered in every direction by several rivers. Two leading highways intersect the district in different directions, one south-eastward from the county town of Goderich to London, a distance of 60 miles; the other, in a more easterly direction from Goderich, passing through the town of Stratford, and the south-east corner of the triangular shaped tract, and thence through the flourishing districts of Wellington and Gore to Hamilton, at the head of Lake Ontario.

I have been thus particular in the description of this tract of land, on account of its being one of the most important, if not the most important in Upper Canada with which intending settlers should be made particularly acquainted. It is well known, especially in Western Canada, for being

one of the most fertile spots of the country. And the land is either sold or leased for a series of years by the Canada Company on so moderate and easy terms to settlers, as to place a farm within the reach of persons of the most ordinary circumstances.

The present price of the Canada Company's lands in the Huron District, now the counties of Huron and Perth, is from 12s. 6d. to 20s. currency per acre. In other parts of Upper Canada the prices range from 21s. to 30s. currency per acre. The Company have blocks of from 3000 to 9000 acres in the Western District, now the counties of Essex, Kent, and Lambton; the prices of which lands are from 8s. 9d. to 20s. currency. Their lands in the London, Brock, and Talbot Districts, now the counties of Middlesex, Oxford, and Norfolk, are from 20s. to 30s. The lands in the Gore District, now the counties of Halton and Wentworth, are from 11s. 3d. to 20s. In the Wellington District, now the county of Waterloo, from 15s. to 25s. In the Home and Simcoe Districts, now the counties of York and Simcoe, from 8s. 9d. to 17s. 6d. In the Newcastle, Colborne, Victoria, and Prince Edward Districts, now the counties of Durham, Northumberland, Peterborough, Hastings, Lennox, Addington, Frontenac, and Prince Edward, the prices range from 8s. 9d. to 15s. In the Johnstone District, now the counties of Leeds and Grenville, prices are from 2s. to 15s. And in the Bathurst, Dalhousie, Ottawa, and Eastern Districts, now the counties of Lanark, Renfrew, Carleton, Grenville, Russell, Prescott, Dundas, Stormont and Glengary, the prices of the Canada Company's lands range from 2s. to 12s. 6d. currency per acre.

We have thus found the prices of these lands in Upper Canada gradually to decline as we proceeded down the country towards Lower Canada—the quality of the lands generally being, most probably, inferior. Those belonging

to this Company in the districts along the St. Lawrence, and south-west bank of the Ottawa being the lowest in price. The lands situated in the districts along Lake Ontario being the next highest, and those in the districts of the great western peninsula above the head of Lake Ontario being the most valuable, and highest priced. Some few scattered lots of the Canada Company, it should be stated, may be higher in price than the above quotations.

The Canada Company's terms in disposing of these lands are for cash, or by lease for a term of ten years, no money being required to be paid down. The rents, payable 1st February each year, are about the interest at six per cent. upon the cash price of the land. When leased, *according to locality*, one, two, or three years' rent has to be paid in advance, but these payments free the settler from further calls until the second, third, or fourth year of his term of lease. The settler has the right secured to him of converting his lease at any time into a freehold, upon paying the purchase money specified in the lease. The Company make an allowance upon the price according to the time when the settler pays, by anticipation, the amount, and thereby saves himself from further rent.

Such is a careful and detailed account of the situation, prices, and terms of the lands belonging to the Canada Company. The enterprising spirit, and honourable dealings of this Company, and their kind and liberal treatment towards their settlers, have exercised a material influence in forwarding the interests of Canada, especially of late years, and in a manner highly gratifying to all who have disinterestedly at heart the welfare of the colony. During my residence in Canada, I had many opportunities of becoming acquainted with persons who had dealings with the Company, and I heard them invariably spoken of with respect and esteem. In the exercise of their honourable and liberal

course, the Canada Company are no doubt in part influenced by, and experience the benefits of, the great maxim now being every day more generally recognised—that private interests and those of the public are inseparably *one*; so that in forwarding the interests of Canada in the promotion of its colonisation, this Company most effectually promote their own.

The following passages are extracted from one of the printed papers of the Company, from their office, Frederick Street, Toronto.

‘In order to afford every assistance to industrious and provident settlers, the Canada Company will receive any sum, no matter how small the amount may be, for which their lessee settlers may not have immediate want, on deposit, allowing interest at the rate of six per cent. per annum for the same; but it is clearly understood, that the full amount, with interest accrued, shall at all times be at the disposal of the settler without notice. For this purpose the Company have opened an account, which is termed ‘Settlers’ Provident or Savings Bank Account,’ thus affording to the provident settler every facility for accumulating sufficient money to purchase the freehold of the land which he leases, whenever he chooses to do so, within the term of ten years; but should bad harvests, or any unforeseen misfortunes visit him, he has always the amount deposited, with interest accrued, at his disposal to meet them.

‘Every kind of information upon Canada, and directions that can possibly be useful to intending emigrants to Canada, will be readily furnished, free of all charge, by applying personally, or by letter, to John Perry, Esq., Secretary, Canada House, St. Helen’s Place, Bishopsgate Street, London.

‘The new printed lists of land (which may be seen in every Post-Office and store in Canada West), and any parti-

culars, may be obtained, free of charge, upon application, if by letter, post paid, to the Company's Office at Goderich, as regards the Huron lands; at Frederick Street, Toronto, as to all other lands and remittances of money.'

The remittances of money here mentioned refer to arrangements whereby the Company, 'anxious to assist settlers and others desirous of sending monies to their friends, engage to place the amounts in the hands of the parties for whom they are destined, free of all cost and expense, thus saving the settlers all care and trouble in the business.'

The next sentence is one speaking more plainly and unequivocally regarding the colony than any other similar amount of words and figures could possibly do. Well may every one wish that Canada may long so prosper that her colonists can thus have means to prove so forcibly its advantages, and promote so effectually its colonisation.

As illustrative of the success which has attended settlement in Canada, it may be well to mention, that in the seven years, from 1844 to 31st December 1850 inclusive, upwards of £77,061 : 13 : 1 were remitted through the Canada Company, by emigrants from the British Isles and Germany, to their friends at home, to bring them out to the Colony.

The number and amount of these remittances were as follows, viz. :—

Number.	Amount.	Years.
549	£4,611 10 11	1844
790	7,532 10 2	1845
1,101	9,744 3 5	1846
2,081	15,742 13 11	1847
1,839	12,547 8 5	1848
1,798	12,575 13 7	1849
2,441	14,307 12 8	1850
	<hr/>	
	£77,061 13 1	

IMPROVED FARMS IN UPPER CANADA.

It is, as will be conceived, difficult to state the precise prices at which improved farms can be purchased, the locality, amount of improvements, and particular circumstances of persons wishing to sell, having all to be taken into account. It may be generally remarked, however, that such farms, say usually about 200 acres, with 40 acres, or less or more, under cultivation, and having dwelling-house, farm buildings, and sometimes implements and stock, are frequently to be bought under real value. The number of farms in the market of this description arises, in many cases, from the possessor wishing to purchase a large extent of wild or waste land for the purpose of sharing such with his grown-up family. In the greater number of instances, perhaps farms partly cultivated are to be had for about £3 : 10s. to £5 an acre. Good bargains are frequently to be had when purchasers are able to pay ready money. An instance I am able to mention of an Englishman who arrived in the London District, Upper Canada, in the spring of 1843, and who purchased a farm of 100 acres, one half cleared, with a dwelling-house upon it, though not very good, a frame barn, and also some stock, for £350 currency, or about £286 sterling, ready money. This farm is about four or five miles from the town of London, and was considered to be a cheap purchase. Another instance I know of is of a farm about the same distance from the town, and the same size as the above, but understood to possess a better soil, having had an offer of a purchaser for £600 currency, or £493 sterling, and the bargain, though not concluded when I heard of it, was expected to be. Like the other farm purchased for £350 currency, this one had also 50 acres cleared, with a frame barn and dwelling-house, though the latter of

a rather poor description. There are mostly always advertisements of farms for sale to be found in the various newspapers throughout the country, and many bargains are had in this way ; but it is ever a great drawback that, with few exceptions, the price is not stated. The high charge of postages in Canada, and the delay which must take place before replies to communications are received, naturally frequently operate as barriers in the business of effecting sales, which might not have been the case had the important item of price been mentioned along with other particulars of the advertisement. For the purpose of presenting a specimen of an advertisement of a farm in Canada, and the better to illustrate the description and price of farms to be had, I present one, suitable in this respect, accidentally met with, which is extracted from the columns of the 'British Colonist' newspaper, published at Toronto. 'Important to Small Capitalists' is the heading of the advertisement—'For Sale, on very advantageous terms, a most desirable property, in the township of Haldimand, district of Newcastle, C. W. It is delightfully situated, having a beautiful view of Lake Ontario. A saw and grist mill adjoins the property, and being adjacent to Grafton and Cobourg, a good market is secured for all kinds of produce. The farm consists of 100 acres, 80 of which are cleared and under cultivation ; the other portion consists of a splendid maple bush, which, for its productive qualities, is not to be excelled in any part of Canada. There is a very excellent frame-built cottage on the premises, consisting of two bed-rooms, parlour, kitchen, and store-room ; also another larger frame dwelling, 42 by 32, in a state of completion ; a good frame barn, stable, and out-houses ; and a fine orchard of young trees. It is worthy the attention of any respectable person, and the land is of the first quality—the present

proprietor leaving in consequence of its interference with his profession. Price £400 [provincial currency, being £328 sterling.] The payment to suit the purchaser, and immediate possession may be had. For further particulars, inquire of Dr. Sabine, chemist and druggist, 54 Yonge Street, Toronto.'—[This advertisement appeared some years ago, and is therefore, in all probability, useless for any other purpose than the one mentioned.]

Wild or waste lands near towns frequently bring a price apparently disproportionate to their value, compared with the low price of cleared farms. This is owing, amongst other obvious circumstances, to the timber in such situations being valuable for fuel. A lot of 150 acres of wood land, within two and a-half miles of London, Upper Canada, was sometime ago sold for £500 currency, or about £411 sterling, and shortly afterwards easily resold for the same amount.

The least quantity of farm land sold by Government is 50 acres; and the least quantity disposed of by the Canada Company is from 80 to 100 acres. The usual size of farms in Canada is 200 acres; 100 acres, however, is considered a fair size for persons of moderate means. With respect to the important matter of ascertaining the validity of titles in cases of purchases from private individuals, it may be mentioned that each county has a Register-Office in which titles to lands are recorded. The charge for a search is 1s. 6d. It is only lately that a system of registry has been established in Lower Canada. Its success in that division of the colony has been only partial as yet. The system is completely established in Upper Canada.

Before leaving this important part of our subject on the lands of the colony, we will take a glance at the general value of cultivated lands throughout Lower Canada. The

opportunity will also afford us some insight into the present condition and state of progress of much of Lower Canada.

CULTIVATED LANDS AND PROGRESS OF SETTLEMENTS IN LOWER CANADA.

With regard to the prices of cultivated land in Lower Canada, the information furnished to the Board of Statistics in Canada, by the several Registrars of Counties, is that most likely to be depended upon as accurate. From this source it appears that the value of cultivated land in this division of Canada ranges chiefly from about 15s. to £7:10s. currency per acre. The Registrar of the County of Quebec states the average value of uncleared lands in the county so low as 5s. per acre, and of cleared land at from 15s. to 17s. 6d.; and he further states that the average rate of increase in the value of land during the last ten years has been, exclusive of Quebec and its environs, about 20 per cent. He mentions that new settlers seldom remain in the county. In the county of Dorchester, on the south bank of the St. Lawrence, opposite to Quebec, the price of cleared land is stated to range from £1 to £10, depending on the quality of the soil, distance from main roads, churches, mills, and other such advantages. Cultivated land in the township of Hull, county of Ottawa, on the river of that name, about 130 miles from Montreal, is stated to sell as high as £10, in some instances. The wild lands in the county of Ottawa have sold from 5s. to £5 per acre. The prices of cultivated land in the county of Yamaska, at the mouth of the St. Francis, on Lake St. Peter, are stated to range from £1:10s. to £7:10s. per acre; and the Registrar mentions that the increase in the value of lands in the county has been about 25 per cent., though it is not stated

within what period this increased value has taken place. In the county of Rouville, on the south-east bank of the Richelieu, there has been an increase of 50 per cent. in value, in consequence of extensive clearing. This is a very promising part of Lower Canada; the scenery is picturesque, and the land generally good. Major Campbell, late Governor-General's secretary, is a seignior in this county, and has displayed much enterprise in agricultural improvements, around his pleasantly situated residence on the banks of the Richelieu. In other counties the decrease has been very trifling; and in others the Registrars state that land has retrograded in value; several attributing the decreased value to the bad crops produced, most probably from the very defective modes of cultivation pursued by the French Canadian farmers. The Registrar of the county of Saguenay, which is a considerable distance below Quebec, states that the mode of cultivation is very bad indeed. In the county of Bellechasse, in the district of Gaspé, cultivated farms, well situated, sell from £4 to £6 per acre; the value of land, the Registrar states, has decreased during ten years 10 or 12 per cent. The district of Gaspé, situated at the mouth of the St. Lawrence, has always been very thinly settled; the inhabitants chiefly dividing their attention between the fisheries of the river and gulf, and the cultivation of their lands. Lands in the county of Gaspé, one half cleared, sell from 10s. to 25s. per acre, while the government upset price is 3s. Fishing rooms are stated to sell for about £15. The lands are not fast filling up, the Registrar states.

The county of Missisquoi, situated on Missisquoi Bay, Lake Champlain, and bordering on the state of Vermont, furnishes one of the most satisfactory of these official reports of the present condition of the settlements of Lower Canada.

This county embraces a portion of the eastern townships of Lower Canada, where the population is relieved from the depressing and clogging influence of the feudal system, so almost universally prevalent in other parts of the eastern division of Canada. In 1848 Missisquoi had a population of nearly 12,000, chiefly of British and American origin. Lands uncleared, it is presumed, sell at an average of from 15s. to 20s. per acre; the increase on the value of lands within ten years has been 25 per cent. The income of many of the farmers of the county, the Registrar states, is from £300 to £400 per annum, chiefly derived from the sale of butter, cheese, pork and beef, and young cattle. Some farmers, during the spring, Mr. Dickinson (who is the Registrar), also states, often take to the Montreal Market cheese to the amount of £100, and one whom he knows laid down an acre and a half in hops for which in two years he realised £175.

CHAPTER XXVI.

ON THE CHOICE OF FOREST LANDS, AND THE MANNER OF SETTLING; AND DESCRIPTION AND PRODUCE OF CROPS.

'The Life of a Backwoodsman,' by Mr. Linton—How to choose Good and Dry Forest Land—Detailed Directions as to the Selection of Land—Directions for Settling upon Land—Clearing the Land—Erection of a House—First Crops—Winter Clearing—Sugar Making in Spring—Preparing for Spring Crops—Spring and Summer Clearing—Fencing the New Land—Ordinary Crops cultivated in Canada—Sowing time, and Average Yield of Crops—Canada as represented in the Great Industrial Exhibition in London—Total Annual Value of Agricultural Exports of Canada.

WITH regard to the description of information to be given in this chapter, I shall perhaps best consult the interests of the intending settler on forest land in Canada, and ensure the fullest practical accuracy in all the various details, by bringing forward, in a direct form, the best experience I am acquainted with on the subject. I find this in a very convenient form, in a small pamphlet, entitled 'The Life of a Backwoodsman; or, Particulars of the Emigrant's Situation in Settling on the Wild Land of Canada.' The writer of this very useful publication, whom I have the pleasure

to know, is a settler at Stratford, in the Huron District, now included in the new county of Perth, Upper Canada. Mr. Linton has been a settler in the woods or bush of Canada for upwards of seventeen years, and is perfectly familiar with all a settler's experiences. He is an intelligent and industrious Scotchman, and much respected by his neighbours.

Good and dry forest land, Mr. Linton observes, is known by such variety of trees growing on it as maple, beech, elm, basswood, ironwood, cherry, hickory, white-ash, and butternut; and their growing tall, and branching only near the top. If the trees are low in size, and scraggy, the soil is clayey and cold, and inclined to be wettish. The birch tree is found in such situations. This tree grows healthy and strong, being often found from two to three feet in diameter, in particular spots of land inclined to be wet.

'It is sometimes,' says Mr. Linton, 'a mark to discover a spring of water. The birch will almost always be found near a spring. The trees which grow on wet and swampy lands are the oak, pine, hemlock, tamarack, black ash, and cedar; but the pine and hemlock are found also on dry soil. Maple, beech, elm, and basswood are the kinds which grow most numerous, and on good land are sure to be found growing tall, and from one foot to three and four in diameter. In dry sandy plains and hills will be found the oak and pine. When the oak grows on soil not sandy, it is apt to be clayey ground. Besides the large trees, there is also growing what is commonly called brush, which is composed of smaller trees, from eighteen inches high to thirty feet or more. These smaller trees seem to be growing to take the place of the larger ones when the latter decay and fall down, or are prostrated by a storm, and a large tree, in falling, frequently brings others along with it, if standing in its

way. In walking through the bush, the trunks of trees are found lying on the ground in different states of decay ; some having been broken off a few feet above the surface, leave their ragged stumps behind still standing, and others fall, up-rooting themselves, and a great quantity of earth with them, making a large hollow in the surface. The hollows so caused fill up in part, in the course of time, by the roots and earth falling back again ; but yet these and corresponding small hills or risings (what a Scotchman would call 'heichs and howes') are never absent. The surface of the land in the bush is therefore not a fair level like a flat field ; the more the land appears uneven, with these small heights and hollows, the better the soil, for in stiff and clayey soils (which are so only under the surface, the top of the soil throughout the bush being covered with black mould, the remains of decayed vegetable matter, such as leaves, wood, &c., and with leaves), I have observed that these hollows and hills are not so prominently seen. When the land is cleared of the trees, as will be afterwards noticed, and turned over with the plough, in a few years the land so cleared is made level. The surface of the land in the bush, by the gradual up-rooting or 'turning up' of the trees, would appear to have been all turned over, though it has taken some ages to effect this. Trees will occasionally be found of great height and thickness ; the elm, in particular, will be met with of a great size, perhaps in some instances four to six feet in diameter. This tree may be termed the 'monarch' of the forest. I took the trouble once to count the circles or rings of a very large oak, which grew in the adjoining township of North Easthope, and which had been felled with the axe ; and if my recollection fails me not, it had been a sapling about the time when Sir William Wallace and Robert Bruce were defending their native country.

'In travelling through the bush, with either the sun, the moss of the trees, or the pocket compass, as a guide, the traveller will find many objects, though seemingly trifling, to divert his attention, or change the apparently monotonous scene. A 'creek,' (the usual term in Canada for a stream of water), will cross his path, finding its way silently along; or a meadow, called commonly a beaver meadow, being a spot of land free of trees, which is covered with good grass, and in the season with a good crop of hay; or a swamp or swale, a part of the bush which is wet, covered with such trees as the black-ash, cedar, tamarack, or pine. Swamps are found, however, with only black-ash growing,—and the same as regards cedar, and also tamarack, and small pines mixed with large pines. The soil of each of these three kinds of swamps appears to be different. The land is sometimes what is called 'rolling,' or 'undulating,' being alternate risings and fallings, with occasional prominences either on the banks of a large creek, or in a tract of land which is hilly. In this part of the country, where I am settled, hilly land is not generally seen, yet in the eastern part of the township of North Easthope, there is some fine hilly land, and as it is all mostly settled, and in part cleared, and studded with farm-houses, barns, &c. has a strong resemblance to parts of the old country; and this improvement in the forest has been accomplished since 1833.'

The intending settler, wishing to inspect particular lands with a view to selection, receives from the individual possessing, or agent authorised to dispose of the land, a slip of paper, with the numbers of the lots, should there be more than one or two; and in proceeding to inspect, it will generally be of advantage to him to be accompanied by a neighbouring settler familiar with the nature of the land. Mr. Linton observes, with regard to this:—

'In fixing upon a lot of land the emigrant may be guided by the advice of some of the settlers in the neighbourhood of the lots he is going to inspect, and if there is no near neighbour, he ought to ask the assistance of the nearest settler, and such aid I have never known to be refused. In order to direct an emigrant to choose a lot of land, the following marks may be noted:—First, get, if possible, a lot with a small running stream (called a creek) on it, or a spring of water. Every lot has not a creek or spring on it, but water can be got by digging, and the well when dug ought to be lined or walled up with stones. Second, observe that tall and strong timber, free of rotten branches or an unhealthy look, grows on good land,—I mean elm, maple, beech, basswood, and cherry, and the other timber previously mentioned as growing on dry land. Throughout the bush, on both good and bad land, will be found the lifeless trunk standing ready to fall, 'where it must lie.'

'I may here refer to the previous remarks on the appearance of the bush for the timber denoting the quality of the soil. A lot of land should not be rejected if a corner of it, even fifteen acres, is covered with black-ash, pine, or cedar. For fencing the cleared fields, black-ash and cedar are invaluable. For boards and shingles (for the sides and roofs of houses), the pine is more valuable. Where the land is undulating it is likely to be good. Where the butternut and cherry are, the land is rich, and maple and basswood, with elm, denote the same quality. If much beech, the land is lighter, but the soil warmer. The more 'knolly' the land is (the knolls or small hills being caused by the 'turn up' of the trees in falling) the better the soil. Where these are not much seen, as has been noticed, the soil is apt to be clayey. The emigrant, however, will find a superior surface mould at which to try his hand and his plough.'

Thus much with regard to the selection of land. For the next step we, perhaps, cannot do better than to be further guided by the experienced directions of Mr. Linton. The emigrant's family he supposes to be living at the nearest village, or at a neighbouring settler's house, the erection of a house is to be set about. Having made a selection of a site for the intended house, an acre or less of land is to be *under-brushed*—that is, the small trees and brushwood are to be cut down and piled in heaps, and then the larger trees are to be chopped and cut into lengths, and drawn off from the spot on which the house is to stand. Some settlers erect a house, others a 'shanty,' but the latter being so expeditiously done, is, in ordinary cases, most advisable. A shanty is easily built of the logs which are cut up from the felled trees. The size of shanties has to be regulated by the number of a family. They are frequently from 14 feet long and 12 feet broad, to 18 feet by 14 feet or so. Mr. Linton minutely describes the usual mode of erecting one of these rough shanties; but as he observes that, 'when the shanty or house is to be raised or built, the neighbours are invited, and they always come willingly (for there is not one among them but had the same done to himself),'—we may, therefore, consider it less necessary to enter into detailed directions. Besides the house 'bee,' as this friendly gathering to erect the settler's dwelling is called, there are also chopping and logging bees.

The settler being now supposed to be in his house, or shanty, the first matter to be attended to is to procure means of support for himself and family. Groceries, clothing, and other articles, are easily got from the nearest shop or store; potatoes from one of the older settlers, and flour at the mill. Should the emigrant find himself thus settled by June, or middle of July, he will, if so inclined, usually

find employment at hay harvest, and also at the regular wheat harvest ; but should he choose to remain on his own land and work, so much the better. He will thus be enabled to have a larger extent of ground *under-brushed*, chopped, and cleared, and ready to be sown with 'fall,' or autumn wheat, by the 15th, or at the latest about the 20th of September. 'If an emigrant accomplishes the sowing of fall-wheat,' says Mr. Linton, 'the first season, he does well ; but this depends on an *early* start from the old country. A respectable and thriving settler, in the township of Downie, Mr. James Simpson, from near Pennicuick, in Scotland, arrived here in the month of May 1834. Upon his arrival, while his family were living in a temporary shed, or shanty of boards, on his lot, he set about the planting of potatoes, of which he had a good crop, sufficient nearly for the use of the family, during the winter. He sowed, in the proper time, fall-wheat, and as then working oxen were scarce, he hoed and raked in the seed, and next year (1835), he obtained about, if not above, thirty bushels of wheat per acre.'

In order to add to the comforts of the settler's family in this new situation, Mr. Linton advises the purchase of a cow, with her calf ; the two commonly being to be had for from 17 to 22 dollars (equal to from £4:5s. to £5:10s. currency). The object of having the calf, he says, is to attach the cow to her new home. The settler and his family he considers to be now as comfortably placed as can be expected for the first season.

The settler's work is to continue to chop down the trees around him which obstruct his view ; and then to prepare the land which is to be chopped during winter, by having it under-brushed, before the coming on of snow. When wet, stormy, and snowy days come, he will be obliged to remain in-doors, or he may go and visit his neighbours, or

prepare fire-wood ; or, should he be of a determined and persevering disposition, 'the snow-storms of Canada,' Mr. Linton quite truly observes, 'will never plague him a jot.' The work of chopping down the trees may be continued all winter (except stormy days) till the spring begins.

Towards the end of March, or it may be sooner or later, according to seasons, the *sugar season* comes. This is the time when the sap of the maple tree begins to run ; the tree having been previously *tapped*, or slightly notched with an axe, or bored an inch or so with an auger, some little way up the trunk. The sap of this useful tree supplies the settler with very excellent sugar and molasses. Large quantities of the maple sugar are sold every season by the industrious settlers, to the town and village storekeepers, in exchange for goods, who again retail it for cash. 'Some settlers, to my knowledge,' says Mr. Linton, 'among the indefatigable Highlanders of North Easthope, have made, in one season, above 1000 lbs. of sugar, and from 300 lbs. to 500 lbs. was a common thing.'

The season for clearing the land already chopped, and preparing for spring crops is now at hand. These crops are sown or planted from about the 20th of April to the 15th of June ; and, including buckwheat and turnips, to the beginning of July. The operation of clearing away the brush-wood and timber, in the spring, that lie scattered over the land from the winter chopping, by setting fire to the heaps, and drawing away the solid heavy lengths of cut trees, is one requiring expedition, and attended with considerable labour. Clearing can only be done during the spring, summer, or 'fall,' as late autumn is named in Canada. Spring merging so quickly into summer calls for despatch in the work of spring clearing, in order to have land ready for the crops being put into the ground. Whatever work is not

overtaken in the way of clearing, must be left until after the crops are put in. Then there are the intervals to be taken advantage of until hay harvest, and from that until wheat harvest ; and, again, there is the season of late autumn or ' fall.'

The drawing away of the heavy pieces of cut trees that are left unburned upon the ground, being what is known by the name of ' logging ' in Canada, is accomplished by means of a yoke of oxen, with a chain attached to the yoke by a hook ; and the emigrant who has a family of boys will now find their services very valuable. There are settlers who have logged several acres without oxen, and some even of determined energy, have, on occasions, chopped, logged, and cleared land without any assistance, not even oxen. The usual practice is to have two, often three, persons to assist the settler in the logging field. One drives the oxen and gets the timber drawn together, the others pile the timber thus drawn together into heaps to be burned. When these heaps or piles are burned, the remains that are usually found are again logged into heaps for the purpose of being completely burned. This work is termed branding. When this process of logging and burning is thoroughly done, and the ground quite cleared, the ashes are spread over the land, and the virgin soil is now ready to receive seed.

Fencing the newly acquired land has now to be accomplished. The usual fence is a zig-zag one of the simplest construction, made of split rails, 11 feet long, placed one above the other, seven rails in height. These rails are split by means of wedges and the axe, from 11 feet lengths, of black-ash, cedar, oak, elm, white-ash, cherry, or basswood. Rails of pine, maple, or beech, are rarely used.

The ordinary crops which are cultivated in Canada are fall and spring-wheat, oats, barley, pease, potatoes, turnips,

buckwheat, and Indian corn. Hemp, flax, and tobacco, are also cultivated to some extent in certain districts of the country. Fall-wheat is generally sown from the 1st to the 15th September. In some parts of Canada it is sown in the end of August, and in instances it is sown up to the 10th October. The average yield for a bushel to a bushel is from 20 to 25 bushels, of 60 lbs. to the bushel, per acre, and not unfrequently the yield is 30 bushels per acre. Spring wheat is usually sown from the 20th April to 15th May. The average yield may be stated to be from 18 to 30 bushels per acre. The spring wheat is lighter than the fall grain.

Oats, sown on good land, well prepared, produce usually from 35 to 45 bushels per acre. Very much larger crops are not unfrequently produced. This crop may be sown from 1st April to 15th May. Barley may be sown from 15th May to 4th June. This crop produces usually from 28 to 35 bushels per acre. The crop of pease, which is sown usually first in the spring, produces from 20 to 30 bushels per acre. Potatoes, which are usually planted after other spring crops are sown, or from 15th May to 10th June, produce, on an average, upon good land, about 300 bushels per acre. Turnips are sown from 1st June to 15th July, and produce readily 1000 bushels per acre. Buckwheat, sown from 15th June to 10th July, produces about 25 bushels per acre. This grain is cultivated to a very limited extent in Canada. Indian corn or maize, which is planted from the 10th to 20th May, is also grown to a small extent in the colony. The crop is a very productive one. Both buckwheat and Indian corn are much used for fattening pigs. The flour of both is also much esteemed for various domestic purposes.

The display which Canada made in the Great Industrial Exhibition in London has been the means of making

the productions of our magnificent and valuable colony familiar to very many who would otherwise have continued to entertain only the most vague impressions so usually prevalent. The quality of the various grains commonly produced in the colony was there very fairly represented. As is mentioned in the intelligent printed paper, published officially and circulated in the Exhibition, the visitor there had opportunities of examining the spring and autumn, or 'fall' wheat of the country, along with its barley, oats, beans of various kinds, pease, flax seed, clover, buckwheat flour, Indian meal, oatmeal, hops; and, in short, everything, with many additions, which he would see in an English market town upon a market day.

The extent and variety of Canadian exports have been detailed in a previous chapter on the trade and general resources of the colony. The total value of agricultural productions exported from Canada in 1849, as officially reported, was £821,608 : 5 : 11. Of this Great Britain received to the amount of £326,540 : 8 : 4; British North America £105,580 : 6 : 10; the West Indies £1263 : 10s.; and the United States £388,224 : 0 : 9.

We now close this chapter; and open a new one containing some general views of the present state and prospects of Canada.

CHAPTER XXVII.

VIEWS OF THE PRESENT STATE AND PROSPECTS OF CANADA.

General Views of the Present State of Canada—Improving Prospects of the Colony—Large Emigration—Arrivals at Quebec 1851—Economical Management of Affairs—Development of Resources—Improvement of Roads and other Means of Internal Communication—Improvement of Agriculture—Agricultural Education—Model Farms—Agricultural Societies—Political Aspect of Canada—Imperfect Knowledge of the Colony in Britain—Frequent Change of Governors injurious to its Interests—Increased Duties of the Colonial Office injurious to Interests of Colonies—Suggestions towards a Remedy—Plan of Colonial Representation—Importance of Cheap Postage—Lesser Suggestions regarding Internal Economy of the Colony—Savings Banks—Public Walks and Parks—Improved Cemeteries—Improving Social State—Means of Religious Worship—Condition of Churches—Education—Concluding Observations.

ESTIMATING in a general manner the present state of Canada, the view presented is very similar in many respects to that which Scotland presented previous to the spread of those improvements in agriculture and internal economy which followed the union with England, and the establishment of the Highland Society, and the National Board of Agriculture. Conspicuous among the features of similarity are comparatively rude modes of agriculture prevailing throughout the colony—defective intelligence, skill, enterprise, and command of capital among the majority of farmers; the

lesser, and not unfrequently substantial comforts and conveniences in the construction and care of dwelling-houses and out-houses generally neglected; social intercourse, and communication with markets greatly interrupted by the want of proper roads and bridges; and there are the train of other drawbacks which may be imagined naturally to follow such a state of things, more especially in a country as yet thinly peopled, and burdened with high rates of labour and low prices of produce.

This general view, however, it is pleasing to remark, has, during late years, been gradually undergoing a change for the better. Influences similar to those which wrought improvement in Scotland have now begun to exert themselves in the colony. Among these are improved intercourse with the intelligence and enterprise of the mother country, the greater diffusion of general and professional reading resulting from this, the establishment of agricultural associations, the improvement of roads and canals, introduction of railways, and the recent facilities afforded to commerce; and not least, the friendly spirit manifested towards the colony by the home-country in the expressed desire of those at the head of affairs, to cultivate more closely the bond of connection, by extending to the colonists as large a share of advantages as is possible, and as may naturally be expected by brother inhabitants of the same empire—separated only from the great centre by space, and for the common welfare.

The growing interest shown throughout the mother country towards its most important and rapidly rising colony—as is proved by the amount of emigration annually flowing to it, and the consequent ties of friendship thereby arising further to extend the interest*—would perhaps warrant, even

* 34,030 emigrants had arrived at Quebec this season [1851] on the 20th September, being an increase of 6464 over last year's emi-

were there no other considerations, some matters of detail affecting the prospects of Canada being glanced at in such a manner as might possibly tend in some measure, however indirectly, to accelerate its progress, or deepen the interest in its prosperity and ultimate destiny. Here, at present, however, as following up preceding chapters respecting the condition of the colony, little more than mere allusion will be made to a few of the more prominent considerations affecting its condition and prospects.

First, in regard to the management of its affairs: it appears to be of chief importance to the comparatively young colony that the strictest economy in expenditure should be observed. This desire to economise, it is gratifying to know, is appreciated now more fully than formerly both by the Colonial and Imperial Governments. Some recent arrangements have considerably reduced the colonial expenditure. Next in importance appears to be a steady attention being observed towards judiciously and economically developing the resources of the country, which, since the great canals are now completed, would seem to be best accomplished, along with the completion of the great trunk lines of railway now partly in progress, by means of affording good roads. At present large portions of inland territory, comprising the most fertile land of the colony, are in a great measure locked out from markets by the worst description of roads. Here, also, as in the matter of public expenditure, gratifying signs of the future present themselves. The comparative success of plank roads, and not least, the degree of attention and lively interest which both the people and legislature bestow on

gration, to a corresponding date. To the same date 917 vessels had arrived at Quebec, with an aggregate tonnage of 384,256 tons, being an increase of 73 vessels, and a tonnage of 31,474 tons over the arrivals of last year, to the same date.—*Times* newspaper, Oct. 20, 1851.

the subject, are all alike prominent and hopeful evidences of something being done in a matter so vitally important to the general prosperity, as are the means of communication through the productive districts of a country. The St. Lawrence and other canals have been constructed at great expense, and unless the equally important tributaries of good roads be supplied throughout the country, these grand courses of navigation cannot at all be expected to yield the benefits for which they were designed.

Scarcely secondary to good roads and other means of communication, seems to be the necessity for active and systematic efforts being made to improve the agriculture of the country. In a country so mainly dependent upon agriculture as Canada is, it must be allowed to be a great drawback that there are so limited means for its population obtaining any sort of agricultural instruction. No finer field, one might suppose, could be presented to the statesman of enlarged mind and philanthropic desires than the one wherein he could, by the exercise of judgment and energy, plan and put into operation a course of means whereby the productive resources of an important colony might be at least doubled; and that colony besides made more than doubly inviting to the much wanted and superabundant population and capital of the mother country.

Among the most prominent means for so desirable an end would seem to be—beginning at the foundation—causing instruction in the science and art of agriculture to form a branch of education in the common schools, the district or higher schools, and in the colleges. Model and experimental farms might be established, say in each district or county, where first lessons and principles being fully carried out into the best modes of practice, under proper directors, such establishments would be constantly furnishing the country

with a supply of skilled agriculturists. And, besides the consideration of advancing the intelligence and standing of the agricultural body generally, these pupils, either upon their own or the farms of their parents, would be the means of diffusing more or less widely, practically beneficial results throughout their respective neighbourhoods or spheres of influence. Periodical reports by the directors of these model establishments, setting forth the modes of practice adopted, and the results obtained, would likewise materially further the desired objects, not only in a direct manner to the colony, but by circulating in Britain information of the description which these reports might contain, would, by proving what can be accomplished in Canada, be serving the interests of colony and mother country, in a manner perhaps the most efficient, as being the most practical, that could be designed. Such establishments might also further be made to serve the purpose of Normal Schools for the instruction of teachers.

Agricultural societies and farmers' clubs form already part of the means of agricultural improvement in Canada; and it is gratifying to observe that such associations have made considerable progress, more especially within the last eight or ten years. A general and central association for the whole province, upon the model of the Highland Society of Scotland or Royal Agricultural Society of England would appear to be alone wanting to complete this branch of the course of means. Attention having been directed to this want through the medium of the intelligent agricultural writings—which, although recently supplied within the colony, have already been of so much benefit in other respects—it may warrantably be expected, taking into account the growing spirit of inquiry and enterprise, that this material part of the means at least will not long be wanting. The recent reduction of duties upon the importation into Britain of the

chief articles of colonial produce, has, as might naturally be supposed, greatly stimulated the desires of the colony for agricultural advancement. And the colonists have already gained much upon which to rest, as encouragement and hopeful promise, for continued exertions. Canada of even ten years ago is in many material respects a very different country from Canada as it is now—so much has the tide of British emigration, rapid growth, and other circumstances, tended to make it more home-like, more particularly in the social aspects of its towns and older settlements, and, in many gratifying instances, in the improved modes and spirit introduced in agricultural management.

The uneasy aspect which from time to time the colony assumes in political matters, may be considered to be not among the least of the drawbacks to its prosperity. The cause of this may perhaps, in a great measure, be traced to the imperfect knowledge possessed by Britain of the actual state, interests, and wants of her colonies; and a proportionate defect of sympathy and understanding, resulting frequently in the jarring of colonial with imperial courses of action, are the consequences. The want of more comprehensive and detailed information concerning our colonies is one severely experienced by both colony and mother-country, and operates in most important respects to their common disadvantage. The frequent change of governors, and, in instances, the unsuitableness of appointments, have been chief sources of the political troubles of Canada. Within the eighty years which have passed, since the colony came under British government, there have been above thirty governors, being, on an average, not three years to each—a period barely sufficient for the individual, however well endowed, to qualify himself properly, in order to discharge safely—with honour to himself, and with advantage

to colony and empire—the important functions with which he is intrusted. The increase of duties, and consequent responsibilities, which have fallen upon the Colonial-Office, with the growth, in number and importance, of our colonies during these past years, would seem to form another chief hindrance to Britain satisfactorily cultivating colonial connection. It would, perhaps, be well, for the purpose of relieving the colonial Minister of some share of responsibility, as also to secure other important objects, that the colonies, or a particular class of them, should be called upon to send each a limited number of representatives or commissioners to Britain, who, as well to the Imperial Government as to the people of Britain, would be found greatly serviceable as responsible authorities in communicating information. And by thus serving most important common objects, such a measure appears further to recommend itself by its being calculated to cement closer the bonds of relationship between colony and empire.

The better to secure such objects, these colonial representatives might be allowed seats in the Imperial Parliament. It would be difficult for misgovernment, or any serious misunderstanding, or conflict between colonial and imperial interests, to exist for any very inconvenient time under such an arrangement—not to speak of the other advantages which might be dwelt upon, as most likely to be among the results.

Among lesser measures for the common benefit of the colony and the home country, the management of the Post-Office department, as respects the regulations and charges for the conveyance of correspondence, is one universally allowed to be of great importance. The improvement introduced within these last eight or ten years of conveying the North American mails by means of steam-packets, attended

by the reduction of rates, and other facilities, has, it is believed, been of marked benefit to Canada. The increased correspondence between the colony and Britain has very materially furthered emigration. The annual report of the Government Emigrant Agent at Quebec for 1843, records, as a remarkable fact of the emigration of that year, that of the number of 21,727 emigrants, who arrived at Quebec from Britain, no fewer than three-fourths came out to their relations.* This large proportion, in the greater number of cases, it may be presumed, received invitations, with information and advice from their friends through the medium of the Post-Office—a fact fruitful of suggestions in other respects, bearing on the important subject of emigration.

I would, therefore, beg to suggest that the rates of postage upon letters between Canada and Britain undergo still farther modification. From the success of the experiment of cheap postage in Britain, the supposition may be hazarded that the present rate of 1s. 2d. sterling upon letters to or from Canada, under half an ounce, might be reduced one-half at least, or say to 6d. sterling. Many, indeed, hope to see a penny postage extended over the ocean, as well as it is now over these islands. The boon would be a mighty one in every point of view, and worthy of a great nation. An extension of the advantages of cheap postage to the colonies in every case at all practicable, would, it is believed, be attended with most gratifying results.

A great reduction of the recent oppressively high rates of internal postage in the North American colonies has lately taken place, and will be attended, it is believed, with very great benefit to the interests of the colony.

Among other and lesser means suggested by the present

* Report of Colonial Land and Emigration Commissioners. May 1844.

condition of Canada as seemingly calculated to assist its progress, may be mentioned Savings Banks. Only two or three, it is believed, exist in the large towns, such as Montreal, Quebec, and Toronto. The want of parks and walks for the necessary health and recreation of the population of towns, considering the present low price of land, has, without doubt, been greatly overlooked in laying out and forming towns in Canada, and will come to be severely felt, with the increase of population, and consequent increase in the price of land, and difficulty of obtaining it at all.

To other matters, such as the proper construction of prisons, and providing them with airing grounds, the attention of the colonists might be usefully directed.* Crowded and inconvenient burying-grounds, in the very heart almost of towns, are among other eye-sores to intelligent observers, which cannot be too speedily remedied. Large public cemeteries, well laid out with walks and shrubbery, and situated at some distance, not too inconvenient, from the towns, such as we have now in Britain, would be an advantage easily obtained, while land is now so moderate in price, and easily procured for such purpose.

With regard to the social state of Canada, the increasing stream of emigration, and other influences, have improved the country in this respect so much, that the old

* The public Jail of the city of Quebec presented, during a visit the writer paid to it in the summer of 1843, evidences of bad ventilation, limited accommodation, and even filth, combined, to a painful degree. In visiting the Jail of a town in Upper Canada not having the smallest appearance of a court-yard for the prisoners to take air or exercise, the question was asked how proper health could be maintained for want of such, when the answer was complacently returned that the *roof* of the building served for this purpose—this, in a country where thousands of acres of waste land may be had at rates almost nominal!

descriptions contained in publications received in Britain as authorities, appear more like malevolent libels upon the colony than anything else. Persons emigrating to Canada may find unpleasant parts of the country very destitute of social advantages ; but, on the other hand, they will experience little difficulty in settling themselves in neighbourhoods as agreeable, and possessing social attractions in as full a degree, perhaps, as most provincial parts of Scotland.

Remarks nearly similar, though not of so general application, apply to the means of religious worship ; notwithstanding, that various religious bodies represent the case as alarmingly different. In an extensive and thinly-peopled country such as Canada is, and where the inhabitants are divided into a great variety of sects, it cannot, of course, be expected that over every part of it the same privileges can be enjoyed as in England or Scotland. But, with the exception of the very thinly-peopled parts of the colony, there are not the wants experienced which many in this country are led to suppose ; and when these wants exist, it would seem in many instances to result more from the apathy of the colonists themselves, in not coming forward with the same hearty zeal to the support of religious ordinances, which is shown in England or Scotland. Colonies, however favourable they may be to the inhabitants maintaining themselves in comfort, or acquiring wealth, appear rather to be prejudicial than otherwise to the interests of religion. Colonists do not experience the same restraints which in old and compact communities are found to exercise so powerful an influence in causing individuals to wear professions at least, and as a means to other than the professed ends. One is most forcibly struck with such views in surveying the state of religion in new settlements of colonies especially. Individuals who have never truly experienced the power of religion,

finding themselves removed from a state of society, which influenced them so far as to cause them to pay outward observance to its forms and interests, and thrown into a somewhat disjointed and scattered population, composed of strangers of various countries and sects, exercising upon them comparatively little of such influence—do in many instances become indifferent, more or less, to religious interests ; and this indifference constantly reacting, a state of torpor rather predominates, and genuine attachment to Christianity may thus readily be conceived to be, in many parts, and to a great extent, the exception. In new and rising villages, it is more difficult to distinguish the points of difference, and in the towns the shades have again further blended, and the influences of home in the older countries are more felt.

This is rather a disheartening and gloomy view, but it has forced itself on the observation of many as the most truthful one. And it goes in a great measure to explain why so much missionary aid is required for colonists who possess so substantially the means of worldly comforts. No doubt in quite new settlements, having a scattered population, this aid is essentially necessary, and the want of it is frequently severely experienced ; but the cases are more frequent, I would say, throughout Canada, where a healthy state of religious feeling among certain bodies is more wanted than the necessary worldly means to support Gospel ordinances. One great evil which is observable in all the churches of Canada, and mostly, I feel in truth constrained to observe, in the Church of Scotland as it existed—has been that men of indifferent abilities have usually fallen to the lot of the colonists. This is, without question, the effect of the natural principle (from the influence of which not even ministers of the Gospel are exempted), that the lower the rate of worldly encouragement the more indifferent the

description of ability presents itself in the field which calls for occupation. This state of matters has been greatly aggravated by reason of the imperfect knowledge possessed at home of the actual condition of our colonies. We have, greatly erred in estimating them as so outlandish and uncomfortable abodes as we have done ; at least, the case is so with respect to Canada ; and the consequence has been, that where it was of material importance the labourers should be powerful and skilful, the field has been all too much occupied in a manner most unfortunately calculated to aggravate evils. With the greater diffusion of accurate information respecting Canada, and with the increase of emigration, we may expect its prospects in this, as in other respects, materially to brighten.

Though such be a general view of the state of churches over the wide stretch of the imperfectly occupied colony, it must not be overlooked that there are numbers of compact settlements and prosperous towns presenting a very different picture. There are there settled, in many instances, highly talented and zealous Christian ministers, blessed in flourishing and exemplary congregations. And by choosing such localities the emigrant from home will not experience the drawback he might suppose he would from want of religious ordinances.

Regarding the present state and prospects of education, the reader is referred to the statements and views contained in the chapter on that subject.

In now closing these general views of the condition and prospects of this important and rising colony, I would do so only with the further remark, suggested by attentive observation, and some degree of personal acquaintance with the wants, desires, and feelings of the colonists—that Great

Britain, in order to perpetuate, for a very lengthened period at least, an honourable, and, all things properly considered, desirable connection on both sides, she need only continue to evince still further and closer attention to the interests of the colony—not timorously stinting the colonists in the exercise of political privileges, which cannot affect the bond of connection—extending every practicable facility to their commerce and general intercourse with us at home—doing all that is possible to disseminate correct information regarding the colony, and thus encourage, by means the most natural and safe, the most sound and healthy emigration: By such attentions the already undoubted loyalty and affection of the colonists will be still further strengthened; the colony may be expected to grow up in vigour, with honour and advantage to the empire, thus extending and displaying to the world the blessings of our institutions, and receiving the affections and perfect alliance of a people destined to become, at no very distant time, powerful and influential.

CHAPTER XXVIII.

PREPARATIONS FOR THE VOYAGE.

Supply of Clothing—Articles of Furniture—Tradesmen's Tools—Agricultural Implements—Books and Writing Materials—Medicine Provided by the Ship—Bedding, Cooking Utensils, and Provisions of Steerage Passengers—Average Length of Voyage to Quebec—Best Period of the Season for Sailing to Canada—How to Dispose of Spare Funds—Information upon Particular Points previous to Embarking for Canada—Duties of the Colonial Land and Emigration Commissioners—Secretary's Address.

PERSONS upon the point of embarking for Canada, and being under the impression that the climate in winter is more severe than it really is, and that clothing and other articles are both higher in price, and more difficult to be had, than is the case—frequently spend very unnecessarily a portion of their funds, and which could with advantage be spared for other purposes upon their arrival in the colony. I would advise persons to take no greater supply of clothing than is desirable to have for ordinary purposes. To meet exigencies, in case of rough weather during the voyage, the description of clothing required for the top of a coach, or deck of a steamboat, in cold weather in this country, will be found not only suitable, I would say, for this purpose, but also sufficient for the ordinary winter weather of Canada.

Articles of furniture not required for the voyage may likewise be dispensed with, as furniture of all kinds is to be had easily in almost every part of Canada, and at prices much lower than the same articles would cost purchased in Britain, adding the freight, and risk of damage likely to be sustained in transporting them. A box of tools is sometimes mentioned in publications containing advice to emigrants, as being advisable to be taken to Canada; but this, among other articles, believed to be unnecessarily recommended, the emigrant would better not trouble himself with, unless the tools should be such as he requires for the purposes of his trade or profession. And even in this case, he should be cautious how far he encumbers himself, as every description of articles are to be had in Canada at moderate prices, and frequently more suitable for the country than those which may be selected at home. Carpenters, joiners, shoemakers, and other mechanics, ought always, if possible, to bring their most necessary tools with them, as they may miss an opportunity of being employed upon their arrival for want of them. Ploughs, and other agricultural implements, are to be had in Canada, of a good description, at reasonable prices.

In short, respecting what should or should not be taken by the emigrant bound for Canada, the advice of one who has had some experience in crossing the Atlantic would be, that every thing which is likely to encumber, and not required for the journey, should be left behind. The cabin passenger, besides his two or three trunks containing a good ordinary supply of wearing apparel, a few books, and writing materials, need have little else, except it be that he wishes to have a few trifles, which his friends or himself may suggest, to make the voyage perhaps a little more agreeable, independent of the ship's stores. Medicine is pro-

vided by the ship—every captain of a ship being required by law to provide a medicine chest, with a book of directions for prescribing and administering, which he is to do without charge to his passengers whenever required.

Steerage passengers usually have to provide themselves with bedding, a certain amount of provisions, and cooking utensils, with such articles as are necessary for serving up their meals. Fuel, with a stove or grate for cooking, and water to the amount of at least three quarts a day to each individual, and also at the rate of two and a half pounds of bread or biscuit per week, one pound of wheaten flour, five pounds of oatmeal, two pounds of rice, two ounces of tea, half a pound of sugar, and half a pound of potatoes, are required to be provided by the vessel to each passenger, according to the enactment of the Passenger's Act, under a severe penalty; for the enforcement of which, and other clauses in the same act, complaints are to be made to any of the Government Emigrant Agents, or Officers of Customs. These issues of provisions are to be made in advance, and not less often than twice a week. There are also powers provided by the Amended Passengers' Act, passed in April 1851, to the Commissioners of Emigration, to substitute for the comfort of passengers, for any of the articles of food mentioned, any other articles of food.

The average length of passage from England to Quebec was computed in 1841 and 1842, from passages by 616 vessels with emigrants, to be 45 days the one year, and 46 the other. The shortest passage was 24 days, the longest 78 days. The Commissioners of Emigration state the average passage from England to Quebec to be six weeks. The Passengers' Act requires the length of voyage to be computed at 10 weeks or 70 days, for the purpose of laying in stores. Persons who provide their own provisions would

therefore do well, I would say, to lay in a stock to meet, as nearly as may be, the period computed by Government. It will save them all uneasiness of mind upon a material point, and may prevent much suffering, which otherwise might be occasioned by a long voyage ; and the supplies left over by a shorter voyage, may, upon the vessel's arrival, and after reserving a little for the rest of the journey, be disposed of one way or other, without much loss. A deal chest, with lock and key, is perhaps the best for holding the greater part of the provisions. A good conditioned barrel with padlock, rather than a sack, is found to be best for preserving potatoes. The kinds of provisions usually taken are biscuit, hard baked loaves, hams or bacon, cheese, salt butter ; eggs, preserved by being well greased to exclude the air, and packed with bran, saw-dust, or such like ; milk, preserved by being carefully boiled with loaf-sugar, and sealed in small jars or bottles ; and tea, coffee, sugar, oat-meal, herrings, with mustard, pepper, vinegar, and salt. In calculating the provisions to be taken, those required to be provided by the vessel will, of course, be taken into account. A few other things, which the taste or circumstances of the party may suggest, will much promote comfort during the voyage. Among such may be mentioned split pease for soup, flour, suet, and a small quantity of raisins and currants for a pudding now and then ; a few lemons and oranges, a little gingerbread, and such trifles, are always found to be wonderfully agreeable in relieving and cheering the time upon occasions during an ocean voyage. Immediately before sailing, a little fresh meat, say a leg of mutton or so, with vegetables and barley, will be found, in most instances, during the first few days out at sea, very serviceable and agreeable.

It may be unusual in writers dropping such hints as

these are designed to be for intending voyagers, to recommend books ; but I would only observe, that, if in the bustle of preparation, such pleasant companions be overlooked, in most cases their absence will be much felt. Besides special books, works of a miscellaneous varied character, such as Chambers's Journal, and Information for the People, the Penny and Saturday Magazines, or even a few odd numbers of Punch, the Illustrated London News, or, it may be, one or two old newspapers, will generally be found very acceptable antidotes to the ennui usually attending a voyage across the Atlantic.

Many females entertain serious fears concerning the nature and incidents of a lengthened voyage ; but I would say, from personal experience and observation, that, with the exception of the first few days, which may be attended less or more with some unpleasant sensations of part or complete sea-sickness—those fears usually turn out rather agreeably to have very little real foundation.

The period recommended for sailing to Canada is that during which the early spring ships depart ; the greatest number of vessels usually commence the voyage from the 1st to the 15th of April, and the next greatest number during the latter part of that month. The first vessels from sea generally arrive at Montreal about the middle of May.

With regard to the spare funds, which the intending traveller may have available to take with him to Canada, it would be advisable for him to lodge such in some safe bank at home before he leaves ; and when he arrives in Canada, he can draw for this money as he requires it. This plan combines both safety and convenience, besides some little gain resulting from the difference of exchange, which is always against the colony, and in favour of Britain. The Canada Company's very useful circular, prepared with great

care, may also be consulted on this, as well as on other matters, with advantage.

Persons desirous of obtaining information upon particular points previous to embarking for Canada, are also invited to communicate with the Colonial Land and Emigration Commissioners, stationed at London for the superintendence of emigration, and diffusion of information respecting the colonies, and whose proceedings are directed by instructions from the Secretary of State for the Colonial Department. 'It is the province of the Commissioners, from time to time, to make public any authentic information which they may receive on matters connected with the settlement of waste lands in the colonies, and affecting the interest of any description of persons, who propose to settle there. They likewise answer all applications from individuals, and afford them, so far as may be in their power, such information as may be adapted for their particular cases. The office of the Commissioners is at No. 9 Park Street, Westminster, and all communications should be addressed to the Secretary, Stephen Walcott, Esq.'

CHAPTER XXIX.

CHOICE OF A VESSEL.

Best Vessels Sailing to America—New York and Quebec Passages—United States Vessels—Chief Causes of Disasters at Sea—Clyde Vessels—Government Information and Protection to Emigrants—Chief Provisions of Passengers' Act—Emigration Agents in Scotland, England, and Ireland—Rates of Steerage and Cabin Passages to America—New York and Liverpool Packet-ships—Royal Mail Steam-ships—United States Mail Steamers—Screw Steamers to Boston—Direct Railway Communication from Boston to Canada.

It is of first importance to the voyager to be enabled to select a good sea-worthy vessel, well manned and equipped, and in the charge of a captain on whom reliance can be placed as an experienced seaman, sober in his habits, and of general good character and disposition. It may not be an easy matter frequently to find all these requisites combined; but the want of any of them will be found to diminish, in some degree, the comfort of the voyager, who during several weeks has his home upon the waters.

The best vessels sailing to America are believed to be those from Liverpool, London, and the Clyde. Respecting the choice between the New York and the Quebec passage, this much may be said, that the latter is most advisable, when a good vessel is to be had, for persons proceeding to Lower Canada, and to those proceeding to any part of

Canada whose funds are limited, or who desire to see as much of Canada as possible, and to obtain useful information and advice, upon landing, from the Government Emigrant Agents. The New York route, on the other hand, is usually preferred by persons proceeding to Upper Canada, in more easy circumstances than the poorer class of emigrants ; as it is believed to be, upon the whole, most agreeable, the shortest, and perhaps the safest, and offering greatest choice of first-class vessels. It is attended with little, if any difference of expense, to those choosing the most comfortable description, or even second-class accommodation ; but there is this drawback upon landing at New York, that persons are more liable to be misled by false information of designing individuals, and frequently by downright impostors, than guided by the friendly information afforded at Quebec gratuitously by Government.

Should the traveller bound for Canada make choice of the New York route, the greatest choice of best vessels will be found at Liverpool. United States vessels have usually excellent sailing qualities, and they are generally very well managed. Strict discipline is observed among the seamen by the captain and officers, and generally great sobriety. And all these are very material points ; for it is believed to be established that most of the disasters at sea are to be attributed, not so much to bad vessels or pure accident, as to causes blameable in those having the management. Among those causes are deficiency of hands, carelessness in the duty of the seamen in not keeping a proper outlook or watch, especially in hazy or dark weather, and when near a coast ; and in a great number of instances, and indeed a leading cause, is *intemperance*. And I regret to have in truth to add, that among the shipmasters of our own country this vice exists to a most lamentable and very unsafe extent.

The traveller who intends proceeding to Canada by the St. Lawrence will find excellent vessels leaving the Clyde among the regular traders to Montreal. The Clyde, being on the west coast, is the best part of Scotland to select for departure for America. Parties, whose nearest ports would be Leith or Aberdeen, cannot always, however, find it convenient to incur the expense and extra trouble of travelling by steam or other conveyance to Glasgow or Greenock with their luggage, for the sake of avoiding the more lengthened sail and tedious passage along the east and around the north coast of Scotland; but wherever it can be easily done, it is desirable on several accounts.

Persons sailing from ports at which Government Emigration Agents are established, have the advantages of being guided by the experience of those officers in the choice of a vessel, and of having every description of necessary information gratuitously provided—such as regarding the seaworthiness of passenger ships, the periods of sailing, and means of accommodation, sufficiency of provisions, water, and medicines they have on board. The Passengers' Act, which it is the duty of those officers to enforce, is very particular in protecting passengers from annoyance and inconvenience arising from the want of punctuality in the sailing of vessels, the non-fulfilment of bargains with ship-masters or brokers, and for ensuring the comfort of passengers during the voyage. Its chief provisions consist in limiting the number of passengers to be carried by each ship, one person being allowed to every two tons burthen; and whatever be the tonnage, only one passenger for every twelve superficial feet of the space between decks appointed for passengers, and the height of such space to be not less than six feet, and not having more than two tiers of berths, and also regulating the size of each berth; also requiring

that parties contracting to find passages, to give written receipts in a prescribed form, and that no person, except owner or master of the ship, or brokers regularly licensed, and acting under written authority from principals to act as agents, be recognised as empowered to contract with parties for passages; in cases of non-fulfilment of contracts on the part of the shipper, parties to be maintained at the contractor's expense, and provided, within a reasonable time, with a passage to the place of destination, under a penalty recoverable by summary process before two Justices of the Peace; passengers during detention of ships to be victualled by the ship, and if detention exceed two working days, except caused by wind or weather, to receive 1s. per day, unless satisfactorily lodged and maintained. Among other provisions, passengers cannot be landed against their consent at any other place than the one contracted for; and after their arrival at such place, they are to be maintained for forty-eight hours on board, unless the ship in the prosecution of her voyage quits the port sooner. The Act extends to every passenger ship proceeding on any voyage from the United Kingdom to any place out of Europe. Six copies of the abstract of Passengers' Act, together with two copies of the Act, may be had to be kept on board every ship to which it applies, and one copy of the Act to be produced for perusal to passengers on request made to the master of the ship.

The Government Emigration Agent, stationed in Scotland, is, Com. Brownrigg, R. N., Glasgow and Greenock; those in England are, Com. Lean, R. N., London, (office, 70 Lower Thames Street); Capt. Patey, R. N., Liverpool, (office, Stanley Buildings, Bath Street); Lieut. Carew, R. N., Plymouth; and those in Ireland, Lieut. Henry, R. N., Dublin; Com. Friend, R. N., Cork; Lieut. Stark, Belfast;

Com. Moniarty, R.N.; Lieut. Saunders, R.N., Sligo; E. A. Smith, Esq., R.N., Londonderry; Com. Ellis, R.N., Limerick; and Capt. Kerr, R.N., Waterford. These Government Agents act under the immediate direction of the Emigration Board of Commissioners stationed at London.

The rates of steerage passages to Quebec or Montreal vary from £2:17:6 to £4, without provisions beyond the legal allowance. The rates, with full allowance of provisions, vary from £3 to £6. The places mentioned in the Government returns as affording passages at the lowest rates, are Liverpool and most of the Irish ports. Intermediate or second-class passages are ordinarily rated to be from 10s. to £2 additional. Cabin passages, with every requisite of bedding and provisions, provided in the same style as for the captain, usually range from £10 to £20. The vessels from Leith and the Irish ports are returned as charging lowest for cabin passages, and those from Greenock, Liverpool, and London the highest, the vessels from these ports being chiefly of a superior class, and their accommodation and table supplies more comfortable. Children under 14 years of age are usually computed at half rates. These rates of passage include the tax in the colonies on the arrival of emigrants, which is payable in all cases by the master of the ship.

Regular packet-ships between New York and Liverpool sail on the 1st, 6th, 11th, 16th, 21st, and 26th of every month from the latter port, and charge about £20 for cabin passage; and their intermediate and steerage rates are from 5s. to 20s. higher than those of ordinary vessels. American and British vessels sail also occasionally from the Clyde for New York. The rates of passages to New York are much about the same as to Quebec.

The line of Royal Mail steam-ships sailing between

Liverpool and New York direct, and to Boston, touching at Halifax, charge £35, including provisions and steward's fee, but without wines or liquors, for the passage to New York, Boston, or Halifax. The chief cabin passage by those steamers is to be £30 on and after the 8th November next. The second cabin passage by these steamers is charged £20, including provisions. The United States Mail steamers, now five in number, sail from Liverpool, just now, once a fortnight. Passage-money the same as by the Royal Mail line. These vessels sail weekly. There is now also steam communication between the Clyde and New York established by the Glasgow and New York Steam-shipping Company. Screw steamers sail, now, also for Liverpool to Boston; the rate of first cabin passage by which is 20 guineas, and of second cabin 12 guineas, including provisions and steward's fee. There is now direct railway communication from Boston to Canada.

CHAPTER XXX.

ARRIVAL AT QUEBEC, AND ROUTES THROUGH THE INTERIOR.

Government Information and Advice at Quebec—Arrival at Quarantine—Disembarking and Journey Onwards—Departure from Quebec—Ship Canals of Canada—Extent of Direct Inland Communication through these Canals and the Great Lakes—Branch Routes through Lower Canada—To the Eastern Townships—To Boston and New York—Scenery of Lake Champlain—Main Route to Montreal and Kingston from Quebec—Conveyances and Cost of Travelling—Routes through the Great Lakes Ontario, Erie, &c.—Route to Sault Ste Marie, Foot of Lake Superior—United States Steamers on the Lakes—Travelling on the River Ottawa—Branch Routes through Upper Canada—From Kingston up the Bay of Quinte—From Belleville, Cobourg, Port Hope, and Toronto Inland—Route through Lake Simcoe to Lake Huron—Routes through the Western Peninsula of Upper Canada—Main Routes to London, Sarnia, Chatham, and Goderich—Contemplated Railways through Canada.

THE traveller who has made choice of the Quebec passage will experience much satisfaction in having every necessary attention shown in affording him information and advice, so far as such may be within the power of the Government Agent. A. C. Buchanan, Esq., son of the highly respected and recently retired British Consul at New York, is appointed by Government the chief Emigrant Agent for Lower Canada, and stationed at Quebec, for the sole purpose of affording information and advice gratuitously to

emigrants. Emigrant ships, upon arriving within about 33 miles of Quebec, are boarded by the authorities of the quarantine department. The station is an island of the St. Lawrence, named Grosse Isle. A medical officer here examines the ship as to the state of health of those on board, and any persons that may be sick are taken on shore to an hospital.

Mr. Buchanan being usually apprised of the approach of vessels with emigrants, is in waiting to receive them in the river opposite Quebec, and either on board, or at his office, No. 30 Sault-au-Matelot Street, affords all desired information within his power. Emigrants are cautioned against unguardedly relying upon statements which may be made to them by individuals, who may put themselves in their way for the purpose of taking improper advantage of them. Having Mr. Buchanan at Quebec, and the other Government Agents at the chief towns up the country to consult, the emigrant may have his doubts in cases solved, and all necessary advice tendered to him freely and gratuitously. One little piece of advice which may be here impressed upon emigrants is, that they ought not to refuse offers of employment, however low they may suppose the rate of remuneration. They may, by doing so, suffer inconvenience before receiving another offer, and by accepting a short engagement at once, they save their means, and have an opportunity of looking about them more at leisure, and getting acquainted with the country. Persons arriving from Britain are apt, generally, from certain vague notions entertained, to place higher value upon their services than experience at some cost teaches them they can readily command.

The master of the ship is bound to disembark emigrants and their luggage free of expense at the usual landing

place, and at reasonable hours. Persons who have contracted for their passage only so far as Quebec, or who may in cases wish rather to proceed onward to Montreal by steam-vessel than wait the slower sailing of their own ship, will usually find steamers ready to take them to Montreal, a distance of 180 miles.

Steamers leave Quebec at least every afternoon at five o'clock, touching and landing passengers on their way at Three Rivers, Port St. Francis, and Sorel, and arriving at Montreal early next morning. The fare for deck passage is 3s. 9d. currency, or 3s. sterling. Children from 3 to 12 years of age are rated at half-price. The cabin passage, with provisions included, is usually charged five dollars by the first-class mail steamers. There are, however, not unfrequently opposition boats, charging lower fare than the above.

Emigrants, however, are advised to exercise caution before agreeing for their passage, as there is great competition among the steam-boat and forwarding companies; and, generally speaking, they should avoid persons who crowd on board ships and steam-boats, offering their services to get passages, &c. On arriving at Quebec emigrants may go direct from the ship's side, in which they arrive, on board of commodious steam-vessels, without its being necessary for them to go on shore, or to spend a shilling for transporting their luggage, or for any other purpose; and in those steam-vessels they can be conveyed to their destination, to any of the main ports on the St. Lawrence or the great lakes without trans-shipment, and with great rapidity. The canals through which the large steamers pass between Quebec and Lake Ontario are 41 miles in length. The dimensions of the locks of these canals are 200 feet long, 45 feet wide, and 9 feet deep. The Welland Canal, through

which steamers pass from Lake Ontario to Lake Erie, is 28 miles in length ; and the locks are 150 feet long, $26\frac{1}{2}$ feet wide, and $8\frac{1}{2}$ feet deep. A complete chain of inland navigation is thus open from Quebec, not only to the most western parts of Canada, but to all the ports of the Western States situated on the great lakes. Direct voyages are now thus made from Quebec to Chicago, on Lake Michigan, a distance of about 1700 miles. This voyage is usually accomplished in from 7 to 10 days without trans-shipment. Steamers and screw propellers sail also direct from Quebec to Hamilton, a distance of 580 miles, accomplishing the voyage within three days. The steerage passage for this distance does not usually exceed 17s. sterling.

Travellers proceeding to the Eastern Townships of Lower Canada may do so by a variety of routes. One of these is direct from Quebec by the Gosford Road to Sherbrooke, a distance of 120 miles. Sherbrooke is the centre and capital of this highly interesting and prosperous district. The next leading route into the townships is from Port St. Francis, on the St. Lawrence, 90 miles above Quebec, whence the distance to Sherbrooke is 85 miles. The daily steamers from Quebec to Montreal land passengers at Port St. Francis. From Port St. Francis to Sherbrooke, there is a mail stage three times a week, accomplishing the journey in one day. Forty-five miles above Port St. Francis, on the St. Lawrence, and within the same distance of Montreal, is the town of Sorel. From this place, where steam-boats also touch, there are two communications with the Eastern Townships. One is through the village of Yamaska to Drummondville, on the River St. Francis, where it unites with the Port St. Francis road ; the other is by steam-boat to the village of St. Dennis, within 20 miles of the town-

ships, and in the heart of the most densely peopled part of Lower Canada.

The recent opening of the St. Lawrence and Atlantic Railway, already mentioned in the chapter on the trade and general resources of Canada, has now, however, greatly increased the facilities of communication with the Eastern Townships of Lower Canada. The traveller may now proceed from Quebec to Montreal by steamer, thence cross the St. Lawrence by a steamboat ferry to Longueuil, where the new railway commences, and proceed through some of the finest scenery, and perhaps most interesting part of Lower Canada. When this important railway is completed it will open a direct communication in all seasons between Lower Canada and the Atlantic. The Atlantic terminus is the town of Portland, in the state of Maine. The length of railway will be about 280 miles, 130 miles of which runs through Canada, and 150 miles through the territory of the United States.

Another route from Montreal to the Eastern Townships, is by steamboat ferry across the St. Lawrence to the village of Laprairie, thence by railway 14 miles to St. John's, on Lake Champlain. Here the traveller may have either stage-coach or steamboat to various points of the country. The steamers on Lake Champlain afford the most direct and speediest communication between Lower Canada and the United States. The distance from Montreal to New York, through Lake Champlain, is 390 miles; which is now wholly accomplished by means of steamboat and railway. From Montreal to Boston the journey of 320 miles is now accomplished wholly by steam, nearly 100 miles by steamer to Burlington, on Lake Champlain, thence by railway to Boston. The sail through Lake Champlain, which is a little over 100 miles in length, with an average width of 8 miles

is exceedingly interesting. The banks present picturesque slopes, studded with villages, cultivated farms, and prosperous towns. In parts, again, bold, wooded, and romantic hills abruptly ascend from the margin of the lake.

We have now, however, to return from this digression which we have made in pointing out these branch routes through Lower Canada, to the main route which we left at Quebec ; and shall now continue to accompany the traveller up the St. Lawrence and the great lakes.

Those desirous of landing at Quebec, and of proceeding by the speediest conveyance to Montreal, usually take passage in the afternoon by the mail or other first-class steamer. Upon arriving at Montreal next morning, steamers of various degrees of speed, and class of accommodation, are found proceeding to Upper Canada. The mail steamers leave every morning about 11 o'clock, direct for Kingston, at the foot of Lake Ontario, a distance of 180 miles. The voyage is usually accomplished in about 26 hours,—the steamers touching at various intermediate ports. The fare by these first-class vessels usually does not exceed two dollars steerage. There is an excellent railway from Montreal to Lachine, a distance of 9 miles on the route, across the island of Montreal. Before the completion of the railway, this part of the journey was usually accomplished by stage-coaches. Steam vessels, barges, and other description of inland craft proceed direct from Montreal through the Lachine Canal, which was constructed to avoid the rapids on that part of the St. Lawrence.

The ordinary conveyances from Montreal to Upper Canada are the small steamboats and barges departing every day from the Lachine Canal, which commences at the harbour, and pro-

ceeding up the St. Lawrence River and canals to Kingston. The fares of these boats, which sail commonly about four o'clock afternoon, are usually less than by the mail or other first-class steamers, being from one to two dollars steerage, and about eight dollars cabin, including meals. The charge for extra luggage is about 2s. sterling per cwt. between Montreal and Kingston. The cartage of luggage from Montreal harbour to the canal, as regulated by the authorities, is 8d. sterling for each load of fifteen cwt., and for the largest load of twenty cwt. and upwards, the legal rate is 1s. 3d. currency, or 1s. sterling. The Government Emigrant Agent stationed at Montreal, is Mr. Conlan; and at Kingston the agent is Anthony Hawke, Esq. The chief agent for Upper Canada, A. B. Hawke, Esq., is stationed at Toronto.

Steamboats in connection with those from Montreal depart every day from Kingston up Lake Ontario, for Toronto and Hamilton, touching at Cobourg and Port Hope. The time of departure of the mail steamers is usually about five o'clock afternoon, after the arrival of the boats from Montreal. The distance from Kingston to Toronto is about 180 miles, and the passage is accomplished in about eighteen hours. The deck passage is from two to three dollars; and the cabin passage, including meals, about five dollars.

From Toronto to Hamilton the distance is 45 miles; and steamboats sail usually about two o'clock afternoon, upon the arrival of the boats from Kingston. The fares do not usually exceed two dollars cabin, and one dollar deck. The rates are, in seasons of opposition, frequently half of the above, and sometimes even less. Steamboats and screw-propellers, however, are to be had for Toronto and Hamilton, as for other ports on the lakes, direct from Quebec, Montreal, and Kingston.

Among the principal Canadian ports further westward, to which steamboats regularly ply, are Niagara on Lake Ontario, at the mouth of the Niagara River; Queenston, near the Falls of Niagara; St. Catherines on the Welland Canal; Port Stanley on Lake Erie; Amherstburgh and Windsor on the River Detroit; Chatham on the Thames; Sarnia on the River St. Clair; and Goderich at the mouth of the River Maitland, on Lake Huron. Steamboat and other accommodations may also be had to the principal copper-mining stations on Lakes Huron and Superior. The distance from Toronto to Sault Ste Marie, at the foot of Lake Superior, by the way of Penetanguishene, is 469 miles. Travellers for this far-western part of Canada, proceeding by this shortest route, depart from Toronto in coaches, a distance of 34 miles, along a macadamised road to Lake Simcoe, which they cross by steamboat, and having by coach passed a portage of about 14 miles, from Lake Simcoe to Sturgeon Bay, on Lake Huron, they again embark on board a steamboat through Lake Huron to the Sault Ste Marie.

Having now conveyed the traveller to the most western parts of the country, we may mention a few other routes and conveyances, which may prove serviceable.

On the United States side of the St. Lawrence, from the town of Ogdensburgh, opposite Prescott, 127 miles above Montreal, there is a daily line of steamers westward, along Lake Ontario to Lewiston, on the River Niagara, a short distance below the celebrated Falls. These steamers touch at Youngston, Rochester, Oswego, and Sacket's Harbour, in the United States, and at Kingston, in Canada. The distance from Ogdensburgh, on the St. Lawrence, to Lewiston, on the Niagara, is about 228 miles. From Kingston to Lewiston,

the distance is about 164 miles. Both Ogdensburgh and Lewiston have easy and frequent communication with the Canada side, the one with Prescott, the other with Queenston, by means of a ferry. The rivers are comparatively narrow at these points. There is, besides this daily line of communication with the United States, a further steamboat communication three times a-week, between the United States port of Rochester, on the Genessee River, falling into Lake Ontario, and the Canadian ports of Toronto and Cobourg. The distance between Toronto and Rochester, direct, is about 95 miles, and between Cobourg and Rochester about 69 miles. There is also communication by steamboat between Toronto and Oswego, distance about 140 miles. All these steamers connect with lines of railroad at Ogdensburgh, Oswego, Rochester, Lewiston, and Queenston; and with steamers on the River St. Lawrence, downwards, and with the Rideau Canal at Kingston.

Between Kingston and Bytown, on the River Ottawa, a distance of 120 miles, through the Rideau Canal, steamers ply four times a-week. And between Bytown and Montreal, a distance of about 120 miles on the River Ottawa, there is a daily line of communication by steamboat. There is also daily communication, by stages and steamboat, between Bytown and Portage du Fort, on the Ottawa, 60 miles above Bytown. By this route up the Ottawa, as well as by that of the St. Lawrence, some of the most magnificent river scenery of Canada may be visited.

Among the ordinary routes of travel from Kingston, westward, may be mentioned a daily line of steamers to Picton and Belleville, up the Bay of Quinte, a distance of 50 miles. There are also daily stages from Belleville to Cobourg, and westward. The communication between Cobourg and Port Hope, and the prosperous settlements of the

interior, is likewise daily, by means of stage-coach and steamboat on Rice Lake and the River Ottanabee.

From Toronto, inland, through one of the finest districts and most prosperous settlements in the whole of Canada, there is daily stage communication along an excellent macadamised road, for a distance of 34 miles, to Lake Simcoe, along the shores of which lake there is regular steamboat communication. Thence northwards, by means of a short stage of 14 miles, the waters of Lake Huron are reached.

On Lake Erie there are daily steamboat communication to all points. From Chippawa, in the Niagara District, two or three miles above the Falls, to Buffalo, the distance is 18 miles. From Buffalo there are steamers daily through Lake Erie, the Detroit River, Lakes St. Clair, Huron, and Michigan, touching at Detroit, opposite Windsor, in Canada, and also at the Canadian town of Sarnia, at the head of the River St. Clair. There are also steamboat communication between Buffalo and Port Stanley, on Lake Erie, in the London District, and other ports on the Canada side of the lake. And there are also steamers between Amherstburgh and Windsor, on the Detroit River, and the town of Chatham, on the River Thames, in the Western District of Canada. Steamers usually also ply to the town of Goderich, at the mouth of the River Maitland, on Lake Huron. Up the Grand River, which falls into Lake Erie, from Dunville to Brantford, there is also steamboat communication.

Brantford is 25 miles from Hamilton, at the head of Lake Ontario; and the best passenger route to that town is by daily stage for Hamilton, over one of the most pleasant roads in the country. The whole line of road from Hamilton westward, through Brantford and Woodstock, to London, has been for several years now well planked and macadamised. The Great Western Railway, which is now

in the course of construction, will very soon now still further develop the rich resources of this highly prosperous and inviting part of Canada. The distance from Hamilton to London is about 90 miles.

From London westward to Chatham, on the River Thames, a distance of about 70 miles, there is daily stage communication over an excellent road. From London to Sarnia, at the head of the River St. Clair, and foot of Lake Huron, the distance is about 70 miles direct west, over which there is regular mail stage communication three times a-week. From London northwards to Goderich, the distance is 60 miles through some of the richest land in Western Canada. There is also regular mail stage communication on this route three times a-week. From London southwards to Port Stanley, on Lake Erie, a distance of 25 miles, is also another regular stage route, over an excellent planked road.

Before taking leave of this part of Canada, we have only now to mention a daily stage route from Hamilton to the town of Goderich, on Lake Huron, through Dundas, Guelph, and other places situated in the Gore and Wellington districts, and north-west of Hamilton. The distance from Hamilton to Goderich by this route, through Guelph, is 101 miles. The town of Guelph, on the River Speed, is 30 miles north-west of Hamilton. Upper Canada in this direction is richly fertile, and highly prosperous. Thriving towns and villages now present themselves which were not in existence 20 years ago; and these are now surrounded and supported by an industrious, contented, and comparatively wealthy agricultural population.

Having guided the traveller now in various directions, from Quebec upwards to the westernmost parts of Canada, and along the great lakes, we will now close the chapter.

In a few years the contemplated railways through Canada will have greatly improved the means of travel, and, in a corresponding degree, lead to the still further developement of the resources of this important and promising country.

The next chapter will contain some directions for travellers arriving at New York.

CHAPTER XXXI.

ARRIVAL AT NEW YORK, AND ROUTES THROUGH THE INTERIOR.

Information and Advice at New York—Passage up the Hudson River—Cost of Travelling—Scenery of the Hudson—Railways and Steamboats—Albany, and its Lines of Communication—Railway to Boston—Routes to Canada—Routes Westward to Buffalo—The Erie Canal and Branches—Railway to Buffalo, and Branches—Buffalo to the Falls of Niagara—Suspension Bridges across the Niagara—Route from Buffalo to Toronto—Rates of Travelling by Railway in America—Railway Accommodation in the United States—Travelling on the Erie Canal—Comparative Estimate of New York and St. Lawrence Routes—Travelling from Buffalo Westward and Southward—Steamers on Lake Erie—Routes from Cleveland, on Lake Erie, to the Rivers Ohio and Mississippi—Distance, Time, and Cost of Travelling—From Buffalo Westward to Detroit—To Ports in Canada—Detroit to Ports on Lake Michigan—Chicago through the Illinois River to the Mississippi—Aspect of the Country.

THE voyager who has made choice of the New York passage is most likely, especially if inexperienced, to be subjected to some annoyance from the gangs of unprincipled persons who beset the emigrant upon his arrival at this port, in order to dupe him out of his money, under the pretence of being authorised to contract for his means of conveyance up the country, or to provide him with lodgings in the city. Persons who thus beset the traveller ought scrupulously to be avoided, and no dependence placed upon their statements.

In order to protect strangers arriving from Europe against such impostors, and to afford necessary information

and advice, an association, composed of highly respectable English residents of New York, has been established. Emigrants, therefore, in need of information or advice upon their arrival, with regard to routes and expenses of traveling, &c., should apply to the British Protective Emigrant Society, No. 17 Rector Street, New York, where such information and advice are afforded them free of charge. The British Consul, Mr. Anthony Barclay, may also be consulted. The United States Government have also a body of Commissioners of Emigration stationed at New York for the purpose of affording information and necessary assistance to emigrants. The office of the Commissioners is in the vicinity of the City Hall, Broadway. The importance of such arrangements for the protection and assistance of emigrants arriving at New York may be estimated from the fact, that in one day, the 29th September last [1851], there had no less a number than 2569 emigrants arrived at that port from Europe.

Persons destined for parts westward or northward of New York—which directions include the Western States and Canada—usually take a steamboat up the Hudson River to Albany, a distance of 145 miles. The steamers on the Hudson depart every morning and evening from New York—usually about 7 o'clock morning and from 5 to 6 o'clock evening. The time occupied on the passage is from nine to twelve hours, according to the sailing qualities of the boat. The boats on the Hudson are very numerous, from the magnificent floating palace, which commands first-class fares, to the smaller and older boats which ply as opposition boats at rates of passage almost nominal. The cabin fare in first-class boats is usually one dollar and a half, or a little over 6s. sterling, exclusive of meals. Meals are charged half a dollar each. Sleeping berths on

board of the evening boats are usually included in the passage money. Where they are not, half a dollar extra is charged for this accommodation. When state-rooms are desired, an extra charge of a dollar and a half is made for a room with two berths. The inferior class of boats carry cabin passengers usually for half a dollar, and sometimes a quarter of a dollar—charging half a dollar for berths, and half a dollar for meals. Deck passengers are of course charged at rates much less than these—perhaps, in most instances, at one-half.

The River Hudson, as is well known, presents some of the most striking and pleasing scenery in North America. In the immediate vicinity of New York, its picturesque slopes are studded with handsome villas, gardens, orchards, and shady clumps of forest, interspersed with lawn. Villages and large towns, too, along its entire course, display its importance, crowding, as they do, with their wharfs and warehouses, with other signs of active industry, into the full current of the noble river. Stately mansions here and there rear themselves in lovely nooks, or on commanding sites. Cultivated fields, with the light painted farm-houses, so peculiar to America, are on every hand basking themselves in the pure transparent atmosphere, along lengthened slopes, or on hill sides. All this and more delight the eye and imagination of the tourist on the Hudson. There is the fairy windings of the river, too, in parts placing him now and then, for the instant, in lovely lakes presenting neither inlet nor exit. The wooded and rocky headlands are almost touched by the boat, when, like a thing of life, she sweeps around them, dispelling one illusion only to create another similar and more romantic, it may be, with wood and crag, and dark pine-topped hills, towering majestically from the clear river margin. The white sails, and sweeping

of steamers to and fro, lend a lively animation to the other interesting features of the magnificent river.

Besides steamers and every variety of sailing craft on the Hudson, New York has now two distinct railways, competing with the river for the rapidly increasing traffic of their Great West. One of these railways runs close along the margin of the Hudson; and, while the finest river steamers in the world are speeding their 18 and 20 miles an hour, as they sometimes do, their new rivals, along the banks, are whisking past them, at a rate often fully more than double. These railways must have taken a large proportion of the first-class passenger traffic from the steamboats, besides much of the more perishable and costly description of produce and merchandise.

Albany, the capital of the State of New York, is a great centre, whence lines of communication radiate in every direction. Canal, river, or railway, convey either south, north, east, or west, the vast human tide which is here constantly setting in from every corner of the world; more particularly the large and increasing flow of European emigration.

Two railways and a river, as we have just noticed, form the stream northward and westward from New York. From Albany, eastward to Boston, the distance of 200 miles is accomplished by a railway in ten hours. Canal, railway, lake, and river, offer, northward from Albany, to carry on communication with Canada. There is the Champlain Canal from Troy, six miles above Albany, to Whitehall, at the head of Lake Champlain, whence there are daily steamers to St. John's, Lower Canada. The distance of about 23 miles from St. John's to Montreal is accomplished by a railway of 14 miles, and a steamboat ferry, of about nine miles, across the St. Lawrence. Besides the canal from Troy to Whitehall, there is now a railway from both Troy and Al-

bany, passing through the celebrated watering-place of Saratoga, to Whitehall. Albany, again, has, for its vast traffic westward, both the Erie Canal and its Western Railway. Both these works commence at Albany, and terminate at Buffalo, at the foot of Lake Erie.

The Erie Canal is 364 miles in length, besides having branches in several parts of the line. One of these is at the town of Syracuse, 162 miles west of Albany, opening a canal communication to Oswego, on Lake Ontario, where steamers cross the lake to Upper Canada. Rochester, 259 miles west of Albany, is another point whence passenger and goods traffic diverge to Upper Canada. Rochester is situated a very few miles up the Genessee River from Lake Ontario, from which point there is a line of steamers, three times a-week, to Toronto, Cobourg, and other ports on the Canada side of the lake. The distance from Rochester across Lake Ontario to Toronto, is 95 miles, and from Rochester to Cobourg 69 miles.

The distance from Albany to Buffalo by railway is 325 miles, through the towns of Schenectady, Utica, Syracuse, and Rochester. From Syracuse there is now a branch line of railway of 35 miles to Oswego, on Lake Ontario, thus facilitating the means of communication with Upper Canada. The distance from Oswego to Toronto is 140 miles, and from Oswego to Cobourg about 90 miles.

At Buffalo there is a branch line of about 20 miles to the Falls of Niagara, a little below which point, on the Niagara River, is the famous suspension bridge spanning the boundary of American and British territory here. This celebrated bridge is understood to have been so successful as a commercial speculation that another similar one has recently been thrown across the Niagara a short distance below.

From Buffalo to Lewiston, opposite Queenston, on the Niagara, the distance by railway is 31 miles. From Lewiston to Toronto, the distance by steamboat down the Niagara River, and across Lake Ontario, is 43 miles. Steamers sail daily from Lewiston and Queenston to Niagara, Hamilton, Kingston, and other ports of Canada. There is a short railway, of a few miles, from Queenston to the Falls of Niagara.

The rates of travelling by railway in America are usually from two to four cents, or from one penny to twopence per mile, according to the class of accommodation. Generally speaking, however, there is only one class of railway accommodation in the United States. The American carriages have not subdivisions as with us, but are fitted up in open saloon style, with a door at each end, opening upon a platform. Passengers may thus proceed from one carriage to another, from the one end to the other of a train, even when at full motion, without inconvenience, as is frequently done. There is a passage up the centre of each carriage, with a row of commodious and comfortably cushioned seats on each side. These carriages are also well lighted, ventilated, and heated during cold weather.

The fare by express railway trains from Albany to Buffalo is usually eleven dollars. On this railway, however, there is an emigrant train to compete with the Erie Canal, carrying emigrant passengers only, for $5\frac{1}{4}$ dollars. The rates of passage on the Erie Canal are from one and a half to three cents, or say from three farthings to three halfpence per mile, according as meals are or are not provided.

The time usually occupied by the ordinary Erie Canal boats, carrying emigrants, may be stated to be about eight days. These boats, too, are frequently very inconveniently crowded. This, together with their limited and uncomfortable accommodation, and length of time on the way, make

them anything but a satisfactory means of accommodation for families, or even single persons. The route by the St. Lawrence has now advantages over that by the Erie Canal. The inland voyage from Quebec to Chicago, on Lake Michigan, a distance of about 1700 miles, is now accomplished, as has been already stated, in from 7 to 10 days without transshipment, and at a cost of 35s. sterling, exclusive of meals, which will not usually exceed 1s. per day.

From New York to Chicago by the speediest conveyances of railway and steamboat, the time occupied, under the most favourable circumstances, is about 7 days, at a cost of about 41s. 9d. sterling. There is to be added to this the cost and inconvenience of removal, with luggage, from the Hudson river steamboat at Albany to the railway, and from the railway at Buffalo to the Lake Erie steamboat, with the additional risk of detention, and other incidental loss of means and time. The ordinary time occupied in travelling from New York to Chicago may be estimated at from 14 days, at a cost of about 37s. 6d. sterling. The St. Lawrence route, even for persons proceeding to the Western States of America, may therefore, in a majority of cases, be preferred.

From Buffalo there are daily steamers westward to the principal ports of Lakes Erie, St. Clair, Huron, and Michigan. The chief ports of Lake Erie are, Erie, in the State of Pennsylvania; and Astabula, Cleveland, and Sandusky, in the State of Ohio. From Cleveland there is a canal southwards, branching off into two parts, forty miles south of that port—one arm reaching to Pittsburgh in Pennsylvania, the other to Cincinnati in Ohio. These two places are 461 miles apart by the river.

From Pittsburgh, Portsmouth, and Cincinnati, steamers descend the Ohio to the Mississippi. From Buffalo to

Cleveland, the distance is 195 miles ; and from Cleveland to Cincinnati about 400 miles. From Cincinnati to New Orleans the distance is 1424 miles. The time usually occupied on this passage is 7 days.

The length of the Ohio River, from Pittsburgh to its junction with the Mississippi, is about 950 miles. From this point to the mouth of the Mississippi, at Balize, the distance is about 1150 miles. The entire length of the Mississippi from the falls of St. Anthony to Balize, on the Gulf of Mexico, is upwards of 2000 miles. New Orleans is situated about 100 miles from the mouth of the river. The rates of passage on the steamers of the Mississippi may be calculated at about 3 to 4 cents, or $1\frac{1}{2}$ d. to 2d. per mile cabin, and about 1 cent, or $\frac{1}{2}$ d. per mile deck fare. For long distances cheaper rates of passage may be obtained. The rate of sailing is about 10 miles down stream, and about 6 miles up.

From Buffalo to Detroit by steamboat, the distance is about 325 miles, and the rates of passage from about two dollars steerage, to about six dollars cabin passage. The time occupied is usually about 30 hours. Steamers ply daily from Buffalo to Chippewa, Canada, a distance of about 18 miles. Also regularly, at least three times a week, to ports along the Canada shore ; among others, to Dunnville, near the mouth of the Grand River, a distance of 40 miles ; to Port Dover, 85 miles ; and to Port Stanley, in the London District of Canada, a distance from Buffalo of about 145 miles. Steamers ply also regularly from Detroit to Chatham, on the River Thames, in the Western District of Canada ; and also to Sarnia, at the head of the River St. Clair.

The Michigan Central Railway conveys passengers direct across the country to Lake Michigan, thus avoiding the circuitous passage through Lakes St. Clair and Huron.

Steamers, besides, sail regularly up these lakes for the chief ports on Lake Michigan and others. The chief ports beyond Detroit, at which steamers touch, are Mackinaw, and Green Bay, and Milwaukie, and Racine, in the state of Wisconsin; and Chicago, in the state of Illinois. The distance from Detroit to Chicago is 640 miles. The time occupied in the voyage is three days.

From Chicago, there is a route, by canal and the Illinois River to the Mississippi. The distance from Chicago to St. Louis, on the Mississippi, is about 390 miles. The time occupied on this canal and river passage is three days, and the rates of passage may be estimated at from 5 to 12 dollars, according to the class of accommodation. This route from Chicago extends, generally speaking, through a flat, but not unfrequently richly fertile country. Sweeps of beautiful prairie present themselves now and then, diversified by clumps of shady forest trees, and winding streams. In other parts of the route, chiefly along the banks of the Illinois River, the land is low and swampy, and covered by dense forests. There are parts, again, of the banks of the Illinois, where the land rises, and affords sites for thriving villages and towns.

Having now afforded some guidance to the traveller in various directions, both through the United States and through Canada, we here close this chapter, the last but one now of our work. In this last chapter, to which we now proceed, we have to offer some practical views on the general subject of emigration.

CHAPTER XXXII.

VIEWS ON EMIGRATION.

The most Practical Considerations Suggested—Sound Colonisation Dependant on the Laws of Demand and Supply—Dangers likely to result from Grand Schemes of Emigration Proposed, without regard to such Considerations—The Paupers and other Descriptions of Persons not Wanted, 'Shovelled' into our Colonies—Serious Want of Information respecting the exact Condition and Demands of our Colonies—The Present Large Emigration from Ireland—How Promoted Chiefly—Manner in which it might have been Directed—Plan Suggested for Collecting and Diffusing Proper Information regarding our Colonies.

UPON no subject of equal importance, and upon which so much has been written, have views less practical, perhaps, been brought to bear, than upon this very important and apparently little understood one of emigration.

The limits of a short chapter, here, will only allow the most practical considerations, to the best of the writer's judgment, to be brought under notice, and which have been suggested by closest and most practical inquiries and observations during a residence in the colony, to which the remarks particularly apply.

It may, in the first place, be observed, as a fundamental principle, that colonies appear to be as much, and of necessity, governed by the laws of demand and supply in regard to the

amounts of the various descriptions of population required, as are individuals, companies, or communities in their ordinary transactions ; and any departure from those laws inflict injury as much in the one case as in the other. Grand schemes of emigration, conducted in the present state of our information with regard to our colonies, it is believed, would most probably present similar disheartening results, which grand schemes of other shipments would, which had not been 'ordered,' or had been sent without full acquaintance with the particular necessities or demands of the country. The paupers 'shovelled' out of England, and thrown under the rock of Quebec in ignorance or disregard of the wants of the colony, or fitness of the individuals to be proper colonists ; the hand-loom weavers of the west of Scotland, unfitted, the majority of them, to supply the wants of Canada, yet flocking out, as has been the case, at certain periods, in ship-loads to Quebec, and forwarded to the upper country at Government expense—in many instances only to experience disappointment, and to be obliged to swell the public factories of the neighbouring republic : These are cases illustrative of the evils connected with even a very limited emigration, conducted without regard to the principles of demand and supply ; and which, if extended as has been proposed, on various occasions in certain quarters, so as to allow a freer communication with our colonies, would only aggravate evils.

The great error lies in supposing that the classes of persons who are overabundant at home, and consequently least wanted, are exactly those most needed by the colony. Broken-spirited paupers, hand-loom weavers, and other persons unaccustomed, and frequently quite unfit, for the kinds of labour in demand by the colony ; as also a de-

scription of Irish labourers, who either cannot or will not work, except upon canals, and who flock out to the United States and to Canada, and are the cause of serious disturbances on account of their large numbers—illustrate very distinctly that it is more the want of information respecting the exact condition and demands of our colonies that is experienced, than any extension of means to inundate the colonies still more with unsuitable individuals.

The present exodus from Ireland, as the very large and increasing emigration from that country has been termed, supplies very fully, though it would appear not to do so at first sight, evidence to corroborate the foregoing observations, which were placed before the public, and the soundness of the principles they embodied, approved of in influential quarters several years ago.

Had the imperial or colonial governments taken the same care to supply desirable information as has been done so extensively by the relations and friends of the Irish in America, a very large proportion of the present emigration to the United States might have been directed to our colonies. The importance to our manufactures may be urged, among other considerations, for the bone and sinew of a country, the working material, being directed usefully to those promising fields specially entrusted, in the meantime at least, to our care to people and develop, instead of allowing such, through culpable neglect, to be clothed and beneficially employed by another country whose manufacturers, by their hostile tariff, debar us, as much as possible, from sharing any direct advantages of their growth and prosperity.

Were authoritative, accurate, and minutely exact information extensively and periodically diffused among all classes at home respecting our colonies, this simple plan, it is confidently believed, would, as applied to Canada at

least, answer all the ends desirable in sound colonisation. Nothing is wanted so much as this description of information, and, until this be supplied—even should to-morrow see every war-ship placed at the public disposal, in order to 'bridge' the Atlantic, by affording free passages—it will be in vain that we expect a desirable and prosperous emigration. With such information—which, further to carry out the illustration of supply and demand, would appear at home, in the market of supply, much in the light of a particular order or demand from the colony for certain amounts and descriptions of population—we might hope to see the present annual amount of emigration to our colonies at least doubled, and the individuals composing it more suitable to the exact wants of the colony. And without such attention to meet the exact nature of a colony's demands, colonisation can never be expected to yield the full advantages it is calculated to do, either to individuals or the colonies.

The manner in which valuable information could be collected in Canada for use at home, might be suggested to be partly through the means of the present arrangements for taking the annual census, and partly through the means of new arrangements to be provided by the several districts. Accurate descriptions of the districts might be drawn up, somewhat in the manner of the statistical account of Scotland drawn up by the parish clergy, but more detailed in several respects, so as to present, for instance, the numbers of persons employed in agriculture, in the various trades and professions, with the rates of remuneration—the probable demand, and general encouragement, or otherwise, for particular descriptions of persons—in short, such information as the various classes of persons would themselves

direct their attention to, were they to proceed to the spot for such a purpose.

Each district account might be accompanied with a map, which would be all the more useful were it to present the varieties of soils, the lands occupied and unoccupied, cultivated and uncultivated—and those for sale, whether Crown, company, or private lands, with references as to price and terms. Accounts, with illustrative maps, such as these of every district might be made, with annual corrections or supplementary reports—and circulated extensively throughout England, Scotland, and Ireland—would very greatly promote the interests of the colony, and meet what is so much wanted in Britain, in order to guide the numbers of persons whose circumstances would be improved by emigration, but who, because of the deficiency and uncertainty of information, will not run any hazard of failure, so long as there is hope at all left of their making shift in their present circumstances. Those accounts or reports might be made more uniform, and more generally useful, were they to be collected and compiled under the direction of a Board of Emigration to be established in the colony, of which the chief Government Emigrant Agents would be members, and the president, perhaps, a member of the Colonial Executive.

This Board might have powers to revise, condense, and publish, and also to prepare a summary or general report for the whole colony. A member of this Board, or other individual well acquainted with the colony, might be established as Commissioner in Britain, for the purpose of superintending the distribution of the information respecting the colony, and also to correspond with and answer all necessary inquiries of persons desirous of special information. Were such commissioners of colonies not to supersede the present

Emigration Board of Commissioners established by the Imperial Government, and stationed in London, they might perhaps be usefully incorporated with this Board, and in conjunction with them much more efficiently represent the interests of the several colonies, and be enabled to diffuse information in a more satisfactory manner than the present constituted Board can be expected to do. The necessary expenses of collecting and preparing information, and to meet the charge for salaries of an Emigration Board in Canada, and a Commissioner in Britain, might be provided from a share of the proceeds of the recently imposed tax upon unoccupied and waste lands.

Arrangements such as these, whereby authoritative, accurate, and minutely detailed information respecting Canada might be collected, and extensively circulated throughout Britain, appear to be calculated more successfully to promote the increase of a sound and healthy emigration than any other means which it would be safe or desirable at present for Government to employ. A still further reduction of the rates of ocean postage, as has been suggested in a previous chapter, would no doubt be attended with very great benefit to the colonies, and, even under the present government emigration arrangements, would very materially facilitate the diffusion of information, and promote desirable intimacy between the colonies and parent country.

APPENDIX.

No I.

CATALOGUE OF SOME OF THE ECONOMIC MINERALS AND DEPOSITS OF CANADA, WITH THEIR LOCALITIES.*

By W. E. LOGAN, Esq., Provincial Geologist.

METALS AND THEIR ORES.

IRON.—*Magnetic*.—Marmora, range 1, lot 7, (a 100 feet bed,) range 2, lot 13; range 9, lot 9; range 9, lot 6. Madoc, range 4, lot 2, (a 25 feet bed;) range 5, lot 11; range 6, lot 10; range 7, lot 9. South Sherbrooke, C. W., Myers' Lake, range 3, lot 17, 18, 19, (a 60 feet bed.) Bedford, range —, lot —. Hull, range 7, lot 11; (a 40 feet bed;) range 5, lot 11; range 6, lots 12 and 13. Litchfield, Portage du Fort, a small vein.—*Specular*.—Lake Huron, Wallace Mine location, near White-fish River, (a 15 feet vein.) McNab, ranges C and D, lot 6, Dochart River, (a 12 feet vein.)—*Bog*.—Middleton; Charlotville; Walsingham. W. Gwillimbury, mouth of the Holland River. Fitzroy, Chats; Eardley, range 8, lot 20; March, Constance Lake; Hull, range 7, lot 14. Templeton, McArthur's mill; Vaudreuil Seigniory, Cote St. Charles and Sac au Sable. St. Maurice Forges. Stanbridge, range —, lot —; Simpson, range 12, lot 8; Ireland, range 4, lot 12; Lauzon Seigniory, St. Lambert; Valiere Seigniory, junction

* The quantities in the localities indicated are not in every case of a sufficient amount to be profitably available, but they are always of sufficient importance to draw attention to the localities, as a possible guide to the discovery of others in the vicinity, where quantities may be greater. [The names of the localities are chiefly those of the townships, with the more exact references to the particular range and lot, as marked in the local maps of the country.]

of Riviere du Sud and Bras.—*Titaniferous*.—St. Armand East, lot 45, (a 5 feet bed.) Sutton, (in beds of 2 to 8 feet) range 9, lots 4, 5, 6, 7, 9; range 10, lots 7, 8; range 11, lots 7, 9. Brome, (in beds of 2 to 15 feet) range 3, lots 1, 2; range 4, lots 5, 6; range 5, lots 4, 5. Bolton, range 14, lot 2. Vaudreuil Beauce Seigniory, north corner (a 45 feet bed). Bay St. Paul, St. Urbain, (a 90 feet bed;) St. Lazare, (a still larger mass.)

ZINC.—*Sulphuret*.—Lake Superior, Prince's location; Mamainse.

LEAD.—*Sulphuret*.—Fitzroy, range 8, lot 12; Bedford, range —, lot —. Bastard, range —, lot —. Petite Nation Seigniory? Gaspé, Little Gaspé Cove, and Indian Cove.

COPPER.—*Sulphurets, &c.*—Lake Superior—Spar Island, Prince's location, a 4 feet vein, (*vitreous sulphuret*, with *silver*.) St. Ignace Island, Harrison's, Ferriers' and Merritt's locations; (*native copper*, with *silver*.) Michipicoten Island, (*native copper*, with *silver*.) Mica Bay, Mamainse, (*yellow, variegated, and vitreous sulphurets*.) Lake Huron—Root River, a 3 feet vein, (*yellow sulphuret*.) Echo Lake, (*yellow sulphuret*.) Bruce Mines, a 4 feet vein, (*yellow, variegated, and vitreous sulphurets*.) Wallace Mine, Whitefish River, (*yellow sulphuret*.) Eastern Townships—Upton, range 21, lot 51, (*argentiferous yellow sulphuret*), a 1 foot vein. Ascot, range 7, lot 17, (*argenti-auriferous yellow sulphuret*), a 2 feet vein. Inverness, range 2, lot 4, (*variegated sulphuret*), a 2 feet vein.

NICKEL.—*Sulphuret, &c.*—Lake Huron, Wallace Mine. Augmentation to La Noraye and Dautraye Seigniory, (with *iron pyrites*), traces. Brompton, range 11, lot 19, (*Nickel ochre*), traces.

SILVER.—*Native, &c.*—Lake Superior—Prince's location, a bunch of 4 cwt. of $3\frac{1}{2}$ per cent. met with, equal to 72 lbs. of silver per ton of rock. St. Ignace Island, Harrison's, Ferriers', and Merritt's locations. Michipicoten Island, north side.

GOLD.—*Native, in Gravel*.—Vaudreuil Beauce Seigniory, Riviere Guillaume; Riviere Bras; Ruisseau Lessard; Riviere Touffe des Pins for 3 miles up; Ruisseau du Lac. Aubert de L'Isle Seigniory, Riviere Famine. Aubert Gallion Seigniory, Ruisseau—, Pozer's River for 3 miles up. Riviere Metgermet, opposite Jersey.

GOLD.—*Native, in vein*.—Lake Superior, Prince's location, (traces.) Ascot, range 7, lot 16, (with *copper* and *silver*, value of *Gold* 1 dollar per ton of rock.)

CHEMICAL MATERIALS, BEING SUCH AS REQUIRE PECULIAR
CHEMICAL TREATMENT TO FIT THEM FOR USE.

URANIUM.—(*For glass staining, and porcelain painting, &c.*)—
Madoc, range 4, lot 12, traces in the iron ore bed, in the form of
uran ochre.

CHROMIUM.—(*For glass staining, porcelain and oil painting, &c.*)
—Bolton, range 7, lot 26, a 12 inch bed of *chromic iron*. Aug-
mentation of Ham, range 2, lot 21, a 14 inch bed of *chromic iron*.

COBALT.—(*For glass staining, and porcelain painting, &c.*)—
Lake Superior, Prince's location, (traces); Lake Huron, Wallace
Mines, (traces.) Augmentation to La Noraye and Dautraye Seig-
niory, with *nickel*, (traces.)

MANGANESE, BOG.—(*For bleaching and decolorizing agents.*)—
Bolton, range 12, lot 22; Stanstead, range 4, lot 24; range 10,
lot 9; Tring, near eastern boundary on road from Lambton to St.
François Beauce; Aubert Gallion Seigniory, near Pozer's river;
St. Mary's Seigniory, 3d range, Frampton road; St. Anne Seig-
niory.

IRON PYRITES.—(*For manufacture of Copperas and Sulphur.*)—
Clarendon, range 2, lot 7; Terrebonne Seigniory, a 4 feet vein;
Augmentation to La Noraye and Dautraye Seigniory, a 40 feet
vein; Garthby, range —, lot —.

DOLOMITE, with 45 per cent. of CARBONATE OF MAGNESIA.—(*For
manufacture of Epsom Salts and the Magnesia of Commerce.*)—
Exit of Lake Mazinaw; N. Sherbrooke, C. W.; Drummond; St.
Armand; Dunham; Sutton; Brome; Ely; Durham; Melbourne;
Kingsey; Shipton; Chester; Halifax; Inverness; Leeds; St.
Giles Seigniory; St. Mary's Seigniory; St. Joseph Seigniory.

MAGNESITE, with 83 per cent. of CARBONATE OF MAGNESIA.—
(*For the same purpose*)—Sutton, range 7, lot 12; Bolton, range
9, lot 17.

STONE PAINTS.

BARYTES.—*Permanent White*.—Lake Superior, in a multitude of
veins on the north shore from Pigeon River to Thunder Cape;
Bathurst, range 6, lot 4; McNab, mouth of Dochart.

IRON OCHRE.—*Yellow Ochre, Spanish Brown*.—Waltham. Paint
Lake or Pond, near Harwood Pierce's Clearing, Black River;

Mansfield, Grand Marais, opposite the most northern point of Calumet Island; Durham, range 4, lot 4.

TALCOSE SLATE.—*Ochre Yellow*.—Stanstead, range 9, lot 13; *French White*—Stanstead, range 9, lot 13; Leeds, range 13, lot 17.

SOAPSTONE.—*White*.—Sutton, range 7, lot 12; Potton, range 5, lot 20, very pure; Bolton, range 1, lot 17; range 2, lot 6; range 4, lot 4; range 11, lot 1; Melbourne, range 2, lot 19; Ireland, range 3, lot 10; Vaudreuil Beauce Seigniory, range 3 on the Bras, pure; Broughton, range 4, lot 12; Elzevir, range 1, lot 27; range 2, lot 13, pure.

SERPENTINE.—*Greenish White*.—Eastern Townships, in places too numerous to be particularised. (For the range see Marble.)

FERRUGINOUS CLAY.—*Light Red*.—Nassagaweya, McKam's Mill; Nottawasaga, Mad River.

MATERIALS APPLICABLE TO THE ARTS.

LITHOGRAPHIC STONE.—Marmora, range 4, lot 8; Rama, on St. John's Lake, south of the Junction, and on Lake Couchiching; there are probably many exposures between Rama and Marmora, the distance being 70 miles.

MATERIALS APPLICABLE TO JEWELLERY AND ORNAMENTAL PURPOSES.

AGATES.—Lake Superior—St. Ignace and neighbouring Islands; Michipicoten Island.

JASPER.—Ascote, near Sherbrooke, in a bed; Gaspé, in pebbles.

LABRADORITE.—Drummond, range 3, lot 1; Bathurst, range 9, lot 19.

SUNSTONE.—Bathurst, range 6, lot 3.

HYACINTHS.—Grenville, range 5, lot 10.

AMETHYSTS.—Lake Superior, Spar Island, and sundry places along the neighbouring coast.

RIBBONED CHERT (*For Cameos*)—Lake Superior—Thunder Bay.

JET.—Montreal.

RUBY

SAPPHIRE

} Burgess, range 9, lot 2 (in minute grains.)

MATERIALS FOR GLASS MAKING.

WHITE QUARTZ SANDSTONE.—Lake Huron—on the north shore, and the Islands near, in great abundance. Cayuga, lots 45 and 46, Town line, north of Talbot road; Dunn; Vaudreuil Seigniory. Isle Perrot Seigniory; Beauharnois Seigniory.

PITCHSTONE, BASALT AND ALLIED ROCKS.—(*For Black Glass.*)—Lake Superior—North shore and Islands; Michipicoten Island, and East coast. Lake Huron—in the trap dykes of the North shore, and neighbouring Islands. Rigaud mountain; Montreal mountain; Montarville mountain.

REFRACTORY MATERIALS.

SOAPSTONE.—Elzevir—range 1, lot 27; range 2, lot 13; Potton, range 5, lot 20; Vaudreuil Beauce Seigniory, range 3 on the Bras; Broughton, range 4, lot 42.

ARBESTUS.—Potton, range 5, lot 20.

SANDSTONE.—Lake Huron, Island of Campment d'Ours, west side; St. Maurice Forges.

PLUMBAGO.—Grenville, range 5, lot 10, 2 veins.

MANURES.

PHOSPHATE OF LIME.—Ottawa, near the division line between Westmeath and Ross, above the head of Moore's slide; Calumet slide; Burgess, range 8, lot 4; Hull, range —, lot —, near Blasdell's Mill; Bay St. Paul; Murray Bay.

GYPSUM.—Dumfries, range 1, lot 27; Village plot of Paris; Brantford, range 1, lot 15; range 2, lot 16; range 3, lot 17; Oneida, lot 57, and the block next below on the Grand River; Seneca, lots 17 and 18, on the Grand River, and the Town plot of Indiana; Cayuga, range 3, lots 19, 20, 21, 22, 23.

SHELL MARL.—North Gwillimsbury, east point of Cook's Bay; Calumet Island, in a small lake 2 miles south-east from Campment des Plaines; Calumet Island, 1 mile north-west of Desjardin's clearing, opposite Moore's slide, and in several small lakes lower down the island; Clarendon, range 1, lot 23; Mink Lake, west of Bromley; McNab, White Lake; Nepearn, on Spark's land, near Bytown; Gloucester, Hon. Mr. McKay's land, near Bytown;

Argenteuil, range 1, lot 3; East Hawkesbury, range 7, lot 11; Vaudreuil Seigniory, rear of Cavagnol Point; St. Benoit, Grand Brule, on Chenier's farm; Grande Cote, between St. Therese Ferry and St. Eustache, on McAllister's farm; opposite St. Rose, on the road to St. Therese, on Henrich's farm; St. Armand West, lots 156 and 157; Stanstead, range 11, lot 5 or 6; St. Hyacinthe Seigniory, junction of Granby and St. Pic roads; Montreal, St. Joseph; New Carlisle, in 4 or 5 small lakes, 1 or 2 miles from the village.

GRINDING AND POLISHING MATERIALS.

MILL STONES.—The localities of granitic and syenitic boulders strewed about the country, and used for mill stones, are too numerous and too accidental to be stated; these boulders are derived chiefly from the granitic or gneissoid rocks, which range on the north side of the Ottawa and St. Lawrence, from Lake Superior to Labrador. Independent of them, various rocks *in situ* are and may be used for the purpose, such as—*Silicious Conglomerate*—Vaudreuil Seigniory, Cascades and Pointe du Grand Detroit; Ham, range 11, lot 10; Port Daniel, at L'Ance a la Veille. *Granular and Corneous Quartz Rock*—This rock accompanies the serpentine of the Eastern Townships (for the range of which see Marble,) and occurs in too many places to be enumerated; a good sample has been obtained by the Hon. Mr. Knowlton from Bolton, range 6. *Granite*—Stanstead; Barnston; Barford; Hereford; Ditton; Marston; Strafford; Weedon; Vaudreuil Beauce Seigniory, near the band of serpentine. (The Vaudreuil Beauce stone is highly esteemed.) *Pseudo-Granite (without Quartz grains)*—St. Therese, Belœil, Rougemont, Yamaska, Shefford, and Brome mountains.

GRINDSTONES.—A sandstone designated as the grey band which lies at the summit of the red strata of the Medina sandstones, and which reaches from Queenston by St. Catherines, and round the extremity of Lake Ontario by Hamilton, to Esquesing, and thence to Nottawasaga, has been used in some of the northern townships for grindstones. Some parts of the Potsdam sandstone have been used for the purpose, as in Allumettes, at the Alumettes Falls; and in Fitzroy, at Shirreff's Mills. Some parts of the Gaspé sandstone, in Gaspé Bay, would yield grindstones, but though

these might prove the best of the Canadian stones, none of them would equal those of New Brunswick and Nova Scotia, or those of Newcastle, in England.

WHETSTONES AND HONES.—Madoc, range 5, lot 4; Marmora, range 6, lot 22; Lake Mazinaw, rear of Palmerston; Fitzroy, Whetstone Point, Lake Chaudiere; Potton, range 11, on Magog Lake; Stanstead, from Whetstone Island, in Magog Lake, by range 5, lots 19 and 20, and range 7, lot 26, to range 9, lot 28; thence through Hatley, to range 9, lot 3, on Massawippi Lake; Stanstead, range 9, lot 4; Bolton, range 14, lot 5; Shipton, range 14, lot 19, and range 5, lot 16; Marston, on Megantic Lake.

CANADIAN TRIPOLI, a *Silicious Infusorial Deposit*.—Augmentation to La Noraye and Dautraye Seigniory.

MATERIALS FOR PAVING, TILING, &c.

ROOFING SLATES.—Kingsey, range 1, lot 4; Halifax, range 1, lot 14; Frampton, on the land of Mr. Quigley.

FLAG STONES.—Toronto, Rivers Credit, Little Mimico, and Etobicoke; Etobicoke, River Humber; York, East Branch of River Don; Lake Temiscamang, 7 miles below the Galere; Bagot, at Calaboga rapids; Horton and Clarendon, at the Chenaux; Sutton, range 2, lot 19; Potton, range 10, lot 28, at Potton Ferry; Stanstead, east side of Memphremagog Lake, for some miles above the Outlet; Inverness, range 2, lot 5; Port Daniel, L'Ance a la Vielle.

BUILDING MATERIALS.

GRANITE of superior quality, *White, and Cleavable*.—Stanstead, ranges 4, 5, 6, 7, lots 1, 2, 3, 4, 5, 6; range 9, lot 4, to range 14, lot 11; Barnston, range 9, lot 1; ranges 10 and 11, lots 7 to 15; Barford, ranges 1 and 2, lots 5 to 9; Hereford, ranges 4 and 5, lots 19 and 20; Marston, $1\frac{1}{2}$ miles from upper end of Megantic Lake; Great Megantic Mountain, occupying an area of 12 square miles, about the united corners of Marsden, Hampden, and Ditton; Little Megantic Mountain, 6 square miles in Winslow, about $1\frac{1}{2}$ miles south-west from line between Aylmer and Gayhurst; Weedon, 1 mile south-east of Lake Louisa; Winslow, 3 miles long, about 5 miles south-east of Lake Aylmer; Strafford, 1 mile, and

3 miles up Felton River; also 6 miles from foot of Lake St. Francis; Lambton, 6 miles from foot of Lake St. Francis.

PSEUDO-GRANITE, without Quartz Grains, White, Cleavable.—St. Therese, Belœil, Rougemont, Yamaska, Shefford, and Brôme Mountains.

SANDSTONE, Yellowish White.—Niagara, at Queenston; Barton, at Hamilton; Flamborough West; Nelson; Nassagaweya; Esquesing, range 5, lot 17; range 6, lot—; Mono; Nottawasaga; Cayuga, range —, lots 45 and 46; Rigaud Seigniory, Riviere a la Graise; Vaudreuil Seigniory, Pointe Cavagnol; Isle Perrot; St. Eustache; Terrebonne Seigniory; Beauharnois Seigniory; St. Maurice Forges; Allumettes; Fitzroy.

CALCAREOUS SANDSTONE.—Rideau Canal; Bytown, various parts of Ottawa, north side from Bytown, to Papineau Island; various places from Grenville to Point Fortune; Brockville; Murray Bay, at Les Ecorchats, and White Cape, and the lots of J. B. du Berger and T. Chapreou; Lauzon Seigniory, at St. Nicholas; Cap Rouge, near Quebec.

LIMESTONE.—Malden; Manitoulin Islands, along the south side; St. Joseph Island; Coast of Lake Huron, from Cape Hurd to Riviere au Sable (north); various parts from Cabot's Head to Sydenham, in Owen Sound; and from Sydenham, by Euphrasia to Nottawasaga; thence by Mono to Esquesing, and by Nelson to Ancaster; Thorold; Matchedash Bay; Orillia; Rama; Mara and various parts to Marmora; Madoc; Belleville; Kingston; McNab; Bytown; and various parts to Plantagenet and Hawkesbury; Cornwall; Isle Bizard; Beauharnois Island, Caughnawaga; Montreal; Isle Jesus; Terrebonne; Phillipsburgh; St. Dominique; Grondines; Deschambault; Beauport; Bay St. Paul; and Murray Bay; Upton; Acton; Wickham; Stanstead; Hatley; Dudswell; Temiscouata Lake; Gaspe; Port Daniel; Richmond; Anticosti Island.

LIME.—Common.—In the various localities above enumerated for limestone. *Magnesian*—In the localities indicated for dolomite. *Hydraulic*—Point Douglas, Lake Huron; Cayuga, half a mile and $3\frac{1}{2}$ miles below the Village, and the Grand River; Thorold; Kingston; Nepean, near Bytown; Argenteuil?

MATERIALS FOR BRICKS, TILES, AND POTTERY.

CLAY.—*For Red Bricks*.—This is so widely spread in the valleys of the St. Lawrence, Ottawa, Richelieu, &c., that the localities are too numerous to be mentioned. *For White Bricks*—York, range 2 from the Bay, lots 19 and 20; Peterborough. *For Tiles and Common Pottery*—All the same localities.

MATERIALS FOR ORNAMENTAL ARCHITECTURE.

MARBLE.—*White*.—Dudswell; exit of Lake Mazinaw, rear of Palmerston (a dolomite). *Black*—Cornwall; Philipsburgh. *Brown*—Packenham, at Dickson's Mill. *Grey and Mottled*—McNab; Philipsburgh; St. Dominique; Montreal. *Variogated, White and Green*—Grenville. *Verd Antique*—Stukely. *Serpentine*—In many parts suitable for ornamental purposes, in a range of 135 miles, running through Potton, Bolton, Stukely, Orford, Brompton, Melbourne, Shipton, Tingwick, Wotton, Ham and its Augmentation, Wolfestown, Garthby, Ireland, Coleraine, Adstoch, Tring, Vaudreuil Beauce to Cranbourne; and in another range of 10 miles running through Leeds.

COMBUSTIBLE MATERIALS.

PEAT.—Wainfleet; Humberstone; Westmeath; Beckwith; Goulburn; Nepean; Gloucester; Cumberland; Clarence; Plantagenet; Alfred; Caledonia; L'Orignal; Osnabruck; Finch; Winchester; Roxburgh; Longueuil Seigniory; St. Hyacinthe Seigniory, at St. Dominique; Ste. Marie de Monnoir Seigniory; Riviere du Loup Seigniory; Riviere Ouelle Seigniory; Matan and McNider, between Riviere Branche and Riviere Matan.

PETROLEUM, NAPHTHA, &c.—Mosa, range 1, lot 29, and several spots farther down on the River Thames; River St. John, Gaspe, at the mouth, and 6 miles up on Silver Brook.

ASPHALT.—Enniskillen, range 6 or 7, lot 9.

SUNDRY OTHER MATERIALS.

MOULDING SAND.—Agusta, 3 miles above Prescott; Montreal; L'Acadie; Stanstead.

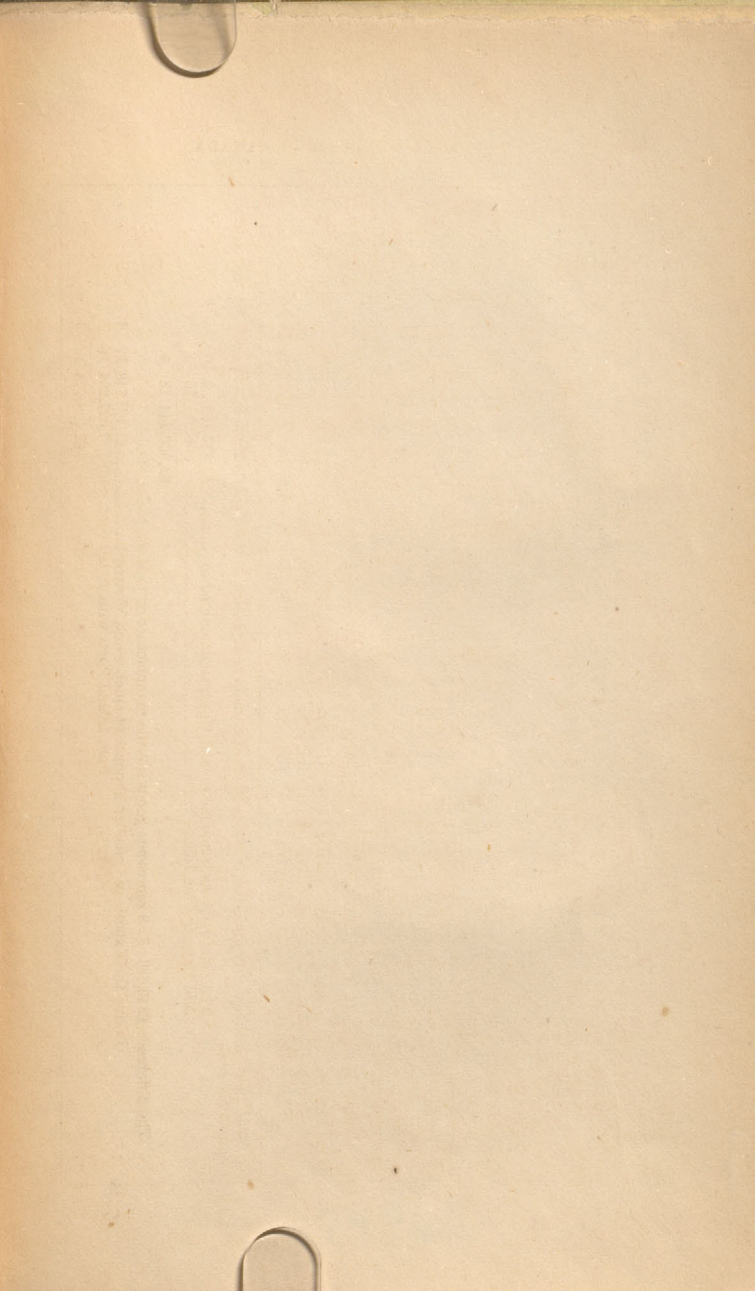
FULLER'S EARTH.—Nassagaweya, at McKann's Mill, Sixteen mile Creek.

No. II.

IMPORTS INTO CANADA, 1849, SHOWING FROM WHENCE IMPORTED.

ARTICLES.	Total Imports.			WHERE FROM.											
	Value.			Great Britain.			Colonies.			United States.			Foreign Countries.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Sugars, 103,689 cwt.....	125,176	19	2	35,791	13	2	28,715	16	1	55,085	18	8	5,583	11	3
Molasses, 55,712 cwt.....	19,535	6	8	78	8	2	7,167	11	5	9,841	14	8	2,447	12	5
Tea, 3,076,528 lbs.....	190,531	9	0	29,519	14	3	1,002	12	8	160,008	19	2	0	2	11
Coffee, 9,232 cwt.	17,189	11	8	133	11	0	270	4	3	13,928	18	5	2,856	18	0
Tobacco, Cigars, and Snuff	60,407	13	7	50	16	8	175	5	1	60,012	14	10	168	17	0
Wines, 227,833 Galls ...	38,388	17	10	18,687	15	5	880	14	6	4,573	8	0	14,216	19	11
Liquors	44,490	6	10	31,957	10	4	1,212	6	3	4,736	4	0	6,584	6	3
Salt, 1,047,721 Bushels...	28,685	15	6	9,274	18	1	206	7	7	18,925	13	4	278	16	6
Fruits and Spices	28,221	6	2	5,326	18	9	785	16	6	21,057	3	1	1,051	8	4
Grains and Flour	6,056	14	6	197	4	7	...	...	...	5,859	9	11	...	...	...
Animals	3,974	11	6	...	...	...	...	...	...	3,974	11	6	...	...	...
Butter, 25 cwt	109	1	2	...	...	...	...	...	...	109	1	2	...	...	...
Cheese, 1,777 cwt.....	3,111	9	0	594	13	1	1	2	6	2,485	5	10	30	7	7
Fish	13,468	0	0	244	9	6	6,140	19	8	7,082	10	10	...	...	...
Meat, Salt and Fresh ...	31,980	6	9	...	...	...	...	...	...	31,980	6	9	...	...	...
Candles	4,564	18	8	1,882	3	2	...	...	...	2,682	15	6	...	...	...

Leather & Manufactures of	28,307	2	9	4,856	0	6	...	...	...	21,641	12	1	1,809	10	2
Oils	22,730	12	9	11,595	19	11	1,119	19	6	8,407	3	5	1,607	9	11
Paper	7,622	17	1	2,193	10	11	...	...	...	5,429	6	2	...	...	...
Glass and Glassware.....	8,192	8	0	5,802	19	4	...	...	...	1,813	15	3	575	13	5
Furs	7,811	14	4	3,050	15	10	...	...	...	4,760	18	6	...	...	...
Cottons	360,765	19	7	330,153	5	0	...	...	...	30,337	9	11	275	4	8
Iron and Hardware	296,413	17	4	228,727	1	8	...	...	...	67,686	15	8	...	...	...
Woollens.....	190,294	10	3	163,199	6	3	...	...	...	27,095	4	0	...	...	...
Linens.....	20,120	16	1	13,945	17	7	...	...	...	6,174	18	6	...	...	...
Silks	28,794	18	4	18,955	15	8	...	...	...	7,839	15	1	1,999	7	7
Unenumerated	874,691	0	7	651,828	6	0	449	16	5	221,065	16	7	1,347	1	7
" paying 2½ per cent	271,760	19	6	53,409	3	5	785	14	7	217,148	17	6	417	4	0
Total Goods liable to duty	2,733,399	4	7	1,621,457	18	3	48,914	6	6	1,621,746	8	4	41,280	11	6
<i>Free Goods :</i>															
Animals	248	8	7	30	0	0	...	...	...	218	8	7	...	...	...
Books	14,556	4	7	6,675	10	10	...	...	...	7,413	18	8	466	15	1
Drawings	1,216	8	4	474	17	2	...	...	...	664	5	10	77	5	4
Military Stores	36,651	9	1	36,651	9	1	...	...	...	...	...	...	...	...	...
Seeds	5,963	14	8	603	10	11	...	...	...	5,360	3	9	...	...	...
Unenumerated	210,564	2	6	3,109	6	4	3	0	6	207,451	15	8	...	...	...
Total Free Goods...	269,200	7	9	47,544	14	4	3	0	6	221,108	12	6	544	0	5
Totals	3,002,599	12	4	1,669,002	12	7	48,917	7	0	1,242,855	0	10	41,824	11	11



CHEAP REPRINTS FROM THE SEVENTH EDITION OF THE
ENCYCLOPÆDIA BRITANNICA.

Neatly bound in Cloth.

In 12mo, illustrated with upwards of Sixty Woodcuts, price 3s. 6d.

THE FRUIT, FLOWER, AND KITCHEN GARDEN; forming the Article 'HORTICULTURE.' By PATRICK NEILL, LL.D., F.R.S.E., Secretary to the Caledonian Horticultural Society.

In post 8vo, with 250 Illustrations, price 5s.

THE STEAM ENGINE. By JOHN SCOTT RUSSELL, M.A., F.R.S.E., Vice-President of the Society of Arts of Scotland.

In post 8vo, price 4s. 6d., illustrated with 100 Illustrations,

A PRACTICAL TREATISE ON RAILWAYS, explaining their Construction and Management. By Lieutenant LECOUNT, R.N., F.R.A.S., C.E. of the London and Birmingham Railway.

In post 8vo, price 3s. 6d.

TREATISES ON POETRY, MODERN ROMANCE, and RHETORIC. By GEORGE MOIR, late Professor of Rhetoric in the University of Edinburgh, and WILLIAM SPALDING, Professor of Rhetoric and Belles Lettres in the University of St Andrews.

In post 8vo, illustrated with Plates and Woodcuts, price 2s. 6d. cloth,

THE ART AND HISTORY OF PRINTING from the days of GUTENBERG. By T. C. HANSARD.

In one thick volume, post 8vo, price 5s.

LITERARY SCOTCHMEN OF THE LAST FOUR CENTURIES; or, Lives of the most Eminent Scottish Writers who flourished during that period. By DAVID IRVING, LL.D., Author of Irving's Composition, &c.

In post 8vo, price 3s., illustrated by upwards of 100 Engravings on Wood, and a Chart of Magnetic Curves,

A POPULAR TREATISE ON MAGNETISM. By Sir DAVID BREWSTER, LL.D., F.R.S., Corresponding Member of the Royal Institute of France, &c., &c.

In post 8vo, price 6s.

PAINTING AND THE FINE ARTS. By B. R. HAYDON and WILLIAM HAZLITT.

In a handsome volume 4to, price 9s., with numerous Engravings, and copious Musical Illustrations interspersed with the text,

AN ESSAY ON THE THEORY AND PRACTICE OF MUSICAL COMPOSITION, with an Appendix and Notes: being an extension of the Article "Music." By G. F. GRAHAM, Esq.

In 4to, price 12s. with Fifteen Engravings on Steel, and numerous Woodcuts,

TREATISE ON THE THEORY AND PRACTICE OF NAVAL ARCHITECTURE, forming the Article "Shipbuilding," in the Encyclopædia, with additional details. By AUGUSTIN F. B. CREUZE, Member of the late School of Naval Architecture, President of the Portsmouth Philosophical Society, and Editor of the Papers on Naval Architecture.

THE WAVERLEY NOVELS.

Each Novel may be had separately at the following Prices:—

Waverley	2/0
Guy Mannering.....	1/9
Antiquary	1/8
Rob Roy	1/11
Old Mortality.....	1/9
Black Dwarf and Legend of Montrose	1/6
Heart of Mid-Lothian	2/3
Bride of Lammermoor	1/4
Ivanhoe	1/11
Monastery	1/9
Abbot.....	1/9
Kenilworth	1/11



Pirate.....	1/11
Fortunes of Nigel.....	1/11
Peveril of the Peak...	2/6
Quentin Durward.....	1/11
St Ronan's Well.....	1/9
Redgauntlet	1/10
Betrothed, &c.	2/0
Talisman, &c.	1/9
Woodstock	2/0
Fair Maid of Perth ...	1/11
Anne of Geierstein ...	2/0
Count Robert of Paris	1/8
Surgeon's Daughter...	2/6

A COMPLETE SET OF THE WAVERLEY NOVELS.

CHEAPEST EDITION.

In five volumes, royal 8vo, with Portrait, Facsimile, and Vignette Title after designs by Harvey,

may now be had for

FORTY-FIVE SHILLINGS;

or strongly bound in cloth,

FIFTY SHILLINGS;

And the Novels separately at prices varying from 1s. 4d. to 2s. 6d. each.

Catalogues of the different Editions may be had on application.

NEW ILLUSTRATED HISTORIES.

KITTO'S ILLUSTRATED HISTORY OF PALESTINE, from the Patriarchal Age to the Present Time; with Introductory Chapters on the Geography and Natural History of the Country, and on the Customs and Institutions of the Hebrews. By JOHN KITTO, D.D., Editor of the "Pictorial Bible," &c., &c. In crown 8vo, with Map of Palestine and upwards of 200 Illustrations, elegantly bound in cloth. Price 6s.

THE HISTORY OF SCOTLAND. By Sir WALTER SCOTT, Bart., from the earliest period to the close of the Rebellion, 1746; contained in the Tales of a Grandfather. New Edition; with upwards of Fifty Illustrations. In three volumes, neatly bound in cloth. Price 12s.

THE HISTORY OF FRANCE. By Sir WALTER SCOTT. As contained in the Tales of a Grandfather. New Edition; with upwards of Fifty Illustrations. In one neat volume, foolscap 8vo, cloth. Price 4s.

EDINBURGH: ADAM AND CHARLES BLACK.

