

THE
BRITISH EMIGRANT'S
ADVOCATE:
BEING A MANUAL

FOR THE USE OF

EMIGRANTS AND TRAVELLERS

IN

BRITISH AMERICA AND THE UNITED STATES.

CONTAINING

A concise View of the State and Prospects of the Colonists; an accurate Description of the Main Routes; a Detail of present and projected Improvements; and a variety of Information necessary to the Emigrant, and interesting to the general Reader.

WITH

Maps, Illustrations, and a copious Index.]

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FROM NOTES BY JOHN DUNCUMB,

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—
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TO THE PUBLIC.

The Author of the following work having solicited the patronage of the Right Honourable the Secretary for the Colonial Department, his Lordship, after mature consideration, declined extending that patronage on PUBLIC GROUNDS. Now these being the very grounds on which the Author had built his hopes of success, he feels assured that a public tribunal alone will award him that meed of encouragement which every disinterested enquiry after truth may seem to merit. Convinced as he is that a dissemination of correct notions respecting our American Colonies, will prove the most effectual means of maintaining a steady current of emigration, and thereby relieve the mother country from the increasing pressure of a superabundant population; he has endeavoured, by a recent personal investigation of the state and prospects of the Canadian settler, to place in the hands of the projecting emigrant, a cheap, correct, and practical guide to the rapidly improving territories of the Western World. There the well-directed energies of the British settler will infallibly ensure for him an honourable independence—there, in the bosom of his family, his declining years will be solaced by the grateful recollection of hardships happily surmounted, and by the prospect of the growing prosperity of his descendants.

Impressed with these sentiments, and with every feeling of respect, the Author subscribes himself the emigrant's friend and servant,

J. D.

It would be truly ungrateful on the part of the Author, were he to omit an acknowledgment of the universal kindness which he experienced from his numerous and patriotic countrymen; who readily and voluntarily aided, on all occasions, in furnishing him with much valuable information, while travelling on the Continent of the Great Western World. For this reason alone, the Writer is aware he owes them, at least, this public though inadequate expression of his heartfelt gratitude.

In conclusion, he fears not, but that every intelligent and indulgent Reader, will readily and kindly overlook such errors of the press as have occasionally occurred; when made acquainted with the circumstance, that the whole of the work was in progress while the Author was at a considerable distance, unsettled, and annoyed by unforeseen and unavoidable pecuniary losses and grievances.

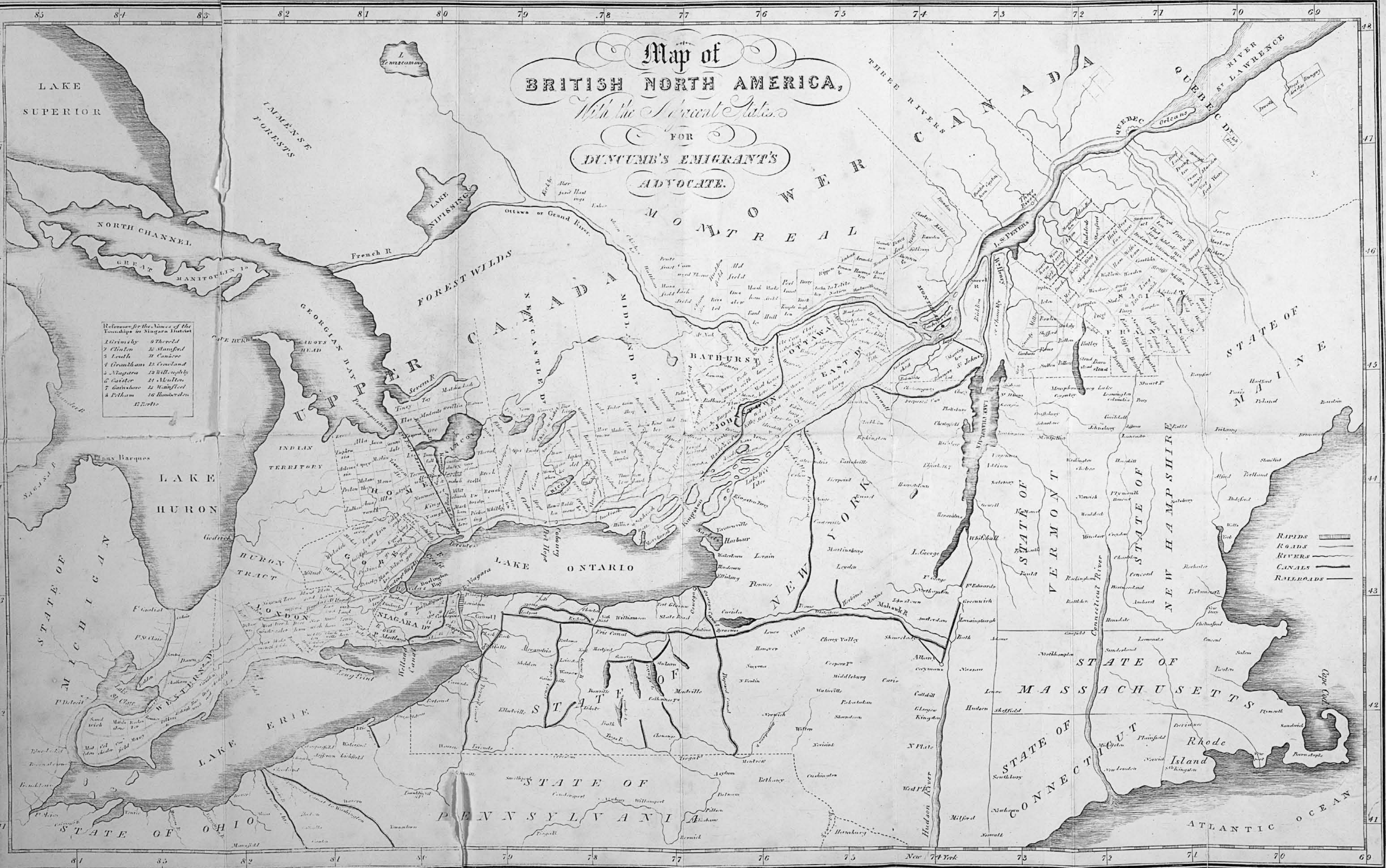
Patrington, Holderness,
January, 1837.

INTRODUCTION.

THE question of emigration is one of such vast importance, that any attempt, however humble, to disseminate correct information on that subject, may, it is presumed, hope for some portion of public patronage. Such an attempt will be best appreciated by those who are aware of the erroneous and conflicting statements current amongst the lower classes, with regard to settlements, even in our American colonies. So long as private communications, from ill-informed and isolated individuals, are received as correct delineations of the features of a whole province, and of the state and prospects of its inhabitants; so long as the letters of recent colonists, written in the first ebullition of admiration, are regarded as authentic accounts of the climate, soil, and political state of their adopted country, can we wonder at the severe disappointment of those whose ill-directed industry, and capital misapplied, have led to the most ruinous consequences; or, at the vast reduction in the number of recent emigrations. The following dialogue, exhibiting the mode in which these

over-strained and contradictory statements are diffused, is no exaggeration.—“So you would advise me to emigrate to America,” said I with an inquiring look to my friend. “By all means,” replied he; “for what avails mere honest industry, amidst the ruinous competition in this densely populated island?” “Do but read this,” he continued (handing me a letter from a recent settler in one of the Western states); “there you have a sketch of, what may be truly called, the land of promise,—easy subsistence for the present, and wealth and independence before you; no tithing-man; no tax-gatherer; lots of land for a mere song; a virgin soil of inexhaustible fertility; there, where you may build your forest-dwelling of rude logs, your grandchild may rear a palace of resplendent marble!” What have *you* to say, I inquired, on the subject of emigration to Canada? addressing myself a few days after to another acquaintance. “Don’t go, by any means,” was the ready reply. “Can you dine off racoon, and breakfast off bullfrogs?” No. “Then you are not fit for America.” “Can you subsist, through half the year, by sucking your paws like a bear?” No. “Then you are by no means fit for America.” “Think, my friend, of being blockaded for five months by a Canadian winter, in a log hut, without a window, perhaps without a chimney; during these gloomy months the labours of the field are wholly suspended; and all other employments, saving a chance job at chopping, almost wholly impeded; such, indeed, is the severity of the cold, that, ever and anon, you are

**Map of
BRITISH NORTH AMERICA,
With the adjacent States
FOR
**DUNCUMB'S EMIGRANT'S
ADVOCATE.****



References for the names of the Townships in Niagara District

1 Grimsby	9 Thorold
2 Clinton	10 Stamford
3 Leith	11 Consoer
4 Grantham	12 Crowland
5 Niagara	13 Willoughby
6 Caistor	14 Maitland
7 Gainshore	15 Wainfleet
8 Pelham	16 Humberston
	17 Fort Erie

RAPIDS
 ROADS
 RIVERS
 CANALS
 RAILROADS

THE
EMIGRANT'S ADVOCATE.

EMIGRATION is an act of vast importance, and ought to be well understood and weighed in the mind of every person who intends to emigrate, and most particularly by men with large families of young and nearly useless children, before they fully determine to leave home and country in roaming for a settlement in a foreign land; neither should the step of emigration be taken by an individual with the idea of leaving all his cares and troubles behind him, for, most certainly, emigration alone will produce grievances innumerable and unexpected, to the most wise and discreet. However, these temporary difficulties, would be much soothed, if more and deserving attention were given to the advice of the experienced, who having passed the ordeal of emigration, know well the annoyance of a sea voyage across the mighty Atlantic ocean to the inexperienced landsman;—and the no less annoyance of transporting themselves and families and heavy luggage some hundred of miles up the mighty North America rivers, after their arrival at the out ports of

the country. Would you advise any person to go? is the first and every-day question to every individual who perchance may have visited the North America continent. The general answer is,—“No, I will not advise or persuade any person to go, they may please themselves.” Such will not be my answer to such inquiries, for I would say to the proper person qualified for emigration,—Yes; go immediately, without further delay, for the sooner you arrive in the province the better. To advise every inquirer to emigrate, would be an act of the deepest treachery;—to advise no one to take such a step, would be equally base and deceiving. It unfortunately happens, that an indiscribable something is passing in the mind of the emigrant during the disadvantages and trials of his onward progress from his native country, to the land of his adoption. This affectionate thought, this pride of his imagination—nature’s all-powerful and deep instinct—is in a too-fold degree heightened when perchance sickness, disaster, and misfortune is encountered. Home sickness, is thereby produced,—which is a familiar and well known term for a gloomy train of feelings—the mind of the emigrant being too suddenly distorted by a change of habits and associations, to nearly a complete wreck of the mental faculties, all from the idea that no country in the world equals the country of his birth. Thus dissatisfied and disgusted with ever thing in the country of his adoption, immediately after his arrival, he quits the best and brightest prospects to return to his former home of dissatisfaction, cares, and penury.

Every future emigrant, prior to his leaving the home of his forefathers for the wilds of a new country, must expect numerous and unavoidable disasters of daily occurrence, and, apparently, of no small magnitude; but all of them really trifling grievances and difficulties when compared with the extreme toils of settlers of some twenty years ago, who travelled, or rather clambered up into the interior of the country, fearing not, though every step only served more clearly to unfold the inhospitable and forbidding aspect of all around them; they not having the accommodation of canals, steam packets, and railways; conveniences which are now found on all the main routes of the provinces. I say the emigrants of former years had not those conveniences, they having to hire vehicles at most extravagant rates, to transport themselves and luggage through the forest, intersected with swamps of unknown extent and danger, passing their lonely nights in camp, embowered by the pathless forest, neither tavern, nor an inhabited shantee to be found perhaps within a score miles or further. Such were the rough difficulties, perplexing struggles and dangers of which the former settlers had to complain and encounter, all of which had a tendency to embitter their already painful feelings on severing themselves from their friends and native country. However this demonstrates clearly what incredible hardships native and patriotic enterprise can surmount. Modern improvements have made things widely different for the emigrant of the present

time, for the system of transportation is completely changed, every thing being made to contribute to the pleasure and convenience of the emigrants of the present time, though further improvement is much required in the well settled parts of the provinces. The emigrant on his first arrival in the province, will instantly observe that the experienced hand has been there before him, and has removed vast and innumerable impediments, for instead of finding all rustic and rude as in the primeval states of the provinces, he will find similar conveniences of transport to those of his forsaken country; coaches, railways, and steam packets, guided for the most part by a like class of his patriotic countrymen, of course, of the same language, habits, and manners. A source this of the greatest pleasure to a British emigrant in a foreign land, whose mind and situation are much disturbed by recollections of his once dear, now distant and forsaken home and country. After this never to be forgotten long train of toils, if the least discretion or ordinary foresight be exercised by the emigrant, he will locate himself contingent to some of his own countrymen, with whom, perhaps, he lived on the terms of friendship prior to their leaving their country for emigration, whose cheerful inquires after tried and distant friends and country, and affectionate counsel, will all tend, no little, to banish imaginary disasters and artificial wants, by demonstrating the value of abundance and independence, as the only true and real comforts and enjoyments of home.

Of all countries in the world America is the most unsuitable, I believe, for wealthy men, all being irregular and inhospitable, when compared with England, excepting in a few of the most populous cities; and the amusements of the largest and most noted of the cities are far inferior to those of similar cities in England in point of variety suitable to the artificial demands of the wealthy, to say nothing of the climate, so unfriendly to Europeans.

Neither is it the country for the other extreme, the really poor man; and it is truly unfeeling to ship off any family without first providing them with adequate means of transporting themselves up into the interior of the country; and cases of the most heart rending description have frequently occurred. Had not the humane and charitable residents of Quebec and Montreal generously provided a fund for such contingencies, the results, in many cases, must have been fatal. Thus the rude hardships of emigration necessarily entailed on the poor, have been smoothed and rendered supportable to thousands of this low grade, who will acknowledge with gratitude the bounty of their unknown friends till memory fails them.

Another reason why the penniless family should not attempt emigration is, because a poor man's wealth and marketable commodity is his labour, for which kind of commodity there is often a worse market than at home, as employment is often very scarce during the winter months; the severity of the winter frosts suspending

almost all traffic during the long winter, excepting chopping and a few other trifling kinds of employments. In the summer months, labour and trade of every description are vast and extensive, and the labourer will find no difficulty in procuring plenty of work and good wages, and on the whole will do far better, than in England during the summer months.

Land is the grand loadstone of attraction to the majority of emigrants to North America, and is deservedly the only true and real object worthy the research of the enterprising, for on the possession of land only can he calculate with any prospect of certainty upon attaining a growing independence. From this circumstance alone it is self-evident that agriculturists are the most suitable individuals for emigration; and I would advocate, with the most impartial and honest intentions, the emigration of such men of small capital, in short any able and industrious agriculturist who can command sufficient means to transport himself and family across the ocean and up into the interior of the Upper Province of Canada, and have, after paying all expenses, the sum of from fifty to two hundred pounds to spare to purchase land, need fear nothing, for by sobriety and economy, combined with industry, he will soon find himself independent of the world, its frowns and its favours. If the new settler so fortunately circumstanced has a large and healthful family he will be a happy man, for his children's combined exertions as they grow up and become useful, will be fast growing wealth, for no man will be heard

to complain of poverty as on account of his overwhelming family, a source of just complaint in England, where the children must be under parental protection for a long series of years, before they become qualified to contribute the least mite towards their own maintenance; it is otherwise in America, for the larger the family the better, as they soon become, by early application, the most valuable help-mates in the emigrant's establishment, and thereby assist greatly in providing a fund for their own early independence.

Another circumstance of singular importance, and very contrary to the usages of England, is this,—if unfortunately a family should be deprived of their parents, they will not suffer in the least for want of able and humane protectors; for there will be numerous applications for the orphan children by the neighbouring farmers. I don't pretend to say that the children are taken by the neighbours merely from motives of humanity, but partially through such motives, combined with the known value of their industry in a few years; for the applicants generally choose the strongest and most healthful girls first, which explains no little their motives.

There will, however, be no necessity for this adoption of the children of industrious parents, except within a short time after their arrival in the country; for if an industrious man be spared only for a few years, he is certain to have ample provision for his family, however numerous. This is another great advantage

over England, where a family man will have nothing to bequeath of all his hard earnings, after a long life of regular industry, to his children, to brighten their prospects in the world, but must leave them penniless ; and if, unfortunately, they are young, the parish and poor-house is their only sure and cheerless home, where they are often brought up regularly entailed burdens of the parish, generation after generation. It would be an easy task to find the name of one family, as paupers, on the parish books of innumerable parishes, for more than a century in succession, which cannot be the case in America, where land, the sure foundation of true independence, is so easily attained by the industrious.

The American plan of early industry certainly has one great disadvantage, that of depriving the children of a good education, so necessary in England for every pursuit, though probably not so valuable to an American farmer located on the verge of civilization. Too much, however, cannot be said in praise of the British government and the provincial legislature ; for they have procured the erection of school-houses and churches in every advantageous situation throughout the settled parts of the provinces, and have given every support to their infant seminaries, after providing a suitable master to conduct them, who is compelled to pass the ordeal of an examination prior to his being allowed the yearly salary of the legislature. This plan of fostering education, by legislative influence, has done much already, and ere long will plant learning and

civilization where as yet it is scarcely known, and will render the colony eminent for industry and intelligence—advantages which can never be attainable without education.

I will grant that thousands who have emigrated to America under much less favourable circumstances, having little, if any, money left on their final location, still have done well ; so much so, that after a few years of industrious exertion and economy, they have become proprietors of several hundreds of acres of land, with good and respectable homestead, and every other necessary comfort appertaining to agricultural pursuits, which is far more than the same class of persons ever could expect to arrive at in England, if we calculate by general rules and natural events, and for obvious reasons; for in England there is not the extensive field for agricultural enterprise to men of small means.

Men of irregular habits are the most unfit persons for emigration, spirituous liquours being exceedingly cheap, and as such easily attainable by such troublesome members of society. Therefore, I would honestly advise such men, who allow their bad practices to overcome their reason, to remain at home, and by all means never attempt leaving their native land for another, where they can have but an inferior prospect of improving their circumstances, but will to a certainty involve themselves and family deeper into misery and distress. Such is the fate of numbers who have already tried the experiment, and who may be found in crowds in the ports of de-

barkation, wallowing in the haunts of degradation and poverty. Occasionally they may be seen pitifully craving of the humane captain the favour of a free passage home to their native land, under the excuse of the climate not agreeing with their health, or that they could not settle, not liking the country, when in fact they are their own worst enemies ; for if they would only become sober and economical, they would soon reclaim their character and become independent, since the poor and distressed emigrant will readily find innumerable and worthy friends amongst his countrymen in the province, who will cheerfully afford their aid to his deserving energy. After due consideration of the advantages and disadvantages of emigration to British America, as found by experience, I am willing to admit that thousands, now at this present time struggling with innumerable difficulties, the result of the present great depression in agricultural produce, would immediately turn their attention to emigration, did they but know the easy, free, and plentiful subsistence, attainable ultimately by industry and perseverance. This would produce a tide of emigration, that would flow in a current unrivalled in the annals of emigration, notwithstanding the unavoidable disasters and difficulties of the voyage across the Atlantic ocean, and into the interior of the country, to their final settlement in a solitary log house or forest home ; and soon the mighty and unpeopled wilderness would give place to crowded cities, towns, and villages, and a free cultivation of the virgin soil.

As to the emigration of the other classes of society, mechanics and servants, there is encouragement certainly ; but the prospects of success are not so bright and certain. Yet, in the large towns and cities, the artisan will find ample employ, with liberal wages, if his trade or profession be of such description that its manual operations are not stayed by the severity of the winter. The emigrant so circumstanced will have a much better prospect of success than the mechanic who can only follow his trade during mild or summer weather ; for such will most assuredly find their summer savings demanded and consumed by their winter necessities. As the severity of the North America winters is extreme, and of long continuance, forbidding for the most part every out-door mechanical operation, to counteract this natural disadvantage of the climate, the mechanics of the interior of the country soon find the necessity of having a small portion of land, which will enable them, particularly if family men, to compete with the disadvantages of the climate and shortness of the working season. Thus it is nearly a general practice with most mechanics (emigrants), after a few years residence in the provinces of Canada, to purchase a few acres of land or a small farm ; and in not a few instances the mechanic discontinues to practice his own trade, in consequence of agricultural pursuits, and after a few years experience, often puts to shame, by his clean and orderly system of improvement, his agricultural neighbours of long experience, who are for the most

part indolent and careless respecting themselves and homestead.

It is a generally expressed opinion, that the female servants in America are the very worst in the world.— This is an exaggerated statement, but I will allow there is some truth in the remarks on that subject ; for it is truly astonishing how soon after arriving in this land of liberty, they forget their once valuable habits of practical industry, so early impressed on their minds prior to their leaving their native country—that outward shew of civility observed in Europe is wanting, and their manners and habits become soon rough and unpolished, arising wholly from the daily lessons on liberty and equality, which are foolishly and practically taught by others, and which the newly-arrived menial attentively attends to, and readily imbibes. Such, unfortunately, are the means which disturb the calm minds of the numerous good and valuable servants who cross the Atlantic annually. Another great cause, in daily operation, is the present inconvenient mode of building log and frame houses, which compels such a hateful system of familiarity in the whole household, that it is next to an impossibility to keep the servants in their proper sphere. And yet, these grievances of undutiful servants are not on the whole so intolerable in British America as in the United States, where liberty and equality are the themes of peace and the cause of discord.— Another important fact, which wounds the pride of the transatlantic menial, is the name of servant, which is

considered as a most mean and slavish title by their teachers on liberty. Female servants of respectability will readily improve their circumstances, and become important personages in society after a very short residence in the provinces, for it is really surprising how readily matrimonial offers are made to such deserving emigrants. From the remote distance of parish churches much inconvenience would be encountered by those who wish to enter into the state of matrimony, were not this impediment relieved by permission given to the parties to complete the ceremony before a Magistrate, by whom a marriage license is given. As it is, however, a long journey must frequently be undertaken, before the anxious lovers can be united in the bonds of hymen. This circumstance may have given rise to the following ceremony on such occasions :—The friends and neighbours of the parties meet together, and celebrate the event by a discharge of guns, and ringing of bells (such as are usually attached to their sledges) a procession is also formed by these musqueteers and ringers, drawn up in couples, a young man and woman being usually joined together, who accompany the parties to the church, and from thence to their abode. This ceremony is called a Wedding Bee.

THE CHOICE OF A SHIP.

Having once determined to emigrate, and on commencing the regulation of affairs for the departure, the attention is immediately given to the selection of a ship. In general more attention is bestowed on the large and beautiful appearance of the ship than is really necessary, at the same time unpardonably neglecting a far more important piece of knowledge, on which depends the comfort or discomfort of the whole voyage—I mean some necessary knowledge of the superior officer of the ship, as to his character and conduct towards emigrants (supposing he had been employed in a similar service before). For if not a gentleman of a good and kind disposition, and of strict sober habits, the most fatal accidents may occur, and most certainly have occurred repeatedly, in ships under the command of intoxicated captains, who fear nothing, neglecting order and every useful and necessary regulation on board of their ship, which is partially in a state of mutiny during the whole voyage, at least irregularity and drunkenness reign uncontrolled. Therefore, without such satisfactory information, it would be highly censurable in emigrants to

risk themselves and families on board of ships so commanded, no matter how large and beautiful they may appear, for a comfortless voyage would be a certain consequence of such neglect. It is also highly censurable in any captain to have a spirit store, for the sole purpose of gain ; for as soon as the ship is far enough from port to avoid the act of parliament, the captain opens his grog store, and retails freely to all who choose to buy, whereby many emigrants of a certain class have been known to have passed from England to America in a continued state of drunkenness, to the great annoyance of the sober and peaceable passengers. Emigration certainly demands the strictest scrutiny of the legislature, if for the correction of this evil alone.— In Canada I heard the names of certain Yorkshire captains branded with the imputation of this dangerous breach of naval discipline.

A large ship, in some respects, is advantageous, as it most certainly tends to sooth the comfortless sea voyage of the steerage passenger, the ship being high and roomy between decks, where, of course, it will be more airy and healthful—a consideration this of the greatest importance to the whole of the passengers, and more particularly so to the emigrant with his large family, surrounded most probably by sea sickness and fevers during the greater part of the voyage, which alone is a source of great anxiety and alarm to the heads of families ; therefore the airy and roomy ship will have advantages readily valued by the most careless observer.

The number of passengers likewise is a subject worthy of inquiry during a visit to the ship, therefore let me impress on the mind of the emigrant, not, on any account, to neglect this requisite piece of information, for no scene in the world can, I think, equal the heart rending scene of a crowded ship of sea sick emigrants, particularly during a storm. For almost every one suffering more or less, few are able to give the least assistance to the young and helpless passengers. To avoid as much as possible the annoyance of a crowded ship, the emigrant must ascertain the precise number intended to be taken prior to his paying his money for passage, or removing on board any of his luggage. After the passage money has been paid such inquiry will be useless, the case will then be materially altered, for the passenger will no longer have a will of his own, he must take things as he finds them, and must patiently try to make himself comfortable with such accommodation as the unfeeling ship owners and their agents please to afford them. Inquiry as to the number and state of the births in the steerage can be made at pleasure, but this simple examination is fallacious and ought not to be wholly depended upon, since the number of births can be easily increased if applicants become unexpectedly numerous. Ships have, in truth, been frequently known to have been crowded with emigrants nearly to suffocation, much to the injury of the health of the emigrants, and whose sickness during the voyage was much aggravated by this crowded state of

the ship. There is certainly a law on this subject, but it is like many other abuses which might be corrected by laws, could the law be always enforced. But it is totally impossible for the poor emigrants to enforce it, who are the greatest sufferers, if not the only sufferers, by such base and cruel practices, for he learns not the extent of such impositions unless by dear bought experience, which teaches him thoroughly during the voyage. On landing, however, his ideas instantly start into another channel, and he is then inclined to forget those which irritated his mind. Indeed this is so far fortunate, for were he inflexibly resolved on reparation for past injustice, he would be much and irreparably injured by the necessary waste of his time and money, which he could ill afford. Under such impressions the emigrants generally becalm their irritated feelings with the pleasing consolation of their safe arrival in the land of their choice. Trying to forget the affair, he does not, however, forget to write the whole particulars to his friends in England, advising them to be more careful in attending to the voice of experience than he had been himself. Every emigrant after his choice of a ship, if he further studies his own and his family's interest, at the time of paying his passage and hospital money must demand a receipt, which receipt should state the exact day of sailing, if wind and weather permit; and if not out of port on the exact day of appointment, the money to be returned if demanded. This procedure would change materially the usual scene on the day

appointed for sailing; otherwise the passengers will not be allowed to complain, for reasons already well explained, for immediately after the money is paid, the officers and agents have a new will of their own,—they show courage and breathe the spirit of independence to the poor and illfated emigrants. I have seen in certain British ports serious misunderstanding on this subject, which was never afterwards amicably settled. But to bring the subject nearer home, I will state that in the port of Hull, so famous for emigration to Quebec, few of the ships with emigrants sail on the exact day appointed by advertisement, nay, often not for some days or weeks after. The repeated misunderstanding which has occurred in Hull on this subject, of sailing out of port, scarcely needs remark. And I knew of instances where so much ill blood was shown by the contending parties, that the voyage was thereby rendered a scene of daily quarrel and abuse between the passengers and officers, often verging on open rupture. I must side with the emigrants, for they are often the greatest sufferers by this delay in port. It certainly is nothing but a paltry and selfish system, adopted in general by the ship-owners and their agents, from interested motives only, heeding not the injured feelings of the needy emigrant. Certainly the owners or agents have as much time to prepare for the voyage as the poor emigrant, with his large family, who, it will be naturally expected, can ill afford to remain idle in the dock for a length of time after the period appointed for sailing.—

This breach of appointment becomes serious to the emigrant, who is compelled to consume a portion of his sea stock of provisions, already perhaps very scanty ; or expend a further sum of money, which he can but equally ill afford. The Liverpool packets to New York sail on the exact day of appointment by advertisement, why should not the same respect be given to appointment by the merchant ships ? The chief, if not the only reason for this delay is, to avail themselves of every opportunity by time to crowd the ship to the agent's satisfaction ; but had the emigrant a written memorandum like the one already recommended, he would have a specific cure in his own hands for the evil complained of, to be applied if required by circumstances. It is too late to complain when out on the ocean, or when, through distress of weather and length of voyage, the stock of provisions is nearly exhausted, which is often the case with the poorest of the emigrants, whose scanty means will only allow an inferior supply of necessary stores for the voyage. The sufferings of a family whose stock of provisions is run out is often severe, which distress for want of provisions would probably have been completely prevented had the ship sailed on the appointed day, for the provisions at least would have been saved which was so idly consumed in the dock ; and a week or ten days provisions is no slight supply towards the latter end of a voyage.

There is scarcely a week passes over during the season of emigration, without some of the newspapers of

the ports of debarkation having long paragraphs inserted, and signed by a body of emigrants, bitterly complaining of the cruel treatment which they received from the officers of the ship during the voyage, and of the most exorbitant prices charged for provisions and other needful articles, which necessity compelled them to purchase of the captain, their insufficient store being consumed by the unusual length of the voyage, occasioned by strong adverse winds.

Such, then, are some of the grievances which emigrants frequently encounter; treatment which is vexatious and perplexing, and not unfrequently is the primary and only real cause which blunts the emigrant's spirit of enterprise, who now begins for the first time to lament his folly in leaving his native country. He loses his wonted energy through the unexpected illiberal treatment experienced towards the later part of the voyage, and he regards with indifference the country of his hopes, the land of his adoption. This unfortunate state has a twofold tendency to ruinous results, for it completely disables the settler for overcoming the remaining unforeseen difficulties in his progress into the interior of the country; for though travelling in America is much improved of late, it is not like travelling in Europe, for the luggage must be often transhipped if you proceed far up into the interior of the country; and this is the most troublesome and expensive part of the routine of emigration, demanding every energy to avoid breakage and imposition. It will, indeed, require

a hawk's eye to secure from such inconveniences any family numerous and encumbered with heavy packages of nearly useless articles. On breaking up an establishment with the intention of emigrating to a foreign land, it is a matter of no slight importance to know what articles of the household to keep for transportation on principles of economy. I have often heard emigrants inquiring of their neighbours, who knew no more of the affair than themselves, if this or that article would be worth taking; and again I have as often heard the settler, who had got firmly located in the forest, complain, while looking on his own disjointed and otherwise injured furniture, of his foolish and expensive fancy which led him to over value and transport them to their present situation: but such is the singular fact, that men often place more value on an old chair of their ancestors, than to some new and useful articles of furniture. Advice to the self willed and conceited is generally thrown away, but the following is given on pure motives, for the benefit of future emigrants, who, I hope, will receive it in the same spirit in which it is offered, and will thoroughly impress it on their memories, never to be forgotten, as a golden rule of vast importance, viz.—Take as little useless luggage as possible, the less cumbrous the luggage the better. It is true the cost of transporting heavy articles of household furniture across the Atlantic ocean is but trifling, yet the trouble and expense of transporting heavy burdens from the port of landing, whether Quebec or New York, the two principle

ports of debarkation, up into the province of Upper Canada or the western parts of the United States, a distance of perhaps more than one thousand miles inland, will be a task of importance to the new settler of any grade, but to the poor and nearly moneyless emigrant it would be serious if not ruinous, and should not be attempted under any consideration whatever; the emigrant's plea of excuse is the great sacrifice made on selling his furniture; it may be so, but such considerations are of little moment when compared with the expense of transport, which is not all, for with the most careful attention to packing and transporting furniture, it will be much and irreparably injured. And after all there is one certainty, that furniture is not easily converted into money, when the emigrant arrives at the end of his journey. Besides, immediately on arriving at the chosen place of his location, he will have to make himself content in a log shantee, truly rustic and inconvenient. But such buildings, generally speaking, will be the first place of shelter attainable by the new settler in the American forest. It certainly cannot be thought, that there is any lack of wood proper for the manufacture of furniture in America; in truth, furniture is now easily procured in most parts of the provinces on very moderate terms, and far more suitable to the forest scene and log house, than any that could be taken out of England: rich and valuable furniture is not often possessed by the general class of emigrants to America.

The first and most important articles of attention are the necessary stores for the voyage; the stock of pro-

visions ought to be ample and of good variety, according to the means of the emigrant. Cabin passengers have not this part of equipment for the voyage to encounter, and I would advise all who can conveniently provide the means to engage as a cabin passenger, for the greater comfort and attention enjoyed by such passengers during the voyage more than compensates for the extra expense of the cabin fare. To such every care and attention is given with cheerfulness by the officers and servants of the ship, day and night, if required, in case of sickness or any other untoward event. However, such advantages are not within reach of the general class of emigrants, who, for the most part, engage as steerage passengers, and, consequently, will have to find themselves with every article required during the voyage (excepting water, coals, and berth) for their own comfort and relief during sea sickness.

The inexperienced voyager must expect the usual sea sickness for, at least, a few days, if not weeks, which has a tendency to produce a peevish and irritable state of mind, with an irregular and craving appetite, which demands as really necessary a great variety of articles to complete the provision stores for the voyage. A stock of provisions will be required for at least fifty days, which may be reckoned the average time of a voyage between England and North America.

The emigrant must also give his best attention to the quality of the goods, while purchasing them, and not by any means allow the gentlemen called passenger brokers

to furnish his sea stores, for, depend upon it, these caterers for the poor emigrant are often not so honorable as they pretend to be, but are the very worst persons the emigrant can apply to for advice or assistance in any such matters. They may not all be cheats, but I am grossly deceived of the major part of them be not so, for I have witnessed the most notorious impositions, by some of these gentlemen vagabonds or their hirlings. They certainly offer kindly to give every information to the inquiring emigrant, but it must be cautiously accepted; however, I shall again allude to this subject. It is a general mistake on the part of most emigrants in laying in their sea stores, to provide themselves with too large a quantity of hard biscuits; a small quantity might advantageously be taken; the most advisable plan is to lay in a good supply of flour, which can be applied to family purposes in a variety of ways. All sorts of dried provisions are likewise to be taken, such as hams, beef and tongues, with a plentiful supply of tea and coffee, with other articles of daily use in every household; on no account forgetting an ample stock of eggs, which are best preserved in salt; and some good potatoes,—a most valuable article on ship board. Of liquors, I would advise the emigrant to be rather sparing, certainly a few pints of brandy, if the family be large, is both useful and necessary amongst his sea stores, though, for the most part, too much is taken, particularly by a certain class of emigrants, to the great discomfort of the more prudent and peaceable passengers. Ale

and porter are likewise valuable additions to the stores, for I have been repeatedly surprised on witnessing the most astonishing and nearly immediate relief to the sufferer, in the most severe sea sickness, by a single draught of good fresh porter, which ought to be always taken in the bottle. Such instantaneous and lasting relief I never saw resulting from the best of brandy, though so highly and universally recommended to all sea sick patients. I would not be understood to say that brisk porter is a specific for sea sickness, but I state for others benefit, that it is valuable as a temporary means of relief at least, having myself suffered continued and severe sea sickness for nearly forty-seven days, crossing the Atlantic ocean from Liverpool during most tempestuous weather.

The furniture which will be found most generally useful is a good time-piece, of any description, for they are exceedingly valuable in the province, since the small clocks brought over from the United States into the provinces for sale, are expensive and of an inferior kind. Beds and bedding ought to be taken, as the first articles of importance, for they will be found as such immediately on arriving at the place of location. Cloths of every description should be taken both for summer and winter wear. The great heat of a summer's day in America demands the most light kind of clothing, while the equally extreme cold of the Canadian winter requires the warmest kind of woollens; therefore, the winter clothing requires the greatest attention by the

intended settler; with a few pairs of shoes and boots of good quality, for such articles are very bad in the colony; the leather being most wretched, of course, the shoes cannot have much service in them. A small quantity of crockery ware may be taken, for it is expensive in the provinces, but I beg that the emigrant will make a small quantity suffice, for it is heavy luggage and ought to be well packed in a cask: in fact, casks are the only safe and manageable packages for ship-board. A small chest of joiner's tools would be of the greatest advantage to the settler in the provinces, for wood being so abundant it is generally used in every purpose of building and fencing. I would also advise every emigrant with a large family, to place one of the ablest of his sons in a situation where he might learn something of the management of joiner's tools, for a few months before the time appointed for sailing, for a knowledge, however superficial, of this art, will be the first called into requisition in building the log shantee on locating in the forest. The only remaining articles of general use which I should recommend taking to America, would be a few small parcels of garden seeds of the most common and useful sorts, such as cabbage, turnips (white and swedes), onions, tares, rape and trefoil, with others, which will be familiar to the emigrant with the least knowledge of gardening, with a few thousands of quick-wood, or a bushel or two of haws, for nothing, in my belief, is so much wanting in the cleared parts of the provinces, as good and neat thorn hedges, which

would wholly deprive it of its present wild and inhospitable appearance. White thorn grows well in the provinces, for I saw some patches of thorn fences belonging to a spirited individual who had sent for his young wood from England. I think quick-wood might be taken over as a very profitable speculation, by any emigrant, as I have a barrel of haws ready to send in a few days to a friend, to whom I am indebted for much valuable information. When I asked if I could send any thing from England in return for his favours, "Yes," he replied, "two bushels of haws will be the most valuable present, for I am tired of these snake-fences, and it would be the pride of my heart, to have my farm subdivided with thorn fences like Mr. ——'s farm in Holderness." I would particularly mention, that, on no account would it be advisable for any (except the wealthy) emigrant on his first embarkation to trouble himself or risque any part of his little wealth by attempting to export any kind of live stock, for the hazard of a safe landing with his stock is great, since they require great care and attention by an experienced hand during the voyage, whereas the sea sick emigrant is not competent to give it; thus the cattle will suffer if not assisted by some friendly hand. And as to the speculation being profitable, it might be so, but on the whole it is too uncertain to be attempted by the poorer emigrant, who will find better stock in the provinces than he would be led to suppose, from the vague reports current in England. I have no objection to the transportation of

good stock by the wealthy emigrant, who can afford the risque of a loss, for though a number of good horses and other sort of cattle have been taken over of late by several spirited and worthy individuals, who actually came over for them, still there is a large demand for more by the vast increasing population. As a matter of opinion on profitable speculations by transporting cattle over to the colony, I would say take over a few pairs of the most despised and ill treated of all the beasts of burden in England, the ass, for I never saw above one pair during a tour of some thousands of miles in North America, and they had been sold for nearly thirty pounds. If they could be taken over for a small premium as passage money, their provender would cost but a trifle, they would turn out a most valuable speculation, for they are much wanted in the whole of the western world, as useful beasts of burden. As to the transportation of dogs, it is a practice so universally followed by the emigrants, that it has become a real grievance, and ought to be prohibited in part, at least, for they often are the cause of serious quarrels amongst the passengers, and are a just cause of complaint; can any thing during the voyage be more disagreeable to any person, but to the sickly in particular, than the perpetual annoyance of numerous half starved dogs roaming about the ship? It ought to be a general rule not to allow any dog to be taken over under a guinea passage money, and a proper wooden cage ought to be provided for his safe keeping, whereby many a disagreeable misunderstanding amongst

the passengers would be avoided, which is at all times a matter of importance in a crowded ship.

During the voyage there is but little passing, that is really interesting to the passengers; the first day is generally spent in securing the luggage by carefully arranging and cording it to some fixed object, thereby to prevent, as much as possible, breakage and accidents from its rolling during stormy weather; which plan of procedure is very prudent and cannot be too soon attended to after leaving port, for it often happens on arriving at the place of location in the American forest, the settler finds his crockery ware nearly all dashed to fragments, which is a great loss to the sufferer, and not easily repaired in that distant part of the world. This great destruction of property, so valuable in that remote situation, would be completely prevented by more strict attention to the mode of tight lashing of the packages, on the outset of the voyage.

The chief employ during the voyage of the steerage passenger will be cooking; the accommodation necessary for cooking on the board of most ships is very unsuitable to the wants of the numerous passengers, and is often the source of repeated quarrels on board, nay, is almost a daily source of dispute, for each person wants to cook first, having an equal claim of such privileges.

I have seen ships with only one small iron grate fixed open on the deck, being the only cooking apparatus for nearly two hundred passengers. Such inferior accommodation might be made to answer by good

regularity on the part of the captain, in calm weather, or when the weather was tolerably good ; but, unfortunately, storms arise occasionally during all long voyages, when this open grate is nearly useless for cooking purposes, for the rolling of the ship with the successive heavy seas which dash on board, drenching out the fire and not unfrequently washing over into the ocean numerous valuable articles from off the deck ; during such weather it would be highly imprudent in any inexperienced passenger to expose himself on deck, to the peril of being washed into the ocean. The best and only safe place on ship board during rough weather being below, every head of a family will find there full employ in looking to his children and luggage ; for with the best attention accidents from falls and breakage will happen. Of the danger of remaining on deck during stormy weather I can speak from experience, for during my passage to America I had the misfortune to suffer severely from this cause,—by repeated and long continued storms ; and an individual becomes habitually fearless of danger ; such was my case, for we had a full fortnight of rough weather, with which I became rather familiar. However, while standing on deck carelessly holding by a rope, a heavy sea was shipped which caught me, and, with the quickness of lightning, I was driven by the tremendous weight of water down to the lower side of the ship, and, with others of the sailors, laid nearly senseless across the opposite bulwarks ; all the other passengers being kept below, by order of the

captain some time before. This sad event cost me dear, for from the injuries I received I had to suffer a course of medical treatment, and became a bed-ridden patient during the greater part of the voyage. The other sufferers knowing how to act in such extreme cases, were not so severely injured, though they were not able to attend to their duties for some days afterwards. During fine weather the greater part of the passengers resort to the deck, there to idle away their time by relating their numerous and diversified stories, which tends much to enliven the monotony of a sea voyage. Other events also occasionally intervene to diversify the scene; for instance, the immense shoals of porpoises which are often seen beating their way over mountains of water, and with the regularity and precision of an army; for they apparently are all making one course, and are generally seen by thousands during tempestuous weather only, as if their chief pleasure consisted in disporting amongst the waves. Whales of the spermaceti kind were occasionally seen blowing their steam like column high into the air, which had a singular appearance at a distance. Sharks were likewise seen besporting and attending the ship in search of prey. But the scene of most lively interest was the beautiful and rich appearance of the setting sun, and the rapid daily decrease of twilight. The Aurora Borealis was occasionally very vivid, with streamers of a reddish yellow colour of extraordinary splendour, such as are never beheld in England to my knowledge, and must attract

the observation of every traveller across the mighty Atlantic ocean. These are the most important objects commonly observed during the voyage; which is generally performed in from five to eight weeks, though instances are on record of the voyage occupying twelve weeks nearly; but these are extreme cases which seldom occur. However, it is necessary that every emigrant ought to be made acquainted with possible cases in providing his stores for the voyage, as the surplus stores will be equally useful after landing, in proceeding up into the interior of the country.

ON PURCHASING LAND.

It has already been stated that land is the chief enticing cause of emigration ; and, unfortunately, most emigrants zealous in the cause of emigration, have distorted and vastly exaggerated ideas of their future powers and importance on becoming possessors of a plot of two hundred acres of land, founding their schemes on that most delusive basis conjectural comparison. The value of land in Canada, compared with that in England, is, in truth, as widely different as between the tremendous forests of Canada and the small coppice so common in England. It is true that emigrants transport themselves to Canada under the laudable and prudent motive of attempting to improve their present condition, and to brighten the prospects of their growing families, and often become too eager in making a purchase of land. This is the most important and difficult undertaking of the emigrant ; an act, the imprudent or judicious performance of which must entail misery or happiness upon him for life.

The newly arrived settler cannot pretend to have a thorough knowledge of the country, in fact he knows nothing of the country, nor of the habits and manners of the people, whereby he will be in perpetual danger of the grossest impositions being practiced on his credulity in the purchase of land. I would advise every emigrant, whether rich or poor, to be wary, and delay for some time after their arrival the purchase of a farm; for by waiting awhile the most valuable information will be attained by patient inquires, for delay in this case is anything but dangerous, nay is often attended with the most happy results, for farms may frequently be bought cheap though in favourable situations and perhaps half cleared of its forest. The newspapers of the chief towns often have much valuable information on this subject, and ought to be carefully perused by the emigrant in search of an improved farm. It is no uncommon practice, in some districts, for the settlers to purchase land, which they improve for a few years, then sell to the best bidder, and again take to the forest. By this mode of speculation some have become comparatively rich, but it is a roaming unsettled life for a family man to follow, and should never be attempted. By thus avoiding a premature purchase of land, which every discreet emigrant will do, land of the best quality and in the most healthy situation may often be advantageously purchased, for if the land be ever so good but in an unhealthy situation, the possessor will soon have cause to regret his want of attention to this all important consideration.

It is really astonishing to hear grave and knowing characters strenuously advising the poor and nearly moneyless emigrant to purchase land far remote in the forest because it can be had cheap, knowing at the same time that it is in the immediate neighbourhood of a low swampy forest, of course a most unhealthy place for the residence of a new settler. Allow me to state, that land so unfavourably situated, is never cheap, in fact it is not worth having a gift by any emigrant who values his health. Depend on it the new settler in such situations will soon lose his health, and for the most part be disqualified for his necessary exertions; with a poor squalid looking family around him, whose health has also been destroyed by the frequent attacks of ague,—a fever prevalent in such situations, and where it is nearly incurable, for any length of time, and is often followed by diseases of a more serious nature. Others, again, who have low land to dispose of, will tell you gravely that those swamps will not always be swamps, and that others have bought and have long been residents in their neighbourhood and are not yet dead: such arguments are altogether weak and frivolous, and fraught with ruinous consequences to the new settler. It certainly can be no plea in defence of the act that others have done so,—if others have done wrong by purchasing and residing in an unhealthy place, must you go and do the same? The wealthy emigrant, I fear not, will visit the different districts of the province to learn something of the nature of the soil, the prospects of improve-

ment of the situation by canals, roads, or railways, and the distance from the best market, all of which ought to be duly considered prior to purchasing. Always receive with due caution the gratuitous advice of an unknown stranger, in particular if a land seller; for all persons in the provinces, scarcely without an exception, whether land sellers or steady settlers, advise inquirers after land to become purchasers in their immediate neighbourhood, since, according to their declarations, there is the best land and the most healthy and most improving part of the whole province, with a less severe climate than any other part of the country. The purchase of a track of wild land will probably be the best plan for the more wealthy emigrant, who can command convenient means to sweep down the stately forest, and will be followed, for the most part, by such favoured emigrants. As to the quantity of land which emigrants ought so purchase on their first location in the province, there can be no exact rule given, as it must depend on a great variety of circumstances, particularly the available means which are at command. This consideration is too often passed over slightly, for the greater number of emigrants of a certain class with limited means, in their ardour for becoming extensive land owners act most imprudently on this subject, and ever afterwards have cause to regret it; for thousands now in comparative poverty in the province, were brought into their present state by foolishly expending all their wealth in land immediately after arrival in the country: large

tracts of land are easily purchased, but again converting the land into ready money is an undertaking of much difficulty.

This general and imprudent plan of making large purchases of land so generally followed by new settlers, opens a large field to the speculative capitalists; for by such men large fortunes have been made, as it is nearly proverbial in the provinces, that if ever an individual is under the necessity of mortgaging his land, it is seldom afterwards redeemed by himself. Therefore no emigrant must exceed a prudent expenditure of his capital, but should content himself with a moderate quantity of land, since there will be plenty of land to be obtained as his wealth increases: for it is the fact, that a small quantity of wild land will serve one family their lives in bringing it into any tolerable state of improvement. To illustrate the difficulty of converting land into ready capital, there are instances on record of the land of ruined settlers, in the remote parts of the forest, being sold by the sheriff for arrears of taxes so low as threepence per acre, or a farm of two hundred acres, for fifty shillings currency.

The chief source through which land is obtained, is the Canada land company: this public company being the chief wholesale purchasers of government lands, at, it is supposed, about one shilling per acre; and their retail price is five shillings and upwards.

About one hundred miles North West of the city of Toronto, is situated the Huron tract, of above eleven hundred thousand acres, belonging to this corporation;

who have always land of the finest quality on sale, to any extent. For price, and all other necessary particulars required by the purchaser, application must be made at the companies office in Toronto.

The price is always fixed by the companies surveyors; and the terms of sale are as follows:—the payment is divided into six equal parts, one part of which is paid immediately on making the purchase, the remaining five parts are paid by as many annual installments; afterwards a deed is given to the purchaser, who then becomes the whole and sole proprietor or freeholder, and will then become intitled to every privilege of franchise, and will have no occasion to fear the correctness of his title deeds. Though in every case where land is purchased from private individuals, the purchaser must apply to a respectable attorney to avoid imposition. The loud complaints so repeatedly heard in the provinces against the monopolizing plan followed by the Canada land company, which tends materially to raise the price of land, is false and ungenerous throughout; that they retail their lands at a premium, must be granted; but the clamorous say-nothing of the stupendous improvements made by the company in the province, otherwise than for their own benefits; such improvements made of late by the company, could not have been accomplished otherwise than by some public corporation;—and that they have added much to the value of their own extensive tracts, is likewise true; in fact, such improvements were intended solely to hasten

the settlement of their lands, which, of course, enhances its value ; and had that part of the province been without these noble improvements until accomplished by private individuals, it would have been the work of centuries ; and, in the mean time, the whole district would have remained in its primeval state of wild forest and swamp, and would not have been worth sixpence per acre. The chief improvements made by this valuable company alluded to, is in cutting some of the finest canals in the world ; they have built whole villages for new settlers ; they have erected several churches and public schools ; have cut good roads directly through the immense forests ; and have completed innumerable improvements, to have accomplished which, at the present time, would have required the aid of government. The practice of purchasing land from this company in England, by any individual, with the idea that he will emigrate as a settler in a few years, is a common and unwise practice ; for very often they no sooner arrive at their place of location, than they are dissatisfied with the unexpected appearance of its wilds ; had they not acted so imprudently, they would have deferred purchasing until they had arrived in the province, and satisfied themselves as to the nature of the soil and healthfulness of the situation as a place of abode. Private individuals in England have been known to purchase lands in the provinces, wholly as a speculation,—they themselves never intending to emigrate ; of course such land will remain wholly unim-

proved, otherwise than by the general improvement of the settlement, which is often sudden and great; and the distant speculator has been known to have resold his uncleared farm with considerable profit. Such speculations ought not to be allowed, or, at least, encouraged, for they impede the steady improvement of the adjacent tract.

Land is obtained in Canada by three modes. 1st—From the government, land can at all times be purchased. 2nd—From the Canada land company. 3rd—From private individuals, who practice land jobbing. It may be obtained from any one of these sources, either cleared, partially cleared, or wholly in a wild state. The offices of the agents of all those several parties, will readily be found by every intelligent stranger, at either Quebec, Montreal, or Toronto. If the new settler intends locating in the lower province, he must apply to the proper authorities for the sale of lands at Quebec; but if destined as a settler in the upper province, he must apply for all necessary information at the offices of the respective parties in the city of Toronto; and can view the land prior to purchasing. As to purchasing land of the Canada land company, which is the main source, the plan of procedure has already been explained. Opportunities occur of purchasing what are called crown and clergy reserves; which are advertised in the public prints annually, at the lowest prices.

These reserves are one seventh of each township, and have been much complained of as a real grievance,

preventing, in a great measure, provincial improvement: however, the late sales have done much in alleviating this source of complaint, as the lands were liberally sold on honorable terms. The price of these reserve lands is very various, depending on the competition at the time of sale; if near rivers, towns, or good roads, in a healthy and well settled district, and the soil of the first quality, it is really astonishing how high priced they sometimes are sold, comparatively speaking. And if, perchance, the province be cheered by a brisk flowing current of emigration, (which always increases the price of land) these sales are well attended, and the town lots for building are often sold at ruinously high prices, at from eight to twelve dollars per acre, though the average price of forest land throughout the upper province may be safely stated at from one to four dollars per acre, and is paid for by yearly instalments, with interest from the time of taking possession, with one year's interest in advance, at the rate of six per cent.

Such is government's plan with regard to the upper province. In the lower province there are extensive tracts of crown land on the south side of the river St. Lawrence, and not above fifty miles from the city of Quebec, which is offered to the industrious families who emigrate from Great Britain, for four shillings per acre, Halifax currency; and those families who cannot purchase, can have one hundred acres for twenty shillings per year, quit rent; or until they are able to pay the twenty pounds for the hundred acres. In the same

district the best cultivated farm can be bought for from twenty to forty shillings per acre. On purchasing land in this lower province of Canada, there is considerable risque of receiving a good title to the land, from the bad and impartial system of registration, whereby in purchasing of unknown parties great caution is required.

The Seigniorial rights or feudal encumbrances entailed on the estates of this province are very offensive to the British emigrant; for, beside the yearly taxes, there is from ten to twelve per cent to pay to the Seigneur on the sale of a farm. Indeed instances are not wanting where an industrious emigrant has lost the whole of his estate after years of hard toil; the estate being mortgaged at the time of his purchasing it, though unknown to him: such are the evils arising from impolitic laws.

The most experienced settlers have been known to suffer from these causes; therefore the newly arrived and inexperienced emigrant will have but a poor chance of avoiding such disasters. Happily these grievances, as to the uncertainty of the title to the property purchased, are scarcely known in the upper province, where ordinary discretion will suffice in most cases to ensure a good title. The writers who have laboured with such extraordinary diligence in calculating the quantum of capital at which a poor emigrant may arrive by steady industry and economy, have shown plausible and straight forward theories, though unfortunately such calculations for the most part are found practically false and crooked

statements; for the present race of Canadian farmers have too many disadvantages to encounter to become soon rich; for in Canada capital is a scarce commodity, and which must be the case for a considerable period yet to come; for such is the scarcity of money in America, that there is no difficulty in lending small sums at from ten to twenty per cent, and on undeniable security. The general extent of a farm in Canada is two hundred acres; for the plan of dividing the land by survey, is into townships of ten miles square; which are again subdivided into lots of two hundred acres; each lot having a quarter of a mile frontage, and one mile and a quarter depth.

Every emigrant may purchase what number of separate lots he pleases. In the districts where as yet it is only partially surveyed, larger tracts of wild land might be purchased by the wealthy emigrant.

To be able to distinguish the fertile soil from the inferior and unproductive, is of the utmost importance to any emigrant, and may be easily attained; for the forest itself is the most evident and certain guide, even for the most careless observer, when in search of a place of location. The best soil is infallibly indicated by being covered with a forest composed of a mixture of maple, basswood or lime, beech, elm, cherry and black-walnut; each tree being of huge demensions and tall, with a clean whitish bark, and a broad spreading bushy top. In strong clay land, beside the trees already mentioned, there is an adundance of tamarac and larch.

The sandy soil is readily known by its immense number of towering pines, intermixed with the oaks and chestnuts. The swamps are always densely covered with the beautiful cedar, with an intermixture of tamarac or larch, and hemlock—a tree of the pine tribe; and may be ranked amongst the richest soils in the colony.

THE FOREST.

The tour through the provinces of Canada is highly interesting to the curious traveller ; the irregular intermixture of extensive tracts of cultivation, with the wild forest scenery of nature on her grandest and most extensive scale, has an extremely agreeable effect ; for nothing as rural scenery can equal the undulated appearance of a well cultivated farm, when contrasted with the deep shade of its neighbourly native forest, when capped with an extensive mountain ridge of some miles in length, and thickly covered with its primeval pines ; the ridge being occasionally broken by the projection of a huge rock, weather beaten and naked, and on which no kind of vegetation can prosper. Every description will fall short in conveying an accurate idea of the forest scenery of Canada ; for the immense pines will be observed to tower so high above the other trees of the forest, that a distant observer would fancy that they had been planted on the tops of the others.

In the forest will be found trees of various sorts, though the chief composition of the forest is oak, ash, beech,

elm, pine, hemlock, hickory, maple, iron and bass-woods, tamarac, cedar, sycamore and poplars, intermixed with a great variety of wild fruit trees, which are found in greater abundance in particular districts, than in other parts of the forest, the chief sorts being black-walnuts, butter-nuts or white-walnuts, cherries, plums, chestnuts, with gooseberries, white and black raspberries, grapes and strawberries. The fruit trees of the forest are particularly productive; the gooseberries are so very thorny that they can scarcely be touched in taking them off the trees, and are very small when compared with the English gooseberry. The raspberry is generally found on the outskirts of the forest, or in fields partially cleared; where they will be found in the greatest abundance, and of the most delicious flavour. The plums of the forest are the handsomest of her fruits, being of a rich red colour; they are of various sizes, but generally inclined to an oval shape, and ripen in August; their flavour is good, but occasionally some will be found rather tart: such is the abundance of these plums in certain districts, that the surface of the ground is reddened with the fallen fruit. The wild cherry tree is very beautiful, and often of an extraordinary size; the fruit is very small and black, and very inferior in flavour. The apple is a fruit which is rather scarce in the forests of North America.

The winter grape is often found clinging to the trees in the alluvial forest, and will climb to the top of the highest; the leaf of the vine is of a beautiful rich green

colour ; the grape is a small round fruit, very like the wild black cherry ; and are to the taste austere, sour, and unpalatable, till mellowed by the winter frosts. They are often used in domestic economy. There are several other varieties of the vine in the forests, though not so abundant as this winter kind.

The stranger needs great caution in wandering in the pathless forest ; for it is astonishing how treacherous the forest is, even to the old settlers themselves, who are frequently deceived and lost on their own land for a considerable time ; and by carelessly wandering far into the forest lives have been frequently forfeited.

To illustrate the subject under consideration I will record a case which occurred while I was in Canada, and, in fact, in which I was a party concerned. A friend whom I was visiting proposed an excursion to the lake which joined the rear of his estate ; accordingly, early on a delightful July morning our excursion commenced, with every prospect of spending the day pleasantly, by alternately collecting cranberries on a neighbouring small island, and fishing on the lake, which was a beautiful sheet of water of about ten miles in circumference ; and, to add further to the pleasure of the day, a neighbouring gentleman was invited to join the sport. Immediately on our leaving for the lake, my friend ordered his two servant men to proceed instantly to inform the gentleman that we had proceeded on, and to assist in carrying the gentleman's fishing tackling and double barrelled rifle ; thereby to be fully prepared

for either bird or beast which perchance might be started during the day; for bears and wolves were very abundant in this part of the province. The lake, I understood, was only to be about ten minutes walk from the house; however we started, and after about five minutes walk in the forest, I espied a peculiar piece of rude staked work; my friend being somewhat ahead, I called to him to stop until I examined its singular construction and learnt its purpose; and was soon informed by my friend that it was an Indian trap for the taking of bears; which information heightened my curiosity to examine its mode of action more minutely. This gave rise to considerable delay and unforeseen troubles; however, we again journeyed carelessly on through the forest for some considerable time, when to our astonishment we found ourselves near the same Indian bear trap,—the very place we had left an hour before; on which I gave utterance to the word—lost for the first time! and I must confess I felt no little uneasiness. However delay and contemplation only added to the gloom of the scene; we again started on our unknown course, even through swamps and over innumerable huge fallen trees for at least one hour longer, and apparently to no advantage, which still further alarmed me, as I expected we were making our way back again out of the forest. We were now compelled through weariness to seat ourselves on a fallen tree, to rest and consult on our further course; and we concluded the last Indian bear trap could not have been the one we first observed on entering the

forest. During this pause there was no rest from the myriads of mosquitoes which surrounded us, and bit with an insufferable pain; whilst the sun, whose rays occasionally penetrated through a breach in the forest, scorched us with distressing effect. We now agreed to find the lake if possible,—for we expected we could not be far from it; or rather, I should have said, we wished so—and again we started, after taking off our coats, too heavy to be worn for the heat, and with a determined resolution to proceed on a direct course if possible, feared not the result. Thus we laboriously traversed the forest again for a considerable time, till compelled to halt by exhaustion, again therefore we sat down awhile to rally our strength; while the forest was as silent as the tomb, excepting the occasional barking of the dog which we had with us, and which I fancied had seen either a bear or a wolf from his savage appearance. When our strength was recruited, we hallowed with stentorian voice “lost,” and attentively listened for a reply;—but all in vain. Again we journeyed, rested, and consulted, with an occasional shout of “lost,” to break the monotony of the scene as we went along—whither we knew not. At this period of the affair I felt most seriously alarmed for our safety, our only protection being our dog; as for eatables, we had none with us. We now thought of the expedient of climbing a tree,—but to no purpose; for the surrounding forest prevented a view of more than a few yards; and we now found ourselves entangled in an immense morass

of cedars ; and the sun at this time becoming overcast, gave a melancholy gloom to the forest, that filled the imagination with awe. However, despondency will do nothing, where exertion is so much required ; we therefore again attempted to extricate ourselves, though wearied with fatigue and anxiety for self preservation, for a considerable time longer, making the silent forest to echo the word "lost" again and again ; when suddenly, while listning for the sound of the woodman's axe, we heard a voice, but from which direction the vibrations of the forest prevented our bewildered minds from accurately ascertaining ; however it was music to us, and gave new life to our declining strength and activity ; we lost not a moment in calling "lost," but received no reply. Therefore our latent energies were again called into action, and after another tremendous exertion for some time, we heard several voices in regular succession, which taught us to know we were heard, and accordingly we made directly towards the place from whence proceeded the voices, when to our agreeable surprise we found our own servants and the neighbouring gentleman. They had never heard us shout, but from our not appearing on the beach of the lake at the place appointed for the men to meet us with the boats, they all agreed we were both lost, and therefore they all wisely took to the forest in search of us, which in all probability terminated the affair with less disasterous consequences than might have been expected.

It may be thought no difficult matter for the lost wanderer to extricate himself from the forest when so near its out skirts, but, in practice, all rules laid down by writers will often fail, excepting the compass, which is the only infallible guide in the forest; and no traveller should ever attempt roaming in the forest wilds in search of sport, without being armed with a small pocket compass; for the sun is not always to be seen to satisfaction while in denser parts of the forest. A journey of a few miles into the interior of the forest is an undertaking of extraordinary labour; it is true there is little low brushwood to impede the way, it being for the most part smothered by the forest trees; but the way is almost constantly interrupted by innumerable huge trees which have fallen from age, or been blown down by the tempestuous winds of the province, and are often of such immense girth, as to stop the path completely. In some parts of the forest the ground is literally covered with such fallen wood, which lies crossed and recrossed, whereby an expert person might travel miles without ever once taking his foot off a fallen tree, unless a circuitous course should be necessarily taken to avoid a tree of huge demensions. The roots of some of these blown down trees, loaded with tons of earth are astonishingly large.

I believe the interruption given to the course of the traveller in the forest by these fallen trees, is the chief cause of his being thrown out of his way and so often lost; for to advance in a straight course is next to an

impossibility in a Canadian forest. However, on arriving at the mansion of my friend, I related this our adventure to his wife, who assured me that she herself was lost a day and a night in the forest, in a manner very similar, as follows. Having accompanied her husband towards the lake on a fishing excursion, on nearing the lake it was recollected that the whole of the fishing apparatus were forgotten; and to expedite the business the master returned for them, while his men proceeded to have the boats ready; leaving his wife slowly pacing her way till his return, when unfortunately she fell into a wrong path. On the master returning and arriving at the lake, he found the men but not his wife; however, they imagined she had returned home, and the whole party proceeded to fish. On their return home they found not mistress; still no great fears were entertained, imagining she might have paid a visit to a neighbour hard by. Thus time passed over 'till towards evening, when some anxiety now became apparent, and the servants were sent to make all inquiries at the adjoining settlers,—but to no purpose. The forest was now explored by the whole establishment for some time, with a fruitless result. However, again the whole force of the house and the more immediate neighbourhood were sent into the forest, each being equipped with either a gun, a trumpet, or a set of sleigh bells, to create all noise possible. This search was continued till it was stopped by the darkness of the night, and with no better success than on the former search. The whole night

was spent in preparing for a further and more extended search in the morning, and with greater numerical force; for the men were sent to all the surrounding settlers to invite their early attendance in the morning. The party being already equipped as already stated, started in diverse directions in pairs, on the first dawn of the morning, and by a signal could co-operate to advantage; otherwise, there was an equal danger of the party being also lost. However, the forest was searched far and wide; guns were fired repeatedly; bells rung, and every imaginable kind of uproar was made, but to no purpose; and had not the lady been more fortunate, she must have suffered detention in the forest. But to her adventures; which she related as follows. After pacing some time, expecting momentarily the return of her husband, she ventured to proceed, thinking he might have missed her on his return to the lake; and after some time she found herself so involved in the forest, and probably so far off her right path, that she became bewildered how to extricate herself. However, it must be attempted; and after hours spent in endeavours to find either the lake or home, she became exhausted, and sat down to rest. After awhile she again tried to extricate herself from her now dangerous situation,—but all in vain—till her further progress was prevented by the combined effects of fatigue and the darkness of the night. Her only alternative was to seat herself on a fallen tree; a most horrible situation for a lady in a Canadian forest, in the midst of the haunts of wild bears, wolves, and other dangerous

animals ; there, however, she passed the longest night of her life, contemplating with melancholy forebodings her perilous situation, which was increased, if possible, by the occasional rush of a wild beast near her. On one occasion, an animal of some description actually leaped over the very tree upon which she sat. Still she remained unhurt ; and on the dawn of day, she proceeded again to make for home, assisted by the rising sun. After passing over logs and swamp till about noon, she then heard the bell of a cow ; made towards it, and drove it before her, and to her great joy the cow lead the way into a clearance, which she recognised as being some miles from home. On arriving, the whole party were still in the forest in search of her, and were on the point of giving up any further search, having concluded it to be useless.

On first entering the Canadian forest I was no little surprised on observing the trees so large and free from boughs to such a height up their trunks. So clear were the boles of the trees, that few had a bough within from twenty to thirty feet off the ground, with trunks straight and very erect for the most part, with a bark free from moss, and a particularly large bushy top. In some parts of the province the forest is very thin, from which cause the trees are low and full of boughs within a few feet of the ground, and not unlike the trees found growing in the hedge rows in England. The imagination cannot but expatiate in traversing those pathless morasses, and the inhospitable forest so remote and lonely, for I unfortu-

nately was likewise benighted in company with a friend in the treacherous wilderness, and I am certain I cannot satisfactorily describe my feelings on the occasion of a long ride through its thickest part. The night was pitch dark, and a horror striking silence reigned, except when broken by the false step of the horses, or the howling of the inmates of the forest; and the cheerless scene was heightened by the contrast of immense masses of phosphorescent logs of rotten wood, so abundant in the forest. Our only dependence on keeping the right path was on the sagacity of my borrowed horse, which had traversed the same road before; it was otherwise with my friend's, therefore the instinct of my horse was alone to be relied on, and on this occasion it proved a most safe and valuable pilot. While roaming in the forests of America, I found little that was either rare or curious, excepting on one occasion a large disabled iron cannon; and I believe several have been accidentally found in distant parts of the forest, being left by their respective parties during the war, and are now not worth removing. And in another remote part is to be seen a large anchor, resting in the forest, till called into active service, by a line of battle ship on the lakes, as it was intended for that service.

THE INHABITANTS.

The present population of Canadas may be stated in round numbers at about one million.

The traveller will, immediately on entering the lower province, observe the foreign looking appearance of the French Canadian farmers. Their dress is in general a jacket of peculiar shape, with trousers made of the coarsest cloths, and a cap or straw hat of immense dimensions. They seldom wear shoes, but have on for the most part moccasins or Indian boots, made of a strong reddish coloured leather, with a red sash girdled around the waist, with both the ends carelessly hanging down by the side. Their personal appearance is tolerably good, and of a middle stature, with rather prominent lips and full face, with an indescribable something in their manners which bespeaks a want of education; nor is this a deception, for, comparatively, few of them can either read or write. They are chiefly Roman catholics, and speak nearly universally the French language; thousands of them are not able to speak one word of English, and are in habits very indolent. Of course

they are the most wretched farmers, and miserably poor. In agriculture they follow no regular plan, placing little value on manure; and if they can raise sufficient corn for their own household consumption, they are nearly satisfied. It may be readily imagined from such irregular plans pursued in agriculture, their crops will be scanty, which is the fact, for such a thing as a rick of wheat is a great rarity when observed adjoining the homestead of a French Canadian farmer, their plan being to house their grain in the barn immediately on removing it from the fields; and a very small barn will hold, for the most part, the whole of the year's crop, on a farm of from fifty to one hundred acres. The Canadian thistle grows luxuriantly throughout the province, which to a stranger at a distance, it will appear a good crop of an unknown plant, until he receives an explanation of the worthless nature of the crop,—although they are said to mow them for winter fodder. If the land were purposely prepared and sown, this ruinous thistle, the scourge of Lower Canada, it could not flourish more plentifully. The farms of this province are generally from fifty to two hundred acres each in extent; and are often subdivided equally amongst the whole family on the death of the parent, according to the French law; which accounts for the numerous cottages studding the banks of the river St. Laurence,—all being one family colony. These cottages, though so beautifully white and interesting at a distance, are, for the most part, bad and inconvenient buildings, without either

form or taste or accommodation being considered in their erection, and are surrounded with the most miserable looking rail fencing. As to their gardens, so necessary to all well conducted farms, they accurately accord with the other part of their wretchedly inhospitable looking homestead, for the few stragling fruit trees turn to little account. The interior of their houses disgrace even the exterior, for the furniture is of the most homely description and very scanty. There are certainly exceptions to this description of their agricultural indolence and bad habitations, but they are few amongst the lower class of French Canadian agriculturists. Their villages are generally ornamented by a Roman catholic church, which is very often a spacious and elegant building, with a full length statue of the patron saint generally placed between the towers, over the front entrance. The new settlements, made by the late arrivals of British emigrants, have done much in improving this province by the introduction of the most approved plans of agriculture known in England, which the Canadian farmer cannot avoid following, ere long, from the force of example alone, if not from interested motives.

NORTH AMERICAN INDIANS.

Observations made with the greatest accuracy, clearly demonstrate that this ill fated race of foresters are rapidly decreasing in numbers, and, before the expiration of another century, will be nearly extinct or known only by name, for the principles of European government, and the industrious habits of the population are unfavourable to the Indian character.

There are different tribes or nations of these Indians yet to be found; each tribe, it is calculated, will contain about five or six hundred individuals, and are distinguished by their several names as the Huron, Micmac's, Iroquois, Shawanese, &c. tribes. They care little for agricultural pursuits. There are a few stragglers of the Indians domiciled, who will plant a little Indian corn or a few rows of potatoes, but their general manner of life is roaming through the forest in pursuit of wild beasts for their skins, which is a source of great gain to them. They are a very intelligent race of people, quick of apprehension and proverbially hardy, being able to bear without any ill effects, heat and cold, hunger

and thirst, for several days together, which becomes habitual from their chance manner of living on the produce of the forest, and their success in capturing their prey. In the bearing of such privations they are supposed to be much assisted by the belt which they wear so universally around the body. Yet, when an opportunity offers, they eat and drink inordinately. In hunting, they are remarkably expert with the rifle, seldom failing of their object; indeed I have myself witnessed an Indian shoot several woodpeckers, each bird with a ball through the head only, for a trifling wager. Hunting is their chief employ, and by them the market is often most abundantly supplied with furs for exportation; and they have the singular mode of selling them by piece meal; if they have a hundred skins, they have as many bargains, and are very knowing as to the real value of each skin in the market; but when in a state of intoxication they are easily imposed on, and they will then sell the most valuable furs for a glass of whiskey,—a spirituous liquor of which they are passionately fond. Sometimes nearly a whole tribe has been seen in a state of drunkenness at one time; though it is generally stated by those settlers who are acquainted with their modes of life, that one of the party always keeps himself sober, as a sentinel over their persons, and to take charge of their guns and tomahawks, because amongst themselves they have the most cruel and destructive contests, for scalping, and every other barbarous treatment is practiced on the vanquished party.

One particular trait of the Indian character is, they never forgive a real or imaginary injury, and are seldom if ever known to fail in finding the object of their revenge, if it can be accomplished by the most laborious exertions, for they have been known to have traversed the forest for years in pursuit of their victim. Their dress is equally singular and wild ; a cap made of fur, with a dirty looking woollen surtout coat, which they wear sometimes ornamented at the wrists and on the top of each shoulder with a patch of coloured cloth, and trousers to correspond, with a belt around the body, into which is fixed the tomahawk, and with the addition of the moccasin boots, which they manufacture themselves, they assume an air of military appearance. As to their personal appearance, they are of middle stature, of good figure, and of rather a copper colour.

The women or squaws, as the younger part of female Indians are called, are generally pretty and interesting in appearance, and of a fine figure ; a deformed Indian is rarely seen, but they are sometimes distinguished according to the laws of their several tribes, by a slit in the cartilage of the nose. Their hair is remarkably black, and frequently decorated with ribbons and feathers and beads, and is generally tied in a roundish form behind the head ; their dress is not unlike that of the men, for their short skirt and black bordered blanket, form the chief part of their dress. Their wrists and ears are likewise ornamented with rings and beads, and sometimes even with bells.

The squaws are very ingenious and industrious, making gloves, moccasin boots, baskets, and other small wares, which they ornament with dyed porcupine quills and beads of great variety; the woman when on travel generally carries the child and the whole wealth of the family, and is accompanied by the husband with his rifle upon his shoulder unfettered by any burden. The Indians are expert manufacturers of canoes of bark, for transporting themselves and families across the lakes and rivers; with a great variety of small articles of beautiful workmanship, particularly their tobacco pipes.

Marriage is respected amongst some of the tribes, but often they have two or more wives; and every humane exertion of the British government to protect and preserve the Indian race is constantly in operation; for the British government give to the different nations of Indians included in their territories, numerous annual presents, with academical and religious establishments. The annual presents given by government to the Indian tribes, however well designed, are not always attended with beneficial effects, for many no sooner receive their presents, than they barter them away to the adjoining settlers for money or spirituous liquors, and are frequently found in a state of intoxication for some time after receiving their presents, which consists of provisions, ammunition, clothing and blankets, with divers other useful articles. The number of Indians which meet at Pennetanguishene on these occasions, annually amount to several hundreds, and are of different tribes

and from the remotest parts of the wilderness, and form a very interesting scene to the stranger; the time of distributing the presents is in the month of July generally. There are other places in the provinces where the presents of government are distributed for the convenience of the Indians in the vicinity, who live dispersed in small stragling villages on the banks of lakes or rivers, in huts or wigwams made of bark, and generally sitting on the ground, or lying on the skins of wild beast, and are often seen in the markets of the large towns selling their small fancy wares and wild fowls, with, perhaps, a few hares, or similar products of the forest. Throughout the provinces there are several considerable settlements of these native Indians, who lead a more settled life, and are agriculturists on a small scale, having, as already mentioned, small plots of grain; however, they are regularly progressing in their agricultural knowledge. The most considerable village of the Indians is that of Loretto, which is situated a few miles from Quebec, and is inhabited by the Huron tribe. In the neighbourhood of Montreal is the village of Caughnawaga, which is a colony of Iroquois Indians. In the upper province there are several tolerably well inhabited stragling villages of these natives, particularly the settlement near Brentford, and on Dundas Street, in the neighbourhood of Toronto.

On the curious stranger visiting some of these Indian colonies, he will have an opportunity of purchasing any article of their manufacture, which generally consists

of moccasins, belts, a variety of baskets and boxes, some of which are really elegant and curious, with an equally curious show of gloves, all fancifully worked with different coloured leather, and tobacco pipes and clubs of exquisite workmanship, with other similar specimens of their carving with the knife, their only instrument, and with which they build their beautiful bark canoes for the navigation of the rivers and lakes. On some of those settlements of Indians, live the chief of the tribe, which gives additional interest to the visit. During the ever to be lamented desperate conflict of the last war between Great Britain and the American states, these native Indians were most unwisely engaged as allies by both the parties: though full of enterprise and zeal while following their own system of warfare, they can never be stationed and depended on as firm and well disciplined soldiers, for if perchance they are severely pressed by the enemy they instantly fly. Their manner of fighting is irregular, as becomes savages, therefore they can only be useful to an army as scouts, for they are unerring marksmen with the rifle, whereby they proved themselves the most destructive enemies to the officers of the several armies, shooting them at pleasure from their hiding places; or against a retreating or defeated army, where they clearly find murder and plunder within their grasp; which extra stimulus has a wonderful effect, for then they will fight like tigers, rushing out of ambuscade with an awful yell, and with their tomahawks they spread carnage and confusion in

a most terrific manner, for such are their ideas of warfare that they scarcely leave one to tell the horrid tale. Sometimes these mercenary savages have been known to plunder and murder their own allies after being spurred on to desperation by disappointment, or from losing a chief. The bravest Indian chief of modern times was the celebrated aboriginal warrior Tecumseh, who valiantly fell at the battle of the Thames, in the western part of the upper province, on the 5th of October, 1813, while nobly leading on his tribe of about twelve hundred Indians with their tomahawks, where they neither gave nor accepted quarter, according to their specific rules of warfare; he was a pattern of the tribe, of middle stature, very strong and capable of performing astonishing acts of valour in battle; sharp and active, with a keen penetrating eye, and about forty years of age when he was killed; and, while dead on the battle field, it is recorded for a fact, that the American soldiers disgraced themselves by committing the most wanton acts of indignity on the noble chief's mortal remains. Another act of wanton outrage, the recorded murder of a beautiful young lady during the revolutionary war, ought to be a salutary lesson of experience as to the treachery of the half savage Indians, for they had no sooner got her into their possession than they destroyed her, though they had received the promise of vast reward if they honorably protected her to a safe retreat.

The inhabitants of the upper province of Canada may strictly be stated to be British, the exceptions being trifling.

ing in numbers; and it is a modern settlement compared to the lower province. It is a very natural impulse which induces many of the settlers to entice their old and distant friends over to join them, undertaking to find a suitable place for their location as near themselves as convenient; and this is very good policy, for it has the twofold advantage of both improving more rapidly that part of the province, which of course increases the value of property very considerably in a few years, and likewise as the advantage of composing the unsettled mind of all the respective parties; for the company of a true and tried friend and old countryman, to hear and relate the events and circumstances of former friends and country, is thrice valuable in those distant regions of the forest. As a matter of inference, certain districts may be thought to be peopled by one and the same class of countrymen; which is true, for some districts of Canada are nearly wholly colonized by the English emigrants, and particularly emigrants from Yorkshire, who have for a vast number of years been patriotic adventurers to the wilds of the great western world. For instance, the city of Toronto and its immediate surrounding neighbourhood, can furnish a pretty fair specimen of enterprising Yorkshire settlers; and it is decidedly the most improved part of the whole colony.

The Irish emigrants have likewise followed the same motives of example and advantage, and have settled themselves in small colonies throughout the province, particularly in the rear of Kingstone and its remote

settled wilds. And it may be stated as a matter of importance, that no class of emigrants improve in habits and manners, after being inhabitants of the colony for only a few years, in the same degree as the Irish, for they become good and loyal subjects, peaceable and industrious, and soon assume an air of respectability unknown to them in their native Ireland; and did but the thousands of their ill fated countrymen of small means know but one half the advantages which would follow as a consequence of emigration, they would more than double the number of settlers from Ireland who have emigrated of late years.

The Scotch have not emigrated in any great numbers to this colony, although they have increased of late years to a considerable extent, and have the similar propensity to associate in small bodies when they locate. The Dutch have promiscuously settled and are intermixed by their locations throughout the provinces with all the other nations already mentioned, and are second to none for industry and frugality. In looking over the maps of the provinces, the settlement of each nation or country may easily be ascertained by the name of the villages or townships of the district, for the original settlers, on the impulse of their recollections on locating themselves, named the place after the town of their birth from whence they have removed, or some other important place in the neighbourhood, or after their own names. In some respects this practice is unfortunate, for there is often two or more towns of the same name,

which is inconvenient by the repeated mistakes thereby occasioned in the transmission of letters and parcels to settlers into those districts.

Since the termination of the war, the emigration of half-pay officers of the army has been much encouraged by the British government. Of late they have increased in numbers greatly, and likewise occupy certain districts amongst themselves, each officer receiving from government a certain portion of wild land. This policy to a limited extent may be correct, for certainly these meritorious individuals deserve well of their country and ought to have a fair remuneration for their former important services; but the wholesale system adopted in giving too extensive tracts of land to certain officers, has created loud and serious complaints in the province, not on the score of their receiving more than a just reward, but on the score of impeding the improvement of the district of their immediate location, for certainly this follows, when one individual has land given to him which will require the labour of himself and family for ages to come in bringing it into a tolerable state of improvement, and the expenditure of an immense fund of wealth. Thus the neighbouring improvements will be slow, to what otherwise they would have been, had the land been divided into small lots of not more than two hundred acres to one individual, however meritorious. For it is in result similar to the absentee proprietor's land, where, should a new settler unfortunately happen to purchase a lot in it's rear, (the absentee proprietor expending

nothing in improvements) the new settler will be compelled to cut a road to his settlement through the absentee's forest, which is an act of the most wanton injustice, and great expense to the new settler, and thereby at the same time greatly improving the absentee proprietor's estate, which he is particularly informed of by agents; and every advantage is taken, for the moment he finds the property is at it's height of improvement by the necessary exertions of the new settler, the absentee owner sells out at probably great advantage. Surely such grievances call for legislative interference, so as to compel the absentee speculator in foreign land to cut his own roads through the forest.

There is another class of military settlers which is likewise numerous and demands some notice, I mean the old soldiers in Upper Canada. These bravers of the battles are certainly the worst of the settlers, for they have no knowledge of agriculture, neither do they show any disposition to learn, which is naturally to be expected from men of such habits. Their commuting their hard earned pensions and spending the greater portion of the money in drunkenness prior to their leaving England, and the little remainder immediately on their arrival in the provinces, makes the greater part of them penniless on entering their lots of land, which they have granted to them by government for length of service. Under such miserable circumstances can it be even expected they ever will become agriculturists? must they not labour under poverty and wretchedness.

the remainder of their lives? From such grievances which are real and innumerable, can it be wondered at when we hear of an old penniless soldier selling his wild, and to him useless, forest land for a barrel of pork and flour? This is a truth, for I saw the dissipated fellow who did so; and I heard of other similar characters who sold their lot of land for a bottle of rum,—each lot or grant of land being two hundred acres.

While in that part of the province inhabited by these inexperienced farmers, I saw the most wretched hovels, and scenes of the greatest poverty and distress. I believe from good authority, these facts have been fairly represented to the British government, and the most needful are again allowed their pensions, which is nothing more than justice, and is likewise an act of the greatest charity.

EXCHANGE.

In transporting money over to British America,—an act of the greatest consequence to every emigrant—there is some risque at all times, and different plans have been given as to the most safe mode of procedure for the emigrants. The vast importance of money in all parts of the world, causes the unwary emigrant to be often imposed upon by the designing knaves who are found in great numbers in every large town where he may be expected to debark.

The numerous robberies committed on these poor unwary foreigners during the season of emigration, are often of the most gross and cruel description, though in many cases the new settler has no one but himself to blame, neglecting his own business and exposing his little wealth while perhaps in a state of intoxication,—a state in which a great part of the new settlers will be found soon after their arrival in this foreign land—their vigilance being overpowered by the liquor they love, and which they are further enticed to indulge in by its extraordinary cheapness. At all times intoxication is a

great evil, but at this critical moment of the emigrant's life it is an evil of the most serious kind, as it may darken the emigrant's prospects completely, by throwing him and his whole family into irremediable ruin. And, in truth, such has been the fact in many instances. I would say to the most dissipated emigrant that ever crossed the Atlantic ocean, (if he inquired of me for my best advice) if ever you intend to be one month sober in the remainder of your life, let it be the first month after your arrival, for sober acts are the only sure foundation for colonial prosperity. I well remember while in America reading one of the provincial newspapers, which recorded an instance which will well illustrate the foregoing remarks. A British emigrant who had lately arrived with a large sum of money, chiefly silver, was so foolish as to take his wealth along with him during his searching for a proper lot of land for his location. And imprudently having given a hint of the contents of his box to the unprincipled landlord of the inn where he was stopping for a few days, whilst this foolish fellow was in the country purchasing a farm, the landlord was found to have absconded, not forgetting to take his guest's money with him, to the emigrant's utter ruin. Hence every emigrant will see the necessity of strictly concealing the amount of his wealth and the place of its deposite, whether on his person or in the luggage; for the least information attained on this subject by the fraudulent, will be sufficient to stimulate them to attempt its removal. Another annoyance in daily operation, to

the great disadvantage of the stranger while travelling in these provinces is, the great diversity of the money in circulation ; for both silver and copper coins are in circulation belonging to almost every nation, and many belonging to no nation, being only spurious coins made by certain parties through fraudulent intentions. Besides the real coins of different nations found in these provinces in circulation, are so defaced that it is totally impossible for any stranger, without much time and experience, to know their real value. From this circumstance alone he will be often most grossly imposed upon by the petty and unprincipled tavern and store keepers on his route, for they will give silver coin in exchange for his gold, reckoning their silver by its original value ; but the stranger no sooner arrives at the next stage or landing place, where perchance he offers some of the silver to pay his fare or for some refreshments, than he finds it much decreased in value. Complaining is useless, and as for returning, that is altogether impossible, being perhaps a hundred miles or more from the place where he had his sovereign changed ; a fact which the villanous cheat knew well would occur : and it is very improbable that the emigrant will ever afterwards travel the same route. Though in this these mean impostors are sometimes deceived. To illustrate this subject I could record several cases which I knew practised on others, and not a few which I myself experienced, and in hotels of respectability, as understood, in America. However, I shall give the history of one instance of

glaring imposition as follows. I remember stopping all night at an inn of respectable appearance while travelling the route of one of those long roads called streets, in the upper province of Canada, some little time after my arrival in the colony, by which time I had become some little acquainted with the heterogeneous coins in circulation in the provinces; however, in the morning on paying my bill of fare, I received considerable change in silver from the landlord himself, which I examined with the greatest attention, and notwithstanding a further lesson of instruction on the subject I could not make it out to be correct; as such I remembered the affair, although I again visited the inn and again was imposed on, but to such a trifling amount that I made no remarks on the subject, further than a full determination never to visit the house again. It so happened some short time afterwards, while riding to the capital of the province I had the company of two old settlers, originally emigrants from Yorkshire, I believe Hull, or its immediate neighbourhood. The subject of conversation for miles was, what trade or profession, or in fact, what class of men make the most capital in America in the shortest time. After innumerable remarks on trade and agriculture, the subject turned on tavern-keepers and a long list of landlords who apparently had made wealth in a few years was talked over, amongst whom was the impostor who had twice cheated me. And as the opportunity offered I mentioned my suspicions of the landlord's dishonesty to both my friends, by whom it was agreed we

should call and test his honesty again, as they had heard the same base character of him repeatedly before. Accordingly we called, and as previously agreed I was carelessly to receive the change, as the best mode of offering an attempting opportunity, and as was expected the landlord again made a mistake of four coppers in the change of one dollar in his own favour. My two friends were very anxious to express their sentiments to the landlord, I however opposed any wrangling, knowing it to be the last possible opportunity he could have of pilfering from me at least, and being highly satisfied with having substantiated my notions of the landlord's baseness to the conviction of my two respectable friends. The following case, of which I was myself a witness, was on the whole a more gross attempt at fraud than the case already stated. While at one of the respectable inns at a town not twenty miles from the celebrated Niagra Falls, on the sixth of July last, a gentleman who had been detained through severe indisposition at the hotel a few days, and who in the hurry of the moment of departing had received his bill of fare, and had settled it, unsuspecting of fraud, accidentally dropped the account while he sat in the coach at the hotel door, which was immediately about driving off to the lake to meet the steam packet Canada, on his route to Toronto. The account was picked up by another gentleman, who inquired for the owner, who thus accidentally was led to look over his bill, and to his great astonishment observed at the bottom of the account several dollars added as

bar-bill; he instantly called for the bar-man and taxed him with the imposition, who, without any attempt on his part to palliate the attempted fraud, refunded the dollars. The gentleman then inquired for the landlord, who never appeared; when, after a little more waiting, we drove off: the gentleman repeatedly declared, that he had never tasted spirits in the house, having been too ill the whole time.

As a further illustration of the impositions of this nature, so important in point of economy, I will state the following fact:—while in a retail store of much business, although not the most extensive one of the province, I brought this subject into conversation, when immediately the proprietor turned out his till of heterogeneous copper coins—all of which at that time passed current in Canadas—upon the counter, requesting me to look them over and take any I thought proper, if I considered them of sufficient value as curiosities. I took advantage of the kind offer and selected nineteen pieces, which I chose as the most curious, though I might have had many more, had they not been so mutilated and defaced as to be nearly illegible.

It is highly necessary that every visitor to this great western colony should have some little knowledge, at least, of money and its relative value, and of the best mode of transporting it with profit and security. In my opinion, the best form in which to transport money across the Atlantic as a profitable speculation, is in gold and silver British coin; though as to the most

secure method, I have some doubts on the subject. Where the amount is great the following plan is often followed, and is a mode of procedure for the most part convenient. The money is deposited with some mercantile firm or bank of known respectability, which is connected with British America, for which a letter of credit will be given to the amount deposited, and on presenting your acknowledgment of credit to the parties concerned, you will receive your money according to agreement, at the rate of exchange current at the time, which is for the most part about sixteen per cent in favour of England.

The only objection to this mode, particularly when conducted through a mercantile establishment, is occasional delay, for I have heard repeatedly complaints of the delay which they the emigrants had to encounter before they could receive their money. Therefore, to put away all chance of disappointment, and particularly when the amount is merely trifling, I would advise the emigrant to transport it himself, and wholly either in British gold or silver coin, for with sober discretion and proper precaution there will be little fear of losing so important a friend.

In British America, sterling money of pounds, shillings, and pence, is known by the name of Halifax currency ; and a British sovereign passes for twenty-four shillings, Halifax currency ; and a British shilling passes for one shilling and two-pence, Halifax currency. Hence the utility of taking gold or silver coin from England ; or,

if convenient, Spanish dollars might be taken, for they are equally as serviceable and valuable, and pass current with the like freedom in the colony. The paper money in circulation in this British colony are dollar bills, which is, in fact, the chief medium of exchange, and are so low in amount as one dollar, and to any amount upwards. The respectable banking establishments of the province are exceedingly liberal to the industrious and deserving settlers; and their system of accommodation is as follows. Any sum, for instance, two hundred pounds is discounted at ninety days date, one fourth of which is paid at the expiration of that time; the note is again renewed for a further ninety days when a second payment of another installment is required; and again the note is renewed for the remaining half for ninety days longer, until the whole is paid by ninety days installments. Thus it is evident the whole amount of the two hundred pounds will not be required to be liquidated until the expiration of three hundred and sixty days. The whole expense being only a common rate of interest, there being no stamps required in British America.

The gold coins in circulation throughout the provinces are British sovereigns only, and they are not very abundant, as a medium of exchange in ordinary affairs. The silver coins in circulation in the provinces are of great variety, including British, Spanish, French, and the United States dollars, half-dollars, and quarter-dollars with five and ten cent pieces. The silver coin

of the United States, exceeds if any thing the coin of any other nation current in the provinces. The dollar passes for five shillings, Halifax currency, which are four shillings and four pence sterling (or British value); the half dollar passing for two shillings and sixpence, or two shillings and two pence sterling; and the other quarter dollars have the like proportionate value. The newly imported copper coin of the present reign, now becoming abundant throughout the provinces, will, before long, supercede the present defaced copper monies and tokens current in the colony, and which is a valuable improvement for the well being of the colonists.

The markets of the provinces are exceedingly good, being always well supplied with the best and most choice provisions in their proper season, and in every point might vie with the best market of an European city, excepting the want of sea fish, and the lateness of the vegetable production; the distance from the sea prevents the introduction of the former, and their long winters the latter.

The currency prices of this year, 1835, might be quoted as follows, although it must be admitted that all commodities vary more or less every market:—beef, mutton, veal, each 4d., pork, 5d., hams 6d., bread 2d., butter 7d., sugar 7d., tea 2s. 6d. to 5s., coffee 1s. 2d., rice 3d., cheese 6d., soap 4d., candles 6d., moulds 8d. per pound. Fouls 1s. 9d. and ducks 2s. 6d. per pair; geese 2s. 9d. each, and turkeys 3s. 6d. Eggs 6d. per dozen. Green pork is generally sold by the cask, at about 5 dollars per cwt.

Grain is for the most part sold by the bushel, and flour by the barrel of fourteen stone, viz. flour 25s. per barrel, weight as above. Wheat 5s., barley 2s. 6d., Indian corn 4s., oats 1s. 6d., potatoes 1s. 3d., rye 4s., peas 3s. 6d. per bushel.

The wholesale prices of spirits, rum 5s. 6d., gin 5s., brandy 7s., whiskey 2s. 6d., ale 1s. per gallon, and London porter in bottles 12s. per dozen.

During the winter months the markets are amply supplied, and with greater variety of produce, in fact, the appearance of the market is altogether changed, for the beef, mutton, and pork are brought in whole carcasses, frozen as hard and inflexible as a marble statue. The quantity of deer which is brought in this state to the market during the winter, from all parts of the remote forest is very remarkable, the settlers in the distant woods taking advantage of the goodness of travelling with their sleighs over the snow, pour in their superabundance of marketable produce. And other articles, such as fish from the ocean of every description, are likewise brought to the market of the provinces from the United States, seaport towns, from a distance probably of nearly one thousand miles over land.

As to the value or price of live stock in the provinces, it is like the other markets in Europe, for it varies occasionally very much. The French Canadian horses of the lower province are generally low, in fact, they are ponies of a good size, and are much and deservedly celebrated for their beauty, strength, and superior action;

and are nearly universally found throughout the whole colony in good sleek condition, for they experience nothing but the kindest treatment from their respective owners. The price current will be from one hundred dollars to one hundred and twenty dollars per pair, which is the general mode of disposing of horses, being found most convenient for both buyers and sellers.

In the upper province there is an abundance of valuable horses, for there is nearly a regular importation from England annually, of good horses into this province, which has done much towards improving the stock of this part of the colony. Here also is to be found the French Canadian horse of the lower province, which is likewise in good condition, smooth and glossy, and are much thought of as superior roadsters and gentle in harness, and will often sell for more money than in the lower province by ten or twenty dollars, if well paired and matched in size and action.

Cows being considered of less importance are not so considerably treated in America as they are in Europe, for they are turned into the forest adjoining the farmer's location, there to roam in search of leaves and stragling blades of grass the whole of the day. They return regularly for the most part every evening, each cow having a bell which is incessantly tinkling, strapped round her neck; and as cows for the most part in the forest associate in herds, the united tinkling of the numerous bells gives a most discordant sound, which is really disagreeable to any one wandering in the forest within hearing. However,

they answer well the intention for which they were placed, for without the bells the cows would scarcely ever be found, if perchance they should wander away deep into the forest ; and really, taking into consideration the little foliage that is to be found in the forest within reach, the cows, with the other cattle, all look very fresh in condition and healthy. It is correct that a cow gives one third less milk in America than a similar cow would produce in England ; this fact I have heard repeatedly affirmed by disinterested individuals who have been practically habituated to the management of them both in England and North America the greater part of their lives. Such being the fact, it can only be accounted for by the extreme heat and cold of the climate as being unfriendly to their productive properties, although something must be allowed for their roaming mode of living ; however the best pasturage affects not the assertion of their unproductiveness. The average value of a cow in the province may be stated in round numbers at twenty-five or thirty dollars.

The oxen of the provinces are most important quadrupeds, and are generally the first live stock purchased by the new settlers, for their invaluable services are immediately required on locating, and are far more useful than any horse can possibly be to the remote colonists. The expert Canadian will often shew great dexterity with his long tapering hickory rod in driving his pair of oxen through the forest and over logs with

a nicety truly astonishing ; and were it not for those strong and tractable beasts, so indispensable in clearing of the land, particularly in the logging part of the business, the land could scarcely ever be cleared of its incumbering forest ; at least, the expense would be materially increased if oxen were dispensed with. There are no animals that have the same share of slavery, throughout the provinces, as the oxen. I was often led to consider how ill fated the Canadian oxen were compared with the same beasts in England, whose whole life is indolence, while in Canada they have daily coarse and toilsome work—and are generally named Buck and Bright. The value of a pair or yoke of oxen, quick on foot and gentle drawn, are worth about eighty dollars, or seventeen pounds sterling.

The sheep bred in the province are now becoming numerous, and may occasionally be seen in tolerable flocks, though they are smaller than the English bred sheep, with a very inferior thin coat of wool compared with the British sheep. The yearly importation of this kind of stock from England has much improved the flocks of the colony, and will still continue improving, for there were several sheep of the best breed on their way to the upper province of Canada, the property of a gentleman from Holderness, during the last season of emigration, who had a large premium offered for them immediately on landing in the country ; which is sufficient evidence that the breed of this important animal is not neglected in that distant part of the world. It is

acknowledged on all hands that this kind of stock degenerates much in a few years in the provinces, and throughout North America; therefore, the most superior breed will early show signs of declining from that state of excellence which they showed on their arrival, for the coats of wool often becomes so thin as to be not worth clipping, but are hand pulled by the housewives and her party invited for the occasion:—in fact, it is a Bee, but not a Clipping Bee.

Sheep varying so much in quality, there must be an equally wide difference in their value, which is the case, for they sell from two to four dollars each; and extra good ones will sometimes be found that will sell for somewhat above that amount.

The hogs bred in Canada stand nearly unrivalled for the excellence of their sort, being nothing inferior to the English, and are bred in immense herds. For every farmer's chief stock for several years consists of his herd of swine and they most commonly keep about twenty, though some others of the farmers more fortunately circumstanced will perhaps have twice that number, nay, if I am not misinformed, there are a few whiskey distillers in the province who keep several hundred at one time, for they are inferior to no kind of farming stock for profit and usefulness, and are always fed at a light expense by the settlers, who turn them into the forest, there to roam with an unlimited stray, to feed on wild fruits and roots and what little herbage they can hunt out. They generally return

every night, and are very seldom lost, although occasionally an odd one gets destroyed by the wild beasts of the wilderness; however, it is asserted that a herd of swine will hold even a bear at defiance. These immense droves of swine are slaughtered during the winter, and after being salted are barrelled for home consumption and exportation,—and the demand is generally very good for fresh barrelled pork—each barrel generally contains about fourteen stones. Pork is the chief animal food consumed by all new and remote settlers for a long series of years after their location, and is a very convenient food for such distant places of abode. It is very seldom that hogs are killed and dried, though a process equally as easily managed in America as in England; however, it is now becoming rather more common amongst the English emigrants than it used to be a few years ago; still, even at this time, several of the American farmers will not allow it can be done to good effect. The price of a good strong fold-yard pig is about four dollars; and the younger ones may be valued by their weekly age, in round numbers, as follows:—a five weeks old pig is worth about five shillings, and a ten weeks old one about ten shillings, and so in proportion for the intermediate ages; and it is likewise to be remembered this price is for summer only, as respects the young ones, for in winter they are not worth having gratis, on account of the trouble which they would require to protect them during the severity of the frosts, which often kills them in great numbers, even with the best precautions.

The geese of the Canadian farmers are often to be seen around their homestead in vast flocks, for there is every attention given to the breeding of them by the housewife, chiefly on account of their feathers, which are of great value, being so much in demand for bedding. Their feathers are often stripped off in a most cruel manner, and occasionally four times a year by the needy new settler; and whole flocks may frequently be seen dragging their wings after them through the mire in a most deplorable manner, the feathers which support the wings having been ignorantly plucked out.

Turkeys are not very abundantly bred in the provinces as farm-yard poultry, though in the western districts tolerably large flocks may occasionally be seen belonging to the adjoining farmsteads. The other kinds of domesticated fowls are very plentiful throughout the province, with the exception of ducks and Guinea fowls. Why ducks should be so rarely bred in Canada, I cannot account for; however, so it is, for I scarcely saw a dozen in the whole province, though the natural advantages of the country are of the most extensive description for the breeding of such poultry. It certainly must be on the principle of imitation, so universally followed in America, of not doing any manner of thing because a neighbour does not think proper to do the like.

RATE OF WAGES.

It is particularly necessary to receive with great caution the statements transmitted across the Atlantic, of the extraordinary high wages given throughout the colony; and due consideration must be given to the difference in the value of money, with a proper allowance for the extra prices given for every necessary article of wearing apparel of British manufacture which the servant will require during a residence in the country, whereby a just conclusion will be arrived at. For without such no fair comparison can be drawn from such exaggerated statements, by the farm servant or mechanic. The average wages given to a useful man servant, competent to manage a farm, will be about thirty pounds per year; to younger and less efficient farm servants, the wages is about twenty pounds; and it is generally understood that all farm servants make themselves generally useful about the homestead, in domestic affairs; a practice not generally adopted by such servants in England.

In America the man servant is expected every morning to chop wood and make all the fires in the house;

which is truly a man's job from the nature of the fuel, and as such is scarcely ever attempted by the woman servants of the establishment. It is well that every man servant should be aware of these domestic duties which he will have to perform in settling in America, for many who have emigrated ignorant of such facts, on arriving in the colony have objected to doing such work, and have returned to England from such causes only, and have spread such extremely false accounts of the country, as to deter others from ever attempting emigration; when the fact was that their false pride was wounded, by having to comply with the necessary usages of the country. The female servants of the provinces, as I have elsewhere stated, soon become inattentive, and show signs of having a will of their own, to the great disadvantage of themselves, and the no less inconvenience of the whole household; and the remedy for this grievance is not easily found, for respectable female British servants are not readily to be met with; nor can it be expected that unprotected females will attempt emigration so readily as men servants; hence women servants, on the whole, are rather scarce in the province, and will always command good wages, which may be stated to have all the intervening sums of from twelve to twenty pounds per year, according to the respectability of the servant, and her capabilities; for expertness at the needle is a most desirable qualification to any female servant in the province, and will alone ensure her claim to extra wages.

The wages received by the mechanics of every description, on an average throughout the provinces, is from five shillings to seven shillings currency per day; and none need fear employ during the season for following their several pursuits; for as I have in another place stated that the severity of the winter has a fatal effect on the operations of the out door mechanic, so the mechanic who works in the lighter trades and within doors will not have these grievances to encounter. The labourers of the province, who are mainly Irish emigrants, receive a dollar per day during the summer, at least; and are nearly wholly employed in the improvements of the large cities and towns. During my visit to Toronto, there was a complete army of these industrious labourers breaking stones for making a long line of new road in the city and neighbourhood, each man, I understood, was receiving about a dollar per day. The wages given in the lower province of Canada is somewhat less, the labourer there receiving from three shillings and sixpence to four shillings and sixpence per day; and young men, able to make themselves generally useful, from eight to twelve dollars per month; and female servants will receive four, and occasionally five dollars per month will be given to an extra qualified female servant: but wages, like every commodity, will fluctuate from incidental events in the colony.

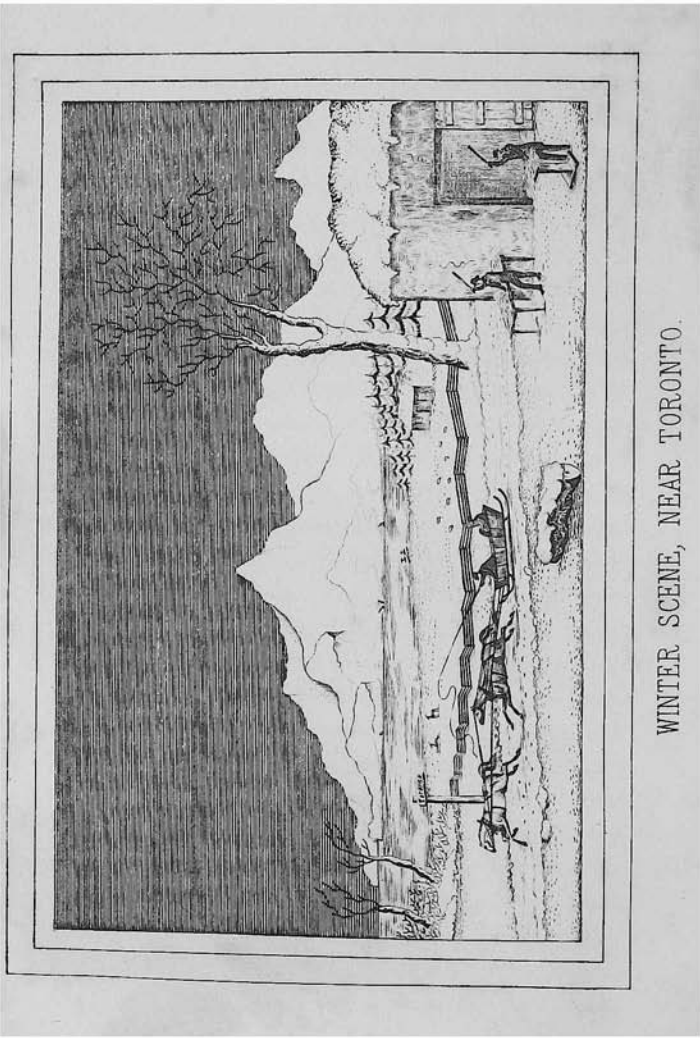
THE CLIMATE.

The climate of the Canadas is as different from the climate of the British isles, as the scenery of the two countries; for in America the extremes of heat and cold are great, and the aspect of the country is wood and water—scenery with a thin population; while in England the temperature of the climate is moderate, and the face of the country is little diversified with wild scenery, as the land is well cultivated and occupied by a dense population. There is one pleasant feature of the American climate not observable in England, which is the peculiar dryness of the atmosphere, with a clear cloudless azure sky, sometimes for weeks in succession. However, the wind blowing from the north will lower the temperature in a few hours astonishingly during the hottest day. I have witnessed Fahrenheit's thermometer early on a morning in the month of August, in the western part of the upper province, steady as low as forty degrees, which is only eight above the freezing point; and on the same day about noon, it had risen considerably above the hundredth degree. Thus in the morning the

great coat or cloak was really necessary in travelling with the stage, while at noon the lighter clothes could scarcely be borne. The average range of Fahrenheit's thermometer, during the summer, is about ninety degrees; and on an extreme hot day, of which some years there are not a few during the summer, the thermometer will rise to above the hundred and twentieth degree, and is then so oppressive that work is for a time nearly suspended, excepting in the shady forest, where the woodman pleasantly embowered and shaded from the rays of the scorching sun plies his axe. It may truly be stated that North America, strictly speaking, has only two seasons, which are summer and winter, there being no autumn, for the decline of summer, which in America is termed the fall of the year, has nothing of the appearance of the European autumn; neither is there the beautiful twilight evenings of some hours duration and so pleasant in England; there the sun no sooner disappears than darkness envelopes all around. Therefore, it is equally true, that there is day and night only.

The keenness of the North American winter, which quickly follows the summer heat, is severe in the extreme, though the winters of Upper Canada are considerably less severe, than in the lower province, being nearly a month shorter in duration. This decrease in the length of winter is progressively perceptible as the settler advances towards the shores of lakes Erie and Huron, or the western parts of Upper Canada. The range of the thermometer in the lower province is some-

times as much as thirty degrees below freezing point or Zero, and will average ten degrees below that point during the winter; thus the extreme of a winter in Lower Canada is nearly incredible, and is often fatal to the domestic animals and poultry; and if fortunately they escape being frozen to death, they are generally mutilated in such a manner that they ever afterwards are decrepit; and very few of the working class who are naturally exposed to all weathers, pass the winter without in some manner or other having sad experience of the direful effects of the frosts. Yet the Canadians are delighted with the winter half year, which they call their gay season, and which commences in November, with a heavy fall of snow. Then the sleighs or sledges, and a great variety of other kinds of vehicles come into requisition by the settlers, and immediately on the rivers and lakes becoming sufficiently frozen to bear the travelling vehicles and horses they are crossed with safety. This effectual freezing of the lakes generally happens about christmas,—a time when the frost becomes intense and steady. At this time the roads are good, therefore the traveller in his sleigh will now take the shortest route to the place of his destination, heeding not the lakes or swamps, for winter makes the best of roads, in fact, they may truly be termed winter rail roads, which advantage gives a grand opportunity to the remote settlers of visiting the city or town on business, or of giving a visit to their distant friends or fellow countrymen; and it is truly astonishing what extraordinary distances are



WINTER SCENE, NEAR TORONTO.

travelled over in the course of a few days in their sleighs, sixty or seventy miles per day being often completed. However the rough shod horse suffers greatly from over exertion during the winter months, or the season of recreation of the Canadian gentry. For in addition to the amazing swift pace at which the horse is driven over the immense lakes of ice, he has often to leap and drag the sleigh after him, over fissures in the surface,—a practice most dangerous both to the driver and the horse. Few winters pass over without several horses being lost in the lakes between the ice, and in some cases more melancholy consequences have been the result of such hazardous journies. These are exertions so laborious for the horse, that few last the whole of the sleighing season, particularly if driven by a furious owner, who has the racing spirit of the province; which spirit is often carried by all parties during their sleigh riding to extremes, and always to the serious injury of the valuable horse, for the proprietor will scarcely ever allow any one to pass him during the whole day's drive. The appearance of the scene is very animating when the sleighs are numerous and the horses neatly and fantastically caparisoned, with a string of bells tinkling round their necks,—the use of which is to give notice to opposite parties, so that no misfortune may occur in passing—for without this unmusical notice, the travellers would be perpetually coming in collision during the night, for the silence of the gliding sleigh cannot be heard at any distance.

During the month of January the frost is the most severe, so much so, that it is nearly dangerous leaving home for any length of time, for fear of ill effects. The thermometer being perhaps twenty degrees or more below Zero. To talk of Zero to the general class of emigrants would be nearly unintelligible, therefore to a fact in illustration.

When the noble castle of St. Louis, at Quebec, was discovered to be on fire, in January, 1834, about mid-day, the fire engines were quickly on the spot, and every possible exertion made to put a stop to the devouring conflagration, but without success; for the engines soon became frozen up and thereby rendered useless, though worked actively and incessantly by the spirited fire companies, and assisted by the troops of the castle, which all failed in keeping the engines practically useful, and as a last resource hot water was thought of, which was amply supplied by the inhabitants, but all in vain, for the intense cold kept them so frozen as to be still unserviceable. In the opinion of the most competent observers of the scene, had not the weather been so severe on the occasion, the greater part of the castle would have been saved,—at least, from total destruction: such is the severity of the month of January in both Upper and Lower Canada.

The ground at this time is thickly clad with it's white mantle, which buries all lesser objects from the view; while all around is still, without the least breeze to stir the leafless forest bough.

Neither is there quadruped, bird, or reptile to be seen, all having emigrated or secreted themselves in the security of their torpid state; the gaunt wolf alone, impelled by hunger, prowls through the calm but inhospitable scene around them. The forest now might rival even the tomb for its profound silence.

The winter requires that good fires be kept in every habitable part of the house; and wood being the fuel used in the province, every settler diligently provides a sufficient stock for the long winter, each room in the house being furnished with proper stoves for the burning of wood fuel; which stoves are often kept in a state of red heat for a day nearly together, to counteract the severe cold of the room. For these stoves the wood is cut into smaller billets of about one foot and a half long, while the logs of timber which are burnt in the kitchen, where the fire is on the floor, are often three feet in length and girth,—when hard wood is used, which is the best of fire wood. The fire in the kitchen is of great size and cheerful on a cold winter day: similar fires are kept in the bar-rooms of the hotels throughout the provinces, day and night; for by legislative authority every bar-room must be open during the night, with a good fire and ready attendance to the benighted traveller; indeed were it otherwise there would be innumerable deaths from starvation; and they are not so uncommon at present, for if unfortunately a sleigh rider happens to lose himself during the night, the probability is, that he will be frozen to death before morning.

The month of April proclaims a breaking up of the winter, and farming is again thought of. The change is known by the thawing of the trees of the forest, which give a report like that of a piece of artillery. The chief out door work during the winter is chopping,—which can be more or less attended to—the woodman always taking the precaution of heating, or what he calls thawing his axe, prior to commencing chopping, otherwise it is liable to be broken by being frozen. Neither will he forget to supply himself with a sufficient stock of whiskey, for eatables are not suited to such occasions during the severe weather, because they soon become so hard frozen that no impression can be made upon them even by the most hungry. Foddering the cattle during the winter is another employ which is often most carelessly managed by the generality of the farmers, who often neglect having the necessary supply of winter food, which should always be in great abundance, for the long winter of the province causes an immense consumption.

The extremely sudden changes of the climate of North America occasionally give rise to the most tremendous hurricans, which often take a direct course across the country for immense distances, and with such fury that every thing gives way to the violence of the blast, trees of the greatest growth will be uprooted and swept away to incredible distances; as likewise houses and cattle, which are beaten down in all directions, often with loss of life.

The author witnessed the effects of one of these whirlwind hurricans while in North America, which had passed across a river, on which two ships were sunk by it, and innumerable trees dashed down, and others which had resisted the windy current were nearly boughless and otherwise injured. These alarming hurricans are generally followed by an equally wonderful shower of rain, which may be truly said to pour down in torrents, the effects of which are incredible to an European; for my part I was as much surprised by one of those tremendous showers of rain, as by any natural phenomenon I witnessed on the western continent, for it poured down with such an immense and uninterrupted stream, and caused such a torrent from the higher grounds, that a current was formed which bore objects of great size and weight before it. This was particularly the case down the abrupt descents, where it was really astonishing to observe the deep and dangerous chasms which the stream had torn in these mountainous tracks, by forcing away all the softer materials of the roads, the heavier masses alone being left by the sluice-gate current.

These extremes of the natural phenomenon hold equally true with respect to a peal of thunder on this continent, which is dreadfully alarming to any traveller from a temperate climate: during the most severe thunder storm I ever witnessed in England, I never felt the least alarm, though I cannot say as much with regard to America. I well remember while standing in the forest on the border of a lake, with a few friends, on a

morning which in England would be considered the forerunner of a fine day, suddenly the horizon became over clouded, and this change was as quickly followed by a vivid flash of lightning and a most tremendous peal of thunder, which was truly terrific, for it shook the very earth and tore down huge trees which were rent into innumerable fragments, and astounded the whole party for some moments. The flashes of lightning are most alarmingly awful; I have witnessed during the whole of an evening repeatedly, the lightning playing silently in an almost uninterrupted stream, which had the appearance of an atmosphere enveloped in one continued blaze.

HEALTH.

Health is so necessary to every emigrant, that its preservation ought to be a primary consideration ; for without health a man becomes useless, nay, is a real burden in a foreign land to his own family ; therefore it is highly necessary that the utmost attention be given to it during the whole of the expedition, and particularly during the voyage. The first ill consequence of the voyage is the usual sea sickness, which is not universal, but so nearly so, that on an average not more than one in seventy fairly escape ; and, though slightly spoken of by many, it is a matter of no light moment to the sufferer ; and another fact is that scarcely any two suffer alike, some having only a day, others having it for weeks. I myself, who had been sea voyages thrice before and suffered severely from sea sickness each time, had again the annoyance of thirty-four days sea sickness of incredible severity, during the voyage across the Atlantic ocean. Therefore, to ensure tolerable health, it is highly necessary that every passenger should take a small quantity of medicine of the gentle purgative kind, for

without such medicines no passenger's store can be complete, particularly for long sea voyages, for it is incredible nearly the immediate relief which for the most part follows the taking of small and repeated doses of medicines of that description. I have likewise witnessed most severe sufferings amongst the passengers caused by sea sickness, such as fever of the greatest severity, followed with extreme exhaustion of both the mental and physical powers, which on one occasion had every appearance of a fatal termination; and such has been the result in many instances from such severe cases of sea sickness. I say the practice already stated, although simple, is very effectual in such cases. The most proper and useful medicine of this description, and invaluable to such patients is, the Compound Rhubarb Pill, or some similar compound pill; a box or two of which should always be purchased at the port of embarkation; two or three may be considered a dose—three or four times a week. Castor Oil, Carbonate of Magnesia, and Epsom Salts, might be taken amongst their stores in small quantity, with great advantage by the heads of families, as being the most mild, and therefore the most manageable by the most unskilful in medicine. As ships with emigrants rarely have a surgeon on board, —although no ships so much need a professional officer— they ought to be enforced to take one when the passengers exceed one hundred.

Medicines for the voyage should always be taken in bottles, with accurately ground glass stoppers, otherwise

the damp air of the ship will soon spoil them. The fever which commonly attacks passengers during the voyage is the remittent.

It is generally believed that sea water will not give any individual cold, as it is familiarly termed, however they may be drenched. This is a foolish and mistaken notion, for I have seen repeatedly, several individuals attacked with intermittent and remittent fever, and other affections of an inflammatory nature, in due time after being drenched to the skin by the shipping a heavy sea. Hence it is proper that every passenger ought to have suitable medicines for such fevers, should they be so unfortunate as to have an attack; and as a further reason for taking such medicines it is justice to state that ague is a common fever throughout the greater part of North America; and in certain swampy districts few new settlers escape repeated attacks for any length of time after their first locating themselves in these unhealthy woodland districts. In fact parts are scarcely habitable from this cause alone, particularly in the western settlements of the United States. The most proper medicine for such patients is Sulphate of Quinine, which can at all times be administered in urgent cases without the advice of a medical man, and in which no bad effects of a serious nature can follow any trifling mismanagement on the part of the ignorant. The ordinary dose of Quinine for an adult will be three or four grains, twice or thrice a day, which might be made into powders or pills, and can be had so compounded

of any respectable druggist at the ports of embarkation. This medicine ought to be taken in good quantity, for the inconvenience of consulting a doctor at some fifty or more miles off, is not a slight matter to the remote aguish settler, for of all fevers ague is particularly liable to relapse from slight and accidental causes in districts where the atmosphere is impure from the exhalation of miasmata from the neighbouring marshes, though the frequency of secondary attacks so much complained of in such unhealthy locations, would not so often occur providing more strict attention was given to the stomach and bowels, which have a twofold tendency to become torpid and unhealthy for some time after an attack. In truth this is the chief assignable cause of the repeated attacks, which, after a long reign, bid defiance to the most scientific medical treatment, and the most powerful doses of much approved medicines.

The opposite extremes of the North American climate, are, I believe, rather unfavourable to the health of the British emigrant, as it is universally allowed that the strong and robust, very soon after their settling in the provinces or the states, soon grow thin, sallow, and inactive, and in personal appearance look a vast deal older than they would have done had they remained in Great Britain. Neither do I believe they live to the average age in the colony which is attainable in England. Notwithstanding it may be interesting to a Yorkshire reader to peruse the following fact. While travelling in Upper Canada I perchance met an old woman in the

hundred and third year of her age, and whose husband died only some two or three years before of nearly the same extraordinary age. The old woman told me the following story. That her name was Ellis, (if my memory fails me not) and that her husband and herself emigrated from Tunstal, in Holderness, Yorkshire, to Nova Scotia about eighty years ago; and after living in Nova Scotia about fifty years, they again removed into Upper Canada, where she was then living in good health, with faculties little impaired, and with every possible likelihood of surviving several years. The most healthful province of North America is generally believed by competent judges to be Upper Canada, from its elevated situation and rich soil, and from it's being comparatively free from the extensive swamps and unhealthy praries so common in certain western states of the North American union. Still Canada is not so free from disease as some writers would fain lead others to imagine, for the changeable state of the climate has the like effects as in other parts of North America, and disposes persons to inflammatory and bilious diseases. Hence coughs, colds and consumptions are as frequent and fatal as in Europe.

I witnessed several cases of consumptive patients, two of which terminated fatally during my sojourn in the country. Medical writers have indeed pretended great astonishment at the apparently few cases of this dreadful malady, which show themselves in the provinces; but they seem to forget the small numerical

amount of the population of the colony, compared with the densely inhabited isle of Britain. The city of Toronto, the metropolis of the upper province of Canada, has the character of being very unhealthy; how it should be so I know not, because from its apparently advantageous situation I should have considered it tolerably healthy, though it must be granted the sluggish appearance of the harbour part of lake Ontario, opposite the east end of the city, indicates a degree of unhealthiness, and the necessity of some improvements which might prevent the waters on the south side of the city from becoming stagnant. Besides the unnecessary mass of standing forest to the north of this important city ought to be immediately removed; all of which I am certain would improve the salubrity of the air around the city. Such alterations would be attended with similar good effects in more remote parts of the province, for who could deny but that after the dense forest is cleared away, and the tremendous swamps and morasses have been so far improved by draining and agriculture as to become good farm land, that the country will generally become somewhat more healthy, and that ague in particular will be less frequent, if not totally unknown, in districts where at present the repeated attacks often terminate in some incurable disease.

The medical practitioners in America, particularly in the new and remotely settled districts, have difficulties to encounter which are not only unknown but scarcely

credible to a British practitioner. Indeed such are the rides through forest and swamp, over huge logs and stumps, and on the most wretched roads intersected often with corduroy bridges of some miles in length, and to patients living perhaps fifty miles distant, if not much further. Besides it often happens that the remote settler cannot afford the usual fee of half a dollar per mile, therefore, sometimes patients through necessity, with fractured limbs are brought to the doctor in a light waggon over these natural roads perhaps above fifty miles, to their serious sufferings and injury. In such distant settlements it is quite out of the question the possibility of the settler being able to send for the required medicines, and to remedy this inconvenience the doctor is provided with immense saddle-bags charged nearly to repletion with drugs of every kind which may be compounded at the bedside of the patient.

I remember one morning while standing under the piazza of an hotel in the United States, a gentleman of singular but respectable exterior passed on a tolerable good horse, whom on inquiry I learnt to be the surgeon of the village, or doctor, as they are titled throughout America, and on inquiry I found the doctor to have been a familiar collegiate friend. But the singularity of his dress rivetted my attention, for he wore a straw hat of the most extraordinary dimensions, with light grey coloured trowsers, and a blue and white striped waistcoat with sleeves, the collar of which, with the shirt, was thrown open—school boy like—and without

a coat, the day being rather hot; but with shoes great strangers to blacking, with saddle, bridle, and rusty stirrups in perfect accordance. His drug stored saddle bags completed the equipment, with caricature singularity. So strange a set off I never witnessed in Canada, though I well remember a professional gentleman, after visiting his patient, turning into an adjoining room and opening his budget of pins, needles, and other similar trifling wares, so useful in all establishments. The doctor, I understood, had lately received a large stock from England, which he regularly took with him for sale, knowing such articles to be very profitable; and this and similar practices in remote districts, are not uncommon throughout North America.

There is plenty of room for medical gentlemen, with circuits of the widest description, in truth there is vastly too much, for a short list of patients will suffice to engage the whole time of a medical man in such remote regions, where the journies are so extensive and over the worst of roads, and can never be attempted in the night without the greatest danger. Therefore to ensure success by combined operations, and without being under the disagreeable necessity of dealing in small ware, it is advisable that every professional man should have some knowledge of agriculture, so as to be capable of managing a small farm, which is a practice that is now becoming very general amongst all country practitioners. Therefore medical men who have a great dislike to agricultural pursuits had better never emigrate,

for in the larger cities and towns there is great medical competition; and there is no place in the world (not excepting England) where quackery reigns so triumphantly as in North America. The following disaster, which was related to me by the medical gentleman to whom it occurred, may serve as an example of the hardships and inconveniences to which they are exposed.

Dr. ——— was one day called to attend Capt. ——— whose residence was at a distance of more than twenty miles; the servant who came described his master as being in a fit of apoplexy, therefore the doctor hastened to mount his horse, and with saddle-bags well stuffed with all the medicines that there was any probability of his requiring, the remaining space filled up with a little haberdashery, which being a very portable merchandise, is, as already stated, notwithstanding the incongruity, frequently added to the stock in trade of the Canadian surgeon. Thus equipped he set forward on his journey. The first ten miles was through the thick forest, where he was occasionally impeded by the fallen timber, or stumbling over the corduroy bridges of great length, but worst of all through a morass of about two miles. Here he took especial care and anxiously looked out for the traces of passengers. After some search he discovered the marks of oxen, and concluded it must be a safe path, but he had not advanced far before his horse sunk up to the body. He immediately dismounted, but the poor horse continued to sink until the whole body was buried in the mire, so that the

head alone was visible. Providentially a branch of a tree lay near, which he hastily seized and placed it transversely under the horse's chin, which it supported until he searched for assistance. He soon found a shantee, in which were two boys who said their father and the elder inhabitants of the house were gone to a Barn Bee, or to assist some neighbours in erecting a barn. The boys sallied out with him in quest of the men, and after wandering for near two hours met them just returning home. The doctor told them his pitiful story, and they immediately proceeded with him to the spot in which the poor horse was left, and fortunately found it precisely in the same position in which he had left it. The men, as is usual with the inhabitants of the forest, had their axes with them, and a tree was soon levelled. The branches were then cut off and placed round the horse to give the men firm footing, and by means of levers taken from the tree the poor animal was raised without much injury, and after washing the horse and his equipments, the doctor once more set forward on his journey. As might naturally be expected after so much delay the captain had been dead some hours before his arrival. Whether or not the doctor descended from his stilts and played the part of the spruce haberdasher I did not inquire, but it is not an uncommon circumstance, as I have already stated, for a medical man after prescribing for the sick to adjourn to another room, and there to display as much anxiety and nearly equal skill in the recommendation

of his wares, pins, tapes, thread, &c. which are, to say the least of them, as efficacious in the repair of the invalid's wardrobe, as the drugs contained in the remaining portion of his saddle-bags are to the recovery of his health. Another fruitful cause of disease, and sanctioned by the legislature, is the barricading the stream of water for the purpose of gaining a fall for a mill. I have seen several new settled villages insulated nearly with stagnant waters, when prior to the barricade being erected there was none excepting a clear murmuring stream. However the springing into existence a new village demanded either a grist or saw mill, and probably both, the stream was stopped to the serious injury of the adjacent inhabitants' health, which ought to have been a primary consideration, and not a secondary.

Every ship with emigrants will have to submit to the ordeal of the quarantine laws. The ship, prior to arriving at Quebec by the route of the river St. Lawrence, will come to anchor off Goorse Island, which is the quarantine station, and will there be inspected by the officers of the establishment. After passing this ordeal the anchor is weighed, and the ship is again on her way. Of the inconvenience of this examination, by causing unnecessary delay and expense, I have heard repeated complaints; whether such complaints so loud and general be fair or exaggerated I know not, but this I will assert, that there is not that due respect shown to ships with medical officers on board that there ought to be.

It is not to be granted that the professional officers of such establishments have all the medical knowledge to themselves, therefore I contend that every ship with a surgeon on board ought not, on any account, be compelled to come to an anchor one moment at any quarantine station, after transmitting a proper certificate duly signed by the surgeon and captain as to the healthful state of the whole crew and passengers. I don't pretend to deny the utility of such establishments, in truth, I allow their just policy when well conducted by able officers; for it certainly is a matter of the utmost importance the preventing the importation of disease during sickly seasons in foreign countries from whence emigration flows, though it must be allowed that the best regulated quarantine establishments are not infallibly successful in preventing the importation of disease, whether it be from the careless and matter of form manner in which they are often conducted, I know not. Hence such establishments should not be kept up but during sickly seasons, for, otherwise, instead of being useful and right, they are a true source of annoyance, and by the unnecessary delay and expense, which often can ill be spared by such passengers, they are injurious. The provinces this year have been in the most healthy state, though it was well known that the cholera raged with fatal effects in some of the larger towns in the united states, particularly in Buffalo. This summer, 1835, there were few cases in British

America. The only case I saw was that of a highly respectable merchant, who was attacked on board the steam packet while passing between the city of Toronto and Kingstone; and it was a severe and protracted attack, which fortunately gave way to the treatment pursued, and had a favourable termination.

THE LAKES.

The lakes of North America are on such a magnificent scale that they are unequalled in the world, and well accord with the noble surrounding forest of primeval growth and unknown extent.

These immense sheets of fresh water are navigable for ships of any burthen; and during the late war between England and the United States there were a fleet of armed ships navigating them belonging to each of the contending parties, some of which carried above one hundred pieces of cannon; and several severe and important naval battles were fought. There are not at this time any armed vessels on the lakes, they are all laid up in the dock yards of Kingstone,—a port at the north east point of lake Ontario—and are kept in such a state of repair as to be soon got ready if unfortunately they should be again required to vindicate a country's cause. The lakes are traversed by innumerable small ships of about one hundred and fifty tons burden, and with the largest and most beautiful and convenient steam packets imaginable, indeed they may be compared

to small floating towns, for there is no lack of barbers and shoe-blacks and such like operatives on board. The steam-packets being of the high pressure description, the whole interior of the vessel is unoccupied by machinery, which is therefore generally converted into two cabins of the most splendid and rather gaudy description, although at the same time very convenient.

The fish found in these fresh water lakes or seas are in the greatest abundance and variety, and are the source of great profit to the inhabitants of the whole provinces. The most common are the different kinds salmon, pike, trout, pickerel, muskalonge, carp, mullet, bass, sturgeon, and white fish, or a kind of large white herring of fine flavour. There are no shell fish, such as lobsters, crabs, muscles, cockles, or oysters; and it cannot reasonably be supposed such crustaceous fish could live and multiply if transported into these fresh water lakes, from out of the briny ocean. This scheme has not yet been tried, though, if I am not misinformed, it has been spoken of by some of the provincial legislatures. The plan generally followed in catching fish on these lakes is by the net, though they are often caught in the night by spearing them, which is at all times a dangerous sport, particularly to the inexperienced settler, and is performed in the following manner. The sportsman stands with his three-pronged barbed spear in the bow of the canoe or boat, the fish being attracted and readily observed by a torch or beacon light of

blazing pine knots, in an iron cylinder, fixed to the bow of the boat. The sportsman, being very wary, strikes the fish, while the man in the stern of the boat gently steers to the signal of the spearsman. Spearing fish is sometimes practiced in the day time for amusement, but always with much less success. And so plentifully stored with fish are the innumerable rivers, streams, and lakes of every description throughout the colony, that every settler will have an opportunity of fishing at leisure, however remotely located. At the present time the whole of the provinces are remarkably well supplied with abundance of good and wholesome water by the countless number of lakes, though it is to be feared pure water will be found rather scarce in certain parts of this continent ere long, for there is abundant evidence of extensive sheets of water in the forest having disappeared after the surrounding districts were laid open and cultivated, whereby the drying winds and scorching sun had free access, and absorbed the whole of the shallow sheet of water, which could not have been the case had the lakes remained embowered by its original wild woods. Other lakes of miles in extent, and where the body of water is too great to be absorbed during the summer, being exposed by cultivation, have been known to decrease much in size, to the great inconvenience of several of its surrounding settlers. The largest known is lake Superior, which is four hundred and fifty miles long, one hundred and ten miles wide, and above three hundred yards deep.

Lake Huron is two hundred and fifty miles long, one hundred miles wide, and two hundred and fifty yards deep. This is a most beautiful lake, being studded with numerous islands which are inhabited by the Huron tribe of Aboriginal Indians; with numerous bays, of great extent and beauty.

Lake Erie is two hundred and thirty miles long, and about sixty miles wide, and seventy yards deep. This lake is the most difficult and dangerous of the American lakes to the navigator, being the shallowest, and full of extensive shoals of the most dangerous description.

Lake Michigan is three hundred miles long, fifty miles wide, and one hundred yards deep.

Lake Ontario is two hundred and fifty miles long, sixty miles wide, and nearly two hundred yards deep, and is the most important of the great lakes for traffic, at present being wholly surrounded by a densely colonized country.

Lake Champlain is above one hundred miles long, and very narrow, being not above a few miles across in the widest part; whereby it is generally termed a mere slip of water. This lake is likewise of most difficult and dangerous navigation, for I well remember while crossing to have seen several of the small craft of the lake aground in the mud, with a line of several yoke of oxen nearly overhead in mire, endeavouring to drag the ship out; such likewise on one occasion was the situation of the steam-packet, but by the force of steam power she soon extricated herself.

Lake Simcoe is about fifty miles long, and about twenty miles wide, and of unknown depth. This lake has the ornament of some wooded islands, and a bay of great beauty, called Kempenfelt bay, which is surrounded by a dense forest, excepting to the north, where, within a breach of the forest, stands on the sloping shore the infant town of Barrie, with its unfinished wooden church. About three miles north of this bay is another lake of about five miles long, and three miles wide, called Little Lake. However, to enumerate all the lakes of important magnitude in these provinces would fill a volume, because they are innumerable, through the already known parts, of greater or less extent. Lake Michigan wholly belongs to the United States of America; as also half of the other great lakes; whereby they have equal rights with British America to free navigation. But lake Simcoe wholly pertains to Upper Canada. About these immense lakes, as would naturally be supposed, wild ducks can be seen in astonishing large flocks, and of several varieties; and apparently very easily approached by a boat,—the sportsman being shaded by some green boughs. The variety called the wood duck is a very singular bird, for immediately on being disturbed they take to the forest tree; where also they build their nests and roosts; and what is most singular, soon after the young brood is hatched the old duck carries them down to the water in the following manner:—the young ducklings fix themselves on the back of the parent, ballancing themselves exactly

betwixt her wings during the time of her gliding gently and safely down into the water; which act of transportation is repeated till the whole brood is safely launched into the watery element.

THE CANALS.

In giving a succinct account of the improvements of the colony of British America, the most important, as respects colonizing the province, are the canals; for no colony in the world, of the same duration as that of Upper Canada, can boast of the like numerous and stupendous works, all constructed during the last twenty years; and there is no doubt that ere twenty years more have elapsed, the whole province will be so far improved as to have the aspect of a new country under the best state of cultivation; for the completion of the numerous railways and canals, now in contemplation, will greatly facilitate the change of its present wild appearance. For instance, a family of new settlers having to proceed up into the interior of the upper province to the capital twenty years ago, which was prior to the opening of the canals, had before them an undertaking of difficulty and danger, and likewise very expensive, and in every way more annoying than the voyage from Europe; for the journey from Quebec to Toronto, (formerly called Little York) occupied weeks, whereas at present it is performed

by canal and coach in a few days, and with great comparative comfort, and trifling expense. And the convenience of this route will be further increased by the new barges which have been built at Quebec this season, for the purpose of navigating the river St. Lawrence and the Redeau canal. These convey the emigrant and his goods to Toronto, and thereby enable him to avoid the expense of shipping and reshipping his luggage; the avoiding of which is a matter of no slight moment.

The canal which ranks the foremost as a stupendous and noble work, and which will be a lasting monument of the praiseworthy zeal of the proprietors, is the Welland canal, which unites lake Erie to lake Ontario, thereby overcoming the descent of the mighty falls of Niagra, and the river of the same name between the two lakes. This intercepted part of the navigation of the province is now fortunately surmounted by the canal, which admits vessels of one hundred and fifty tons burden to navigate between the lakes. This canal commences at Port-Maitland, on the river Ouse, and terminates at Port-Dalhousie, on the south-west extremity of lake Ontario; the part called the Deep Cut, on this canal, is an excavation of forty-five feet average for nearly two miles; and is the most magnificent piece of canal work in North America. On passing the mountain ridge, the locks there present such an astonishing combination of works of art, as perhaps are not to be equalled in the world. For within about a mile

are seventeen locks of twenty-two feet by one hundred, and which alone nearly overcome the elevation of the mighty Niagra; descending to St. Catherines with a fall of three hundred and twenty-two feet. From hence are five miles to Port-Dalhousie, where the canal terminates. This noble work was accomplished by the bounty of the Canada Land Company.

The first canal cut in British America, was the Lachine canal, which is on the route to the upper province. It commences at Montreal, and terminates at the village of Lachine, a distance of about nine miles, and was cut at the sole expense of the Government of the lower province. After this is the shore canals on the Ottawa River: these canals were wholly opened to afford a safe navigation by the rapids of the respective rivers.

The Rideau canal is another extraordinary work of later construction, and of vast utility to the provinces; and is a continuation of the steam-packet route from the lower to the upper province. It commences at Bytown, and terminates at Kingstone, a distance of about one hundred and fifty miles. The construction of this canal is very singular, being chiefly canals cut to connect divers small lakes, and happily affords an uninterrupted intercourse by steam-packets between the most populous regions of the upper and lower provinces of the colony, a consideration of great importance to the welfare of the provinces. The Chambly canal, which is a shore canal in the lower province, is scarcely yet

completed, and as yet is of no great length, but ere long it will be of the greatest importance, by allowing the small vessels to pass the rapids of the river Sorel and Chambly, between the river St. Lawrence and lake Champlain.

From these rapid strides of improvement, it will be observed by the map, that a ship having safely crossed the mighty Atlantic, from Europe to Quebec, might proceed hence to Montreal, and through the Rideau canal to the city of Toronto; then across lake Ontario, and ascend the steep of the Welland canal, and enter lake Erie; then proceed onward across lake Huron, to lake Superior; and traverse its mighty waters, altogether a distance of fresh water navigation, into the interior of North America of above two thousand miles. The canal navigation is liable to the same interruption as the rivers; being available only half the year; and in several parts of this continent they have all the waters let out of the canal during the winter, for fear of the banks being burst by the freezing of the water; and having an inexhaustible fund from the lakes they are easily refilled in the summer.

The steam-packets of the provinces are both numerous and elegant; so much so that the captain's state or fancy room is gaudy to excess, and toy-shop like. Some of the packets are of extraordinary dimensions, particularly the 'John Bull,' of Montreal, which plies between that city and Quebec daily, and is the largest in North America. Those steamers have done much

in expediting the progress of the emigrants, on the mighty rivers and lakes of the provinces; and the number which now ply regularly in almost every direction, from every town of the least importance along the shores of the lakes and rivers, have added much to the rapid colonization of distant parts of the country, which could not have become so rapidly located without the aid of steam navigation. The rate of travelling varies so much that no regular scale can be given. The present fares will be given, as they occur during the remarks on the stages on the several routes, at the end of the volume. The severity of the winter completely puts a stop to the navigation of steam-packets, and every other vessel; for the whole of the rivers and lakes being frozen over, the steamers cease plying generally about the latter part of November, or beginning of December; and commence for the summer in the middle of May, or sometimes a little earlier: this of course depends on the mildness or severity of the winter. Thus it is evident the winter seals up the navigation of the waters of the provinces nearly one half of the year; whereby the trade on the rivers, which is immense, particularly the raft trade, during this time is completely obstructed.

The stranger will be highly gratified on navigating the river St. Lawrence during the summer, by the pleasing and interesting scene where immense floating rafts of timber are frequently passing. I witnessed some of these extraordinary rafts, which might be

termed floating colonies, of more than one hundred yards square, with at least half a dozen small sails erected; with suitable deal built huts on the raft for shelter, and a plentiful crew of robust fellows, who all appeared to enjoy their hardy manner of occupation. Most of the steam-packets make frequent calls at most of the small towns on the shores of their trips, either to land and take passengers, or to replenish their stock of fuel. It is truly alarming to observe the careless manner in which the mass of wood for fuel is thrown on board the packet by the whole crew at the wooding station; the hurry and bustle at such landing places, by the arrival and departure of passengers and luggage is often very great, still the men pay no regard, but keep pelting on board the huge billets of wood in a complete shower; several have been seriously injured by this wanton and reprehensible manner of taking wood billets on board. I remember well while passing up the river St. Lawrence, a gentleman of great importance in the provinces had the most narrow escape from being killed with one of those billets of fuel; nay, if I was not wrongly informed, he was intimately connected with the interests of the packets, yet the men paid no respect to his movement, while stepping from the shore: at the same time there were several passengers slightly hurt, and who complained to the proper authorities, but they returned a careless reply, and one not the most becoming gentlemen.

It has been stated already that the rivers, lakes, and canals of the whole of the continent of northern parts

of North America are frozen up for six months every year, thereby they are rendered useless for navigation.

Therefore it is natural to conclude the railway would answer as a regular and uninterrupted mode of travelling, during all seasons. As a matter of opinion, I think this extraordinary and expeditious mode of travelling, the invention of modern times, is vastly well adapted for these cold regions. Canada is young in railroads as yet, though ere long they will be tried experimentally on an extensive scale. The railroad from St. John's to Laprarie, a distance of about fourteen miles, was progressing fast towards completion, and has no doubt been brought to successful termination long before this time; thus by means of this railway, the river St. Lawrence will be connected to the lake Champlain in the lower province. The contemplated railway from Quebec to the frontiers, will be a noble work when completed.

In the upper province the line has been surveyed twice between lake Ontario and lake Simcoe, a distance of perhaps about forty miles. I believe a survey somewhat later has been taken of the extended line between lake Ontario and lake Huron, a distance of more than seventy miles; which would pass the bay of lake Simcoe, and through a district of the most fertile and highly cultivated land in the province; which is likewise peopled with a line of the most intelligent and respectable old country or English settlers in North America. These, I am certain, will lend their utmost aid in forwarding a work of such national importance,

as the connecting these three important lakes of Canada by railway must most assuredly be; for the distant farmers would be great gainers by the improvement, since they at present are so far from the market that their spare produce is scarcely worth taking thither, because of the expense of transporting grain such distances over their course Canadian roads. I have witnessed a farmer with not more than eight or ten bushels of wheat in a light waggon and two horses, on his road to market, a distance of fifty-two miles; and this in the midst of harvest; a journey of three days, and this is not the extreme length of thousands from the market.

I don't wonder that the western parts of the provinces of Upper Canada desire a railroad from London district to lake Ontario, the grand point of concentration of the trade of the upper province; as the western parts become more settled with an industrious population, and thereby augment their stock of wealth, this desirable improvement, with several others of no less importance, will be happily accomplished.

The traveller will find the American stages dirty and comfortless vehicles, without springs, or if with any, of a very inferior description; these, with other inconveniences equally distressing, occur at the post houses for the most parts on the routes; and the roads are the most execrable imaginable. I well remember, while travelling in North America, in rather a remote part of the country, my great astonishment on finding the stage-coach had

no doors, therefore the only alternative was for each person to straddle over into the coach as he would enter a boat; which, with horses and straw capped driver, were the dirtiest groupe I ever witnessed of the kind in my life. In short, the fine smooth roads, and the regular and quick rate of travelling of England, should be completely forgotten, prior to travelling in America; as should likewise the English inns or posting houses, which are models of regularity. For what is termed a good road in America, would be considered the most wretched in England, and is generally traversed by farmers with light waggons and a pair or span of horses, generally in a smart trot, whether loaded or otherwise; and certainly this is the most comfortable mode of travelling over such roads; for the heavy carts and waggons used in England, could never be dragged over those roads for any considerable distance.

Another contrast between the roads of England and those of America is, that the latter are all straight were it is practicable; as such they are rather tiresome, compared with the crooked and diversified roads of England. The roads are repaired by the adjoining proprietors; the statute labour being a few days for each individual per year; therefore good and convenient roads as yet can scarcely be expected. The making of good roads over hill and vale, through swamp and forest, is a work of extreme labour, and serious expense; too much in fact for any infant colony to attempt. In cutting open a new road through the forest, the trees are cut as near

the ground as possible, and either burnt or laid to a side out of the way; and when it needs repairing, a little brush wood is cut and thrown into the bog, and afterwards the whole is covered with earth; by the means of a large shovel-like instrument, and a pair of oxen. It is not uncommon to see miry places on more public roads, completely planked over with stout deals, on principles of economy; as being more lasting than any brush wood repairs. As to the immense dangerous morasses of the forest, the Government is at the expense of making them passable by corduroy bridges, which in some parts of the provinces, are of several miles in length; over bogs which otherwise could not be passed. These bridges are generally made with cedar logs, which is a very lasting wood when laid in wet places; and fortunately it is very plentiful in all morass districts. The bridges are constructed as follows:—large logs are laid parallel by the sides of the road, and other smaller logs are laid transversely with their ends resting on the side parrallel logs. These log bridges are sometimes covered with earth, but where the bridge is of extreme length, the covering with earth is dispensed with, because the expense of so doing would equal nearly the expense of constructing the original log bridges. The travelling over these uncovered bridges is very disagreeable and not free from danger, particularly to the horse; as is likewise the case with the ordinary bridges on the main roads; they being merely parallel logs covered by a double tire of thickish deal, often with several large

holes of a most dangerous appearance ; and the cause, repeatedly, of serious injury to the traveller and his horse. Whilst in America, I heard of several valuable horses having their legs broken, on crossing these grossly neglected bridges ; although it is really singular how the native horse will avoid the dangerous breaches in the bridges, and will likewise travel through the forest over the logs with extraordinary ease and agility, compared with the inexperienced European horse ; for I am certain, if nothing worse occurred, they would be brought down on their knees repeatedly during a day's journey. For on the newly opened road through the forest, the trees are cut level by the ground it is true, but soon the earth is beat down, leaving a few inches of the stump peeping out of the ground, the same as on corduroy bridges. This kind of stump is more dangerous than one of larger dimensions ; however the native roads are studded with such like wooden projections. There are signs of improvement on the public roads in the upper province, for there are a few miles of road made of the best broken stones, to the north of the city of Toronto, as an experiment. On this part of the road was erected a toll-bar, the first ever known in the provinces, and which met with great opposition from the neighbouring settlers. Indeed so zealous were they in opposing what they thought an imposition, that they would ride a circuit of miles over the worst of roads and through the forest, and dangerous swamps, in order to avoid it. This silly practice they soon tired of, and have now become recon-

ciled to travel by the high road, having found out its usefulness, and the wisdom of the legislature in completing so valuable a work. The success of this experimental piece of road being sufficiently evident, other similar improvements are now progressing on a more extensive scale. Thus the imposition complained of, turned out to be a great benefit, for it was well known that the majority of those who complained against the toll bar, did not do so because they disliked riding over a good road, neither was it for reason of the trifling toll, but wholly because they would be compelled to have their horses shod to ride to the city ; a practice which is at present uncommon. The horses, like a vast number of the settlers, go unshod a greater part of the year ; others again will have their horses half shod, that is with two fore shoes only, but these opponents to good roads know well, that no unshod horses can ride a day's journey on those broken stone roads without injury. The stage-coaches which travel through this the most central part of the province, are tolerably convenient, though equally dirty with similar vehicles in other parts of the colony. They are for the most part respectably horsed with four, which are often white and switched tailed, and such as would do great credit to a more respectable carriage. However, great allowance must be given, considering the incredible thickness of the dust which covers the roads during the summer, and the equally extraordinary thick coating of mire during the fall, and again on the breaking up of the winter. It is worthy of

remark, that after a shower of rain, the sun soon shines forth and dries the roads with such rapidity that they will have all the hardness and appearance of a rough road in England early on a frosty morning. The stages generally travel at about the rate of six miles per hour, and the fare is five cents per mile. These stages only travel during the day; in fact, the danger of a night journey on such roads would be inconceivably dangerous, neither is it customary to take outside passengers, for the danger of being tossed off the coach, by the frequent rebounding on the rough roads would be incessant. To illustrate the forcible shocks received by passengers in travelling on these coarse roads, I remember once travelling in North America with an elderly gentleman as a fellow passenger in the stage coach, and after suffering the jolts of the vehicle for some fifty miles, with repeated stoppages to pick up the hats of the passengers which often bounced off their heads, and out of the coach, (for all the coaches are thoroughly open on both sides, which admits clouds of dust and a free circulation of fresh air,) all on a sudden a bog was to be passed over, and to make the road shorter, as the coachmen's phrase is; the driver dashed the horses over it, when the coach gave a shock extraordinary, and suddenly my aged fellow traveller roared out my God!! my tongue!! which now poured forth a torrent of blood; the extreme heat of the day, increased the flow to a most alarming current. However nothing could be done till arriving at the next posting house, where the

best plan that circumstances would permit was instantly adopted, and the gentleman was somewhat relieved from his unfortunate situation. The expedition of travelling where it is alternately by land and water, as is the mode by the side of the river St. Lawrence, is much owing to the signal which is given from the steam-packet, on its nearing the wharf, to the coach proprietor to have a suitable number of vehicles ready. Thus there is the least possible delay in forwarding the traveller on his route. For immediately on landing there is ample attendance of porters belonging to the coach establishment, who with great care and activity place your luggage behind the vehicles, and without any extra charge. Such is the expeditious manner of travelling between Quebec and the city of Toronto, which is unequalled in the provinces for dispatch and accommodation.

It is amusing to see the little black urchin parading the steam-packets, immediately after putting off from any landing place where new passengers have been taken on board. This boy with a large bell gives notice of his presence; after the signal, he proclaims with a loud voice, that massa, the captain, desires every person who has not paid their fare to step to the office. This parade and proclamation is repeated till the captain or steward imagines all have paid their fares.

TRADE AND COMMERCE.

The trade and commerce of British America is very extensive, and has increased much of late years, and still continues to do so to an extent scarcely to be believed. For the rapidly increasing population causes an enlarged market for all sorts of British manufactured goods, which are generally imported by the merchants of Quebec and Montreal; although the Toronto merchants have become their own importers of late. The city of Montreal may as yet be called the grand store house of the upper province; for there terminates the navigation of the river St. Lawrence for ships of large burden. The chief articles exported from this colony are furs, timber, potash, flour, and pork, with other commodities of less importance. The exportation trade in timber is so extensive, that more than a thousand ships, as has already been stated, leave the harbour of Quebec annually, and nearly wholly, if not completely, British. The manufactories of the provinces are young and unimportant, though there are several of more or less extent in the colony. For instance, there are established iron works of growing importance. Near the three rivers on the shore of the river St. Law-

rence, are respectable iron works ; and another similar establishment, near the town of Kingstone, in the upper province. Each of these works produces a great variety of iron ware of the greatest importance to the colony. The manufactories will steadily increase, as far as the nature of the climate and natural advantages of the province will allow ; for there is not any scarcity of ores of iron and lead in the provinces, according to the best attainable information. Salt springs also might be found very valuable, provided that a company of spirited individuals would unite and establish works ; otherwise they will continue to be useless ; as they have been a series of years already past. In the meantime the colonies pay some thousands of dollars to the United States for salt alone.

The quarries of marble, of a superior quality, and building stone, are in a great degree abundant in most districts of the provinces. Thus it is evident this part of the western continent is not destitute of valuable minerals, which I hope will be made to contribute to the wealth of the colony in a few more years, by some individual or company of patriotic spirit.

British North America may be considered on the whole rather a level country, considering its immense extent ; and is not void of the precious metals, fossils, coals, and other valuable minerals, which have been found in the vales and in the mountains, and are a further source of wealth which has developed itself to the colonists.

THE MANUFACTURES.

The chief manufactured commodity for exportation on an extensive scale from these provinces is potash, for there is a vast number of manufactories of this salt carrying on a most extensive trade, and might be further increased were not the woodashes so carelessly preserved, or wantonly wasted, by the greater part of the farmers, excepting for their own private use of soap-making. The potash is made from the incineration of vegetables. The process of manufacture is very simple, and very similar to the plan followed in manufacturing maple sugar, (which see) for it is merely evaporating, by boiling a ley or strong solution of the salt obtained by boiling the woodashes to a proper consistence.

Pearlash is nothing more than the same alkaline salt refined, and which of course is worth more money for exportation. The price of potash at Montreal market this summer, 1835, may be quoted at thirty-four shillings per cwt.; while pearlashes sold for some few shillings more. The quantity exported annually being so immense, gives great advantages to certain parts of

the colony, which otherwise could scarcely find an inlet for wealth. Another manufactory equally useful, and considerably more universally practiced in almost every corner of the settled forest, than that already mentioned, is that of maple sugar, which is generally made by every new settler for several years after his location in the forest, for his own private use, and is performed as follows:—immediately on the breaking up of the winter, the maple tree is penetrated or tapped with an auger, first on one side then on the other, or very often irregularly, and the sap will flow five or seven weeks, supposing the temperature of the weather be moderate. Some settlers on clearing away their forest, leave all their sugar maples; thus large tracts of land are devoted to the culture of the tree, which forms a sugar bush, in familiar terms, and which will supply the establishment for a long series of years, if the trees be skilfully tapped by an experienced hand. A tree of ordinary growth generally yields in a favourable season from twenty to thirty gallons of sap; from which is commonly made five or six pounds of sugar, of a very good quality. In the most convenient part of the maple bush, is erected a hut for shelter, near to which is a large trough, roughly hewn out of an immense tree, which is the general receiving trough of the sap from the innumerable small troughs into which the sap flows from the trees: within a few yards of the hut is the fire, and two or more iron kettles; to evaporate the sap or syrup, by boiling it to a proper consistence. The whole process

is a most tiresome one, for it must be steadily attended day and night till the season is over, or the sap is exhausted. In general the settler, as soon as his wealth is sufficient to purchase conveniently this article of luxury, necessarily discontinues the home manufactory. The sugar which is made by this process, is generally of a dirty dark brown colour, but exceedingly sweet. The more skilful, who will rigidly attend and do every part of the operation on scientific principles, will manufacture a sugar of a fine rich colour, with a perfect crystalized appearance, so important a characteristic of refined sugar, and no way inferior to the best imported from the West-Indies.

The whiskey distilleries of the colony, are numerous and extensive establishments; as it is the chief spirit consumed, and is very cheap. The average price, wholesale, will be from two shillings to three shillings and sixpence per gallon, according to its quality; however, as money is frequently a scarce commodity amongst whiskey drinkers, the tavern-keepers, wishing to accommodate the small means of their numerous customers, keep the worst of whiskey, so as to be able to sell it cheap, as they term it; and the whiskey distillers adulterate accordingly. Having caught two green snakes as natural curiosities, with the intention of bringing them over to England, I placed them in a bottle, and in a short time afterwards added whiskey to preserve them: the next morning on examining them, I found they were nearly as white as snow, which was a sufficient evidence of a

most powerful acid, being an ingredient of adulteration, and very injurious to the health of the consumers. However, I caught others and treated them differently with success. The brandy of the whole of this continent is likewise very inferior, being grossly adulterated by well known stimulants, thereby to be able to sell cheap glasses ; in fact it is too cheap, for the temptation which their low priced grog holds out to the emigrant of irregular habits is serious ; and is every day showing its injurious effects. The general system followed in all the taverns, is to hand forwards to the guest the decanters of whiskey and brandy ; the guest then assists himself to either of the spirits, and to a glass of what strength he thinks best to his liking, either adulterated with water or neat spirit ; for the most part the spirit is drank neat, and a mouthful of water is taken afterwards. Each glass of this grog will cost three-half-pence, and occasionally two-pence ; thus it is evident a lover of spirits will have a daily opportunity of being intoxicated for this trifling cost.

Ale is a wretched article, for such a thing as a glass of good American brewed, is scarcely known in the colony ; and this is a grievance much complained of by the British emigrant ; as is likewise their favourite beverage, porter ; the London imported porter being too expensive for their enjoyment ; the price of which is elsewhere stated.

The brewers in America have innumerable difficulties to encounter from the climate, both in brewing and

malting; and the great inferiority of the native barley, compared to the British, is a great draw back to complete success. However, they have the advantage of excellent hops, which are chiefly grown in the United States, and will be bought generally for about one shilling currency per pound. They are grown in the provinces, is true, but in small quantity only, although the climate is sufficiently friendly to their profitable cultivation.

SPORTS.

Field and forest sporting in these western wilds is similar in results to the like occupation in England, when followed by those who ought to be otherwise employed; as it tends to no good. For without exception, shooting and tippling being of one family, are two of the worst practices a new settler can pursue. Still there are some writers so foolish and mistaken as to assert that British poachers of the greatest notoriety, after emigrating into America, become very careless of the gun, and seldom or ever shoot; nay, have nearly stated, that they had almost forgotten the use of the gun. As a general statement this is quite incorrect, for such lovers of shooting in England seem fully as fond of the sport in these unknown wilds, for they are seldom without their gun; being as it were wedded to it; thereby neglecting the more profitable and necessary work of their farm. As a gun is not really necessary to every settler, I would advise no emigrant to trouble himself in purchasing one for transportation. And if after residing in the province some time he fancies he needs a gun, he

will find no lack of them in the colony; for there they are both plentiful and comparatively cheap. It is singular to observe the great care and attention given to his favourite gun by the emigrant on embarking; at the same time neglecting his other more important packages of luggage. And after all the care, the guns generally taken are unfit for the sports of the Canadian forests and lakes; for in the forest the rifle is the most proper, either for bird or wild beasts; and on the lakes the duck gun only is of the least importance. Although, as I have stated, guns are not indispensable, it is otherwise with dogs. No settler should on any account be without a good strong dog about his premises; and one of the half-bred greyhound or lurcher would be the most valuable. Hunting in the unknown woods of Canada is widely different to sporting in England, as there is not that abundance to be found of wild birds and beasts so generally fancied by English sportsmen.

And again, the immense quantity of fallen timber, which is laid promiscuously one tree over the other, impedes his progress. These are often of such extraordinary dimensions, that it is impossible for the sportsman to clamber over them with any tolerable comfort; he is therefore compelled to make a circuit to avoid them; which makes a few miles travelling in the forest in search of sport a most laborious undertaking. Deer stalking, as it is termed, is merely watching the place of their frequent resort; for in the neighbourhood of a salt spring, for instance, they are often found in herds,

and in other situations well known to the hunter. This kind of ambush sporting is generally pursued in the winter, and is an extreme cold uncertain and unprofitable occupation. In hot weather deer are often shot in the lakes, where they are fond of standing nearly buried in the water, on purpose to keep off the musquitoes; and from its cooling and refreshing effects, they often remain so long as to be scarcely able to escape when alarmed; and thus become an easy prey. Hence to hunt deer effectually a man needs to be a real forester; having for the most part to live in his hut, a life which has in it something very enchanting, for it is certain that no man who ever joins himself as a companion with the foresters, and follows the hunting pursuits for any length of time, ever voluntarily returns to civilized society.

In bear hunting there is much good sport, according to the ideas of a sportsman; for in some districts, where these wild animals are abundant, and the surrounding settlers much annoyed by their destructive incursions amongst the corn fields and live stock, the whole neighbourhood is summoned to have a royal field day in hunting with all the dogs they can muster; and their sleigh bells, and other similar noisy instruments. By this numerical strength of the hunting party, an extensive circuit is taken of several miles of the forest, which is completely scoured, and the bears driven into some neighbouring lake, according to certain preconceived plans of operation. In the lake or in ambush will be stationed a looker-out, with a rifle to shoot the bear on

his taking the water through necessity. Thus a bear hunt is an irregular confused district meeting of the whole neighbourhood and their dogs. The most proper dogs for such sport are the very noisiest that can be found, although activity and cunning is likewise required; for if unfortunately the dog should attack and seize the bear, it will be almost certain death to the former, for the bear will in all probability tear him to pieces. The dog practiced in bear hunting will never steadily attack the bear; but will alternately bite his hind legs and retreat with impunity; the bear not being sufficiently quick on foot for the dog. After this teasing of the bear for some time, he will climb up a tree, where he may be readily approached and shot, or the tree may be cut down and the bear clubbed to death by the numerous party, and such is the termination of these hunts occasionally. The sportsman in these Canadian forests can scarcely ever be considered safe, and ought at all times therefore to be armed with a pair of pistols. For if perchance the bear should be wounded, and not thereby sufficiently disabled to prevent his attacking, he becomes extremely dangerous, and will erect himself on his hind legs, and with his tremendous fore claws squeeze his adversary to death. Or should the sportsman wound a young cub, its cries will soon alarm the old one, and the danger on this occasion would be equal if not more than that of wounding the old bear herself. Racoons are likewise treed by dogs in a similar manner to bears, and shot in the tree;

however they are more active than the bears, who unfortunately are compelled to descend a tree in the like position of their climbing it, which is favourable to the sportsman's safety. Wolves, beavers, foxes, and a great variety of other animals of the wilderness, are for the most part caught in traps ; although for the sake of sport hunted and shot. There can be no hunting in these unknown wilds with a regular pack of hounds ; however in the lower province, where the country is more open, the gentry keep a regular pack of hounds of respectability, and have their appointments of meeting with as much order as any pack of fox hounds in England ; and have excellent sport, generally, in favourable weather. The foxes are of various descriptions ; rather less than an English fox, and are of different colours ; the black fox is very handsome, as is the black wolf.

In squirrel shooting, which is almost an universal sport, one person is nearly useless, for the little quadrupeds bound around the trees with such extraordinary agility, that shooting them single-handed is next to an impossibility. The black squirrel, which is large, will lay himself down flat on the top of a strong bough of a huge tree and survey all the operations of the sportsman below, fancying himself to be perfectly safe. The silver grey squirrel is the most beautiful of the tribe, and by far the largest found in the provinces. The flying squirrel is amongst the curious quadrupeds found in the wilds, and it is surprising to observe the extraordinary distance they can bound from tree to tree when pursued.

The bat-wing-like membrane which connects the fore legs to the breast, and which is termed their wings, give them a singular appearance when expanded in the attitude of flying. The small striped squirrel has this remarkable difference, that it will descend the tree in the presence of the sportsman, if only the tree be struck a smart blow with an axe or any other heavy weapon. Therefore, from the above remarks, it will be readily understood that to ensure an abundance of sport in squirrel shooting, two individuals should always be in company; thereby each side of the trees can be watched at one and the same time, as one person probably would not shoot more than half a dozen during a day, while two persons would perhaps shoot nearly as many half dozens; particularly in certain seasons when the woods are nearly alive with their superabundance.

In shooting the wild fowls of the forest, such as turkeys, partridges, and pigeons, there is no dispensing with the dog, who will start them into the trees, and will afterwards set them so accurately as to draw the attention of the sportsman to the exact tree, who will find no difficulty in approaching and shooting them. As to shooting flying, no such thing can be practiced in the forest, with the least chance of success. Grouse, snipe, and woodcock shooting, in its method, is similar to the like sport in England; as these birds are only to be found in cultivated patches, and are most commonly easily approached; the snipes too are particularly

abundant, and considerably larger than the English snipe.

Hunting in the forest was formerly pursued for the sake of the valuable fur of the wild quadrupeds; but on becoming settled the destruction of the dangerous inmates of the forest became a matter of first rate importance, because of the injury done to the farmers. But such is the force of example, that the older settlers have now nearly banished all prejudice as to diet; for they have taken to eating of bears, racoons, squirrels, and even rattle snakes; and bull frogs are spoken of by such epicures, as very delicious.

WILD ANIMALS.

The most important of the wild quadrupeds of the American forest, both for beauty and usefulness are the deer, of which there are to be found several varieties. The red deer, or common roe, is the most frequent throughout the whole of this western world. It is of a reddish brown colour, and of about three feet in height. The fallow deer, which is likewise common in particular districts, is of a brownish bay colour, and whitish beneath the body, and generally found in herds, according to the general habit of the animal. The mouse deer, or elk, according to observers, don't associate; and are only found in remote parts of the forest, where they can roam undisturbed; this native of the Canada woods is the largest of the deer genus, for when full grown it has been seen as tall as the horse; they have remarkably large heads and short thick necks, with horns of immense size, and spreading into a hand like form. Their chief food is the browse and small boughs of trees, and probably moss during hard weather.

This species of the deer, with the other varieties

of the forest, is seldom caught; they can scarcely be said to be hunted, for it would be impossible to take them by any number of hounds in those unknown Canadian wilds: therefore if destroyed it must be by the rifle and ball, or common gun with strong shot. And every one resident in the country, must regret the wanton manner in which those inoffensive and beautiful quadrupeds are destroyed. They certainly are delicious eating, but the expense and labour more than counter-balance the profit, so much boasted of by the indolent settler, for no other ever attempt this kind of hunting; and nothing in the forest so adorns and animates the solitude of the scene, as the accidental starting of a stag, which will bound across the clearances and snake fences into another retreat with astonishing swiftness. The buffalo is a noble native animal of these forests, and have retired from the habitations of man; as I never met a settler in the woods that ever saw one.

Amongst the ferocious animals of the forest, are several kinds of bears. The black bear is the most plentiful in the Canada forests, they are of large size and like all similar animals, they are very dangerous to the wanderer, whom they have been known to attack and destroy. They chiefly subsist on grain and roots, but when sorely oppressed by hunger they become very fierce and destructive to the settlers' poultry; hogs and even cattle have been torn and killed by them, and whole fields of grain have been nearly destroyed by

these animals rolling and treading it to the ground, to the ruin of the farmer.

The puma, or tiger of the Canadian forest, is the most dangerous of the wild beasts, but fortunately they are for the most part only found in the remote woodland regions. They have some considerable resemblance to the Indian tiger, though of far inferior beauty and size ; but nearly of equal ferocity ; yet they have been often tamed when taken young. The wolf is a very savage animal, and in the forests they are very numerous, from which cause alone they become most dangerous and destructive. There is no doubt but they are the most abundant of the wild beasts in both the provinces ; for it is no uncommon occurrence to hear during the night in the far back settled parts of the forest, an innumerable pack of wolves howling and chasing down the deer ; and when oppressed with hunger, they will roam around the lonely sited shantee, destroying almost every living creature about the homestead, pigs and sheep by flocks, and indiscriminately.

The provincial Government, knowing well the injury committed by those ravenous animals, have offered a reward of five dollars per head, for every wolf caught in the upper province ; and ten dollars per head are given by that of the lower province. Whereby the progressive destruction of the wolves will be much expedited. However the policy of this wide difference in the reward of the two provinces is rather questionable:

The foxes are very common inmates of the forest,

and, as is mentioned under the description of hunting, are of different kinds, but many of them similar to the common red English fox, excepting being somewhat more tapering in the formation of the body. The black kind are remarkably sleek. The silver grey fox is the most elegant of the whole tribe, from their delicate appearance, being much less than the common English fox.

The racoon is an animal well known, and an inhabitant of the marshy part of the forest, they are very plentiful and of course often found when hunting in these morasses; their appearance is a sharp pointed nose, with a whitish face; are otherwise of a brown colour, a very stout body, a shortish bushy tail, and short legs; they are eaten with avidity by many, and are praised as delicious. The beavers and otters are likewise inhabitants of the swamps and lakes, being the most sagacious of animals, and scarcely ever seen by the settlers near their locations, as they are always on the retreat towards distant and solitary regions; and it is believed they are becoming very scarce in the nearer parts of the colony. The otter is more plentiful, and in some favourable situations, such as the neighbourhood of remote rivers and lakes, they still are usually found. The pole cats of the colony are of great variety, and some of them much resemble the common domesticated cat, although like other wild animals they are much more slenderly built; for most assuredly domesticating any wild animal will cause it to be more bulky as well

as harmless. The skunk is the most disagreeable and nauseous of the wild animals in the colony, and is of the martin species. Such is their intolerable stench, that every experienced person will cautiously avoid them. The ground hog is a most singular quadruped of roundish stout body, and much resembling the rabbit; for they live in burrows in the earth, and particularly they are fond of burrowing under a large tree stump; they are readily caught when found at a distance from their burrows, as they are remarkably slow paced.

The porcupines of Canada are likewise in variety; some are extraordinarily large, and very readily found in almost all parts of the forest where they can live unmolested. They are quite harmless, according to the most popular opinion; for the tale of their shooting their quills in self-defence when attacked by an enemy is altogether false. I witnessed an extraordinary large one attacked and killed by a dog, with great difficulty; and I observed attentively that there was on that occasion no appearance of the animal having power to throw out a quill as a projectile at an enemy; although it is right to observe the dog died the day following, from the injurious effects of the piercing quills on his mouth.

Of the rat tribe found in the forest, the musk rat is almost the only native, they are found in great numbers on the borders of lakes and rivers. They are larger than the common rat, and of a dark brown colour; and have a very strong smell of the well known perfume musk; which circumstance primarily named them. They

build neat and curious houses near the water edge, so that they can unobserved dive into the water. The other kind of rat, so mischievous and destructive to the farmers in England, is a sort of vermin totally unknown in the provinces till of late; however, by emigration they have arrived, and have taken firm possession of the wilds as settlers, to the no little chagrin of the inhabitants. There is no doubt but they have been brought into the interior of the country by the steamers, amongst the merchandise from the lower ports; and it is generally believed that these mischievous settlers make an advance of about ten miles per year further inland into the settled surrounding country.

I have under the head of sporting made some remarks on the squirrel. I shall therefore be brief in this place on that subject. Squirrels, I have shewn, are of great variety, and are found often nearly of the size of an ordinary cat. They are the most numerous of the quadrupeds in the forest, and very annoying and destructive to the American farmer: for they migrate and will appear occasionally in incredible droves, and often besiege the cultivated parts of the colony on their route, to the total destruction of nearly the whole crop, although well attended to by boys with fire arms. It is most remarkable that the different coloured species always in their turn associate in migrating, for they predominate in their season. Immense herds of them will perhaps be seen for a few successive years, and in the following years scarcely one can be found during a day's range in the

woods, which was the fact this year (1835). However it is not always the case; but to give a description of the numbers which are occasionally seen in some districts would be almost as tedious as describing a flock of wild pigeons, myriads of which inhabit the forest wilds.

When squirrels are on travel, they have been seen to swim across the lakes and rivers in battalions; some launching fearlessly into the water, others preferring to pass on a piece of bark or wood, and thereby floating themselves over by the means of their tails as a rudder. It is amusing to observe these little animals cramming their cheeks with grain, while providing themselves with a winter store, for the length of the winter demands a good quantity; although they eat but a little, and at long intervals, during the winter. This I state from observation; for circumstances being favourable, I caught a small striped squirrel whilst in Canada, which I took the trouble of bringing over to England, and it is at this moment (January) lying in a state of somnolence, curled up like a ball, and can be handled with freedom while in this nearly lifeless state; and as I have already stated, it eats but little every few days, and immediately reforms itself into its usual position.

REPTILES.

Canada fortunately is nearly free from all really dangerous reptiles, the most dangerous is the rattle-snake, and it is only to be found in the western parts of the province, and in the neighbourhood of Niagra. It has a broad flat head, with prominent bright eyes, and is of a dark brown colour, and has often been killed above seven feet long. The name is given from the clattering noise which they make in anger with the bony rings of their tails; their bite is dangerous and often fatal; however it is not always so, if proper applications be timely applied, according to the advice of the experienced inhabitants of these particular districts of the province. It is well known that the rattle-snake will never attack, if unmolested; although they will not retire, but will remain in their coil and watch the approach of an enemy. Certain districts of the United States abound with dangerous reptiles, which will provoke an attack, and whose bite is certain death, as the chaser and copper-headed snakes. The handsome striped garter snake is quite harmless, as is the dis-

agreeable looking water-snake, so common in the rivers of the western parts of the provinces. These last are of large size, and of a black colour, and are frequently dragged out of the water by the fisherman's hook. The green snake, of all the reptiles of Canada, has no equal for beauty, being of the most perfect pea green colour, which makes it a difficult task to find one in a grass field, the only place of their resort. When moving they are readily observed, they are when full grown about fifteen inches long, and of a slender and beautifully tapering form, with a remarkably small head, and keen prominent eyes; are perfectly innocent, and peculiar to the Canadian provinces.

THE TURTLE.—These amphibious animals are to be seen crawling about in the provinces in every district, and very common; they are coated with an impenetrable shell, so much so that a loaded waggon may be driven over them with impunity. They are of several species and sizes; some are of extraordinarily large size, and are remarkably slow in their movements, having a heavy unsightly appearance. In fine weather they are often seen congregated on the borders of the lakes, on a small prominence, from which they leap into the water the instant they are disturbed.

Another interesting animal of the amphibious kind is the large bull frog, which is the most singular of this class of animals, for no stranger can never mistake the bull frog, after once having heard its tremendous bellow. It may be heard nightly in favourable situations, particularly in the

lower province, croaking most awfully, resembling very much the bellowing of the enraged bull, from whence its name. The immense size of these frogs in the lower province, where they appear to thrive best, is almost incredible; and, if I am not misinformed, they have been caught of nearly twenty inches in length, and are very voracious, having been seen to swallow young ducks and geese with the greatest facility. The French Canadians eat them readily, and count them a choice dish. There are several other varieties of the frog on this continent; particularly the tree frog, which, as its name implies, lives generally on trees.

THE BUTTERFLY.—The insects of these colonies are numerous and beautiful, particularly the butterflies, which are without exception of a most extraordinary size and splendour. The great variety and the diversified colours of these insects, give them an interesting appearance to the stranger; for there is no comparison between the beauty of the butterflies of Canada, and those of England.

The musquitoe is an insect which has been heard of by every reader of an American letter, because every visitor to this colony will soon have very sensible evidence of their violence, and they may be said to be the new settlers' tormentors; for they certainly are the most annoying of the insect tribe on the whole continent of America. It is merely a two-winged gnat, very like the European. Fortunately they are almost unknown in the well cleared agricultural districts, and the high and

dry woodlands have but a few comparatively speaking. But the traveller in the lower swampy parts of the forest, will in general suffer his share of torment from them, for they bite with an intolerable acute pain, and their bite leaves a blister. The settlers in the neighbourhood of these swamps and forests where mosquitoes swarm by myriads, are compelled nightly to make a smoky fire in the centre of the house in the evening, before they dare retire to rest. After they have expelled them by smoke, the door is closed, and several similar smoky fires are made around the house, to prevent them again attempting an entrance, otherwise they would be no possibility of sleeping. It is a singular fact that cattle are often attacked by myriads of these mosquitoes, to rid them of which the farmer is necessitated to smoke them, and by repeated trials, the cattle become so familiar with the comforts of this release from their cruel tormentors, that they voluntarily come to be smoked; and show signs of thankfulness for the operation.

THE FEATHERED TRIBE.—The provinces have this singular exception, that in reality a sweet songster is scarcely known throughout the colony; such is the fact in the whole of this western continent, It is also remarkable how few birds are to be seen flirting in the air, for scarcely a bird of any description is to be seen, excepting on the borders of the woods, or neighbourhood of a river or lake. The variety of birds observable is far from being great in the colony; although some have the most beautiful plumage. The undisturbed tracts of forest, it

might be supposed, would have afforded such extensive cover to the feathered tribes, that the air would have been alive with them; however it is exactly the reverse, for the death like silence of the wilderness would remain often unbroken were it not for the occasional tapping of the woodpecker, which can be heard at an incredible distance on a favourable day. The comparatively few birds of this class in the colony, are rarely found in the forest in any considerable numbers; their haunts being for the most part the cultivated districts and skirts of the forest. By an extraordinary stretch of fancy, they bear the name of similar birds in England, although very different in habits and plumage.

The chief of the birds that may be called the game tribe, is the pheasant or partridge, which is a bird of a mongrel appearance, resembling both these English birds in plumage and habits some little; being of the size of a small hen pheasant, with a fine spotted breast, and is a very stupid bird; frequenting low bushes adjoining swamps, and is readily approached and shot. They generally associate in small coveys. The bird called a quail in Canada, resembles much the British partridge in habits and plumage. The black and grey plover is vastly plentiful in this region, towards the latter part of the year, when they associate and may be seen in immense flocks like clouds in the air. However during the summer, scarcely one is to be seen. The woodcocks here are smaller than the British woodcocks, and are found in their haunts all the year. The snipes

of these forests are similar to the British snipe, excepting being considerably larger and much more abundant. Throughout the whole known parts of the provinces, they are to be found in the low grounds, and near stagnant waters, in indescribable flocks, and are easily approached. Millions of wild pigeons, of the small blue rock kind, are seen to arise in flocks, which for miles in extent darken the air, and in fact beggar all description ; as a true account never would be believed. These droves of pigeons are only seen when migrating in search of food, into the distant regions of the forest. In shooting in the forest a few straggling pigeons may occasionally be found, and like the general genus of the feathered tribe in this western world, they are very stupid and easily approached. The turkey is a native of these provinces, and in its wild state is one of the noblest birds of the forest, being often known to weigh above thirty pounds in the western parts of the provinces where they abound.

They have been found to have emigrated lower down into the settled north eastern parts of the colony, but they are not generally found in those districts. In plumage and habits they much resemble the domestic turkey of Europe, and are very shy for the most part, and not readily approached. Their chief food consists of wild fruits and grain ; they are mostly seen in flocks, and are of the most delicious flavour. The woodpeckers of this continent are not extraordinarily numerous as might be expected ; however they are of great variety

of plumage, and they vary considerably in habits; for some of them can never be found but in the remotest part of the solitary forest, while the other kinds are only to be seen in or about the best settled and cultivated districts. The most elegant of this species is the black woodpecker, which is a bird of extremely brilliant plumage, the head being covered with splendid crimson coloured feathers, its body is black, and the under part of the wings covered with feathers of the richest golden colour, it is the largest of the Canadian woodpeckers. In habits it is a solitary bird, similar to the dark speckled woodpecker, being scarcely ever seen but in the most unfrequented parts of the wilderness, which are made to resound its shrill and powerful note and tapping, which is loud beyond conception. The hummingbird is the smallest bird found in Canada, if not in the world, and they are of great variety. They frequent the flowers of the garden, particularly beans and peas when in flower; I brought one to Europe no larger than a very large bee, which was shot with a gun loaded with fine sand, while it was incessantly buzzing about the flowers, for they scarcely ever alight on their flower. As to their plumage it is very indifferent.

With regard to the kingfisher, redbreast, goldfinch, blackbird, and several others, there is no comparison to be made between these in America, and those which have the same appellation in Europe, for their plumage is very inferior. The fire bird is of a beautiful red plumage, and is a very showy interesting small bird; but the

most curious and amusing small bird of the forest, is one called whip-poor-will. It is really astonishing how with its plaintive note it imitates these words, from which it derives its name. In the retired parts of the back woods, where the habitation of man is nearly unseen, is to be heard the nightingale warbling forth its nocturnal song, although it is considered by competent judges, to be much inferior to the European nightingale in its plaintive melody.

The hawks which inhabit these forests of Canada, are similar to the European hawks, with the exception of the night and fishing hawks. The night hawk is a singular bird, which will be observed nightly darting through the air with astonishing swiftness, catching the flies on which it preys; the beautiful glittering fire flies, which are to be seen by thousands flirting about in the air every night with a brilliancy of countless stars, is a conspicuous prey for the hawk. The fishing hawk is a smaller kind or species of hawk, and as it preys on fish, of course it will be found with the heron, for the most part in the neighbourhood of the rivers and lakes. There is another kind of hawk, which exceed most of the others in size, and is very injurious to the settler, by its destructive invasions of his poultry yard; this is called the hen hawk.

It is singular that the rook is not to be found on this continent, they have been transported across the Atlantic from England more than once by the ingenious, who delighted to watch their exertions while building

their nested colony ; however they did not survive the keenness of the winter. Wherefore a rookery is not yet to be seen ; what further attempts may do, I know not. The crow is common enough, as is the raven ; this fierce and voracious bird, is precisely the European raven in colour, size, and habits ; and will often be seen perching on the loftiest trees, croaking most vociferously, and with such a watchful keen eye, that it is nearly impossible to approach within reach of a ball from a rifle. The owls found in this colony, are considerably larger than the European owl ; as the horned owl will equal the turkey in size, and is also very destructive to the farmers' poultry ; nay, they have been seen to fly off with a lamb or young pig when urged by hunger. The screeching noise of these large owls in the silent forest every night is really alarming, and heightens no little the melancholy scene of the lonely settler, for it is so tremendously loudly echoed as to be heard to a very considerable distance.

The last bird of which I shall give a succinct account, is the eagle, the king of the Canadian forests, as it exceeds considerably the size of the turkey ; there are several varieties, but the bald headed eagle is the most common, and it is of an extraordinary size and strength, competent to fly off with every kind of poultry, and a moderate sized pig or sheep would not over load him when required to satiate hunger. They are seldom to be seen but in the most retired regions of the wilderness, frequenting the highest and most barren mountains, and

are with the greatest difficulty approached. Therefore few are ever destroyed, although some that have been caught have measured above twelve feet from the tip of one wing to the tip of the other, and of a proportionable height and strength.

LOG-HOUSE, OR SHANTEE.

Immediately after purchasing land which is wild and uncultivated, the new settler will be compelled through necessity to search out a proper site for his homestead, and commence building without loss of time. As it generally happens that new settlers do not arrive early enough to gain advantage of the whole summer, therefore, as I have already said, there is no time to be lost in preparing shelter for the winter. These log-houses are built in the following manner viz :—after a sufficient number of logs have been collected on the spot intended for the building of the house, they are notched at each end, in rough imitation of dove-tailing. After the huge logs are thus prepared, a ‘Bee’ is called ; that is an invitation is sent around to solicit the attendance of the neighbours to assist in raising the unwieldy logs into their proper situations. Each log is alternately piled one over the other, first on the sides, then the ends of the building. The door-way and windows are often chopped out after the walls are completed. The coverings of these truly rustic shantees, commonly consist of rough half-logs

chopped rather hollow, and are called scoops; or rough slabs are sometimes used, and not unfrequently bark has been applied to the same purpose. The interstices between the logs are well stuffed with moss, or some similar soft materials; and afterwards to make a finish of the whole, the moss is well plastered over with mud or clay; thereby making the shantee as warm and as comfortable as the nature of the materials will allow. However, to further beautify and complete the exterior of the building, an empty flour barrel is commonly erected to serve the purpose of the chimney top. For it sometimes happens that the settler is either so ignorant of the art of building, or so indolent in the erection of his shantee, that he will content himself and live for years in one so imperfectly built as to have neither window or chimney: hence a tolerable aperture is left in the roof to allow the smoke to escape, and the internal operations of the house are performed alternately by the admission of light through the open door during the day, and by the blazing wood fire in the evening. Such is the fact, that settlers have been known to live in this coarse manner for more than twenty years; and at the same time had capital to spare to build more respectable and hospitable mansions. These hovels are the primary habitations of man, on becoming a settler in the wild woods of America; and when it is taken into consideration, that the axe is often the only instrument used in the erection of them, there will be great allowance made for their apparent inhospitable aspect. Thus

it is evident the emigrant who locates himself in these forest wilds, will have to encounter great and innumerable difficulties, compared to his more fortunate countrymen, who are more advantageously settled in more inhabited districts. Hence it often happens that enterprising settlers, who have taken up their abode on the onset in the forest or bush, as it is familiarly termed in America, have been compelled to make their exit after years of toil and vexatious difficulties, leaving all their cleared land to resume its original wildness, and the log shantee to fall into ruins.

Some may think this strange, considering the lowness of the price of land in such situations; such, however, is the fact, for such miserable hovels will be often found by the traveller in the back woods, which had once been the residence of some ruined settler. To the fact, I knew of several cases in illustration, but will allude to one in particular of a Lincolnshire emigrant, a farmer of small means, of sober and industrious habits, and a very intelligent agriculturalist, who emigrated to Upper Canada some few years ago, with a large family.—Immediately on arriving he purchased the usual quantity of wild forest land, viz. two hundred acres, at five shillings per acre. The money to be paid by five yearly instalments, with interest at the rate of six per cent. After building his shantee and settling other preliminary matters, he set to work; and being a stout healthful fellow, he contended nobly and daily with his axe against the Canadian forest; and with a little assist-

ance from his neighbours, he logged and burnt a good tract of his own land, and planted it by his own exertions and those of his family. This conduct was steadily followed for years by the whole family ; still he was not competent to meet his annual payments. However he struggled again and again for some time longer ; till overborne with increased payments, which at last proved a barrier to his further proceeding with his farm, which he reluctantly quitted in more poverty than when he began with it in the wilds. The reconversion of land and implements into ready money is a great sacrifice, and if disposed of by public auction, it must be a credit sale, as they are familiarly termed, which is, a note is given on a common piece of paper, (stamps not known to the laws of Canada,) promising to pay in four months ; otherwise, without this much-abused accommodation, it would be scarcely ever possible to raise a sale on any terms for ready money. Every farmer or new settler in the back woods ought to have as much capital as will maintain himself and establishment for a few years ; for the farm will require all its produce to be expended on it in improvement, and in the purchase of stock, waggons, and all the other really necessary farming utensils, for at least the first seven years. Thus it is evident, had not this unfortunate settler above mentioned expended all his little capital in the purchase of too much land, leaving nothing for immediate and necessary expenditure, the result would have been different. As it was, all the produce, which

would be little for the first few years, was consumed by the establishment, and in purchasing the few articles required for the due management of the farm, he left no overplus to meet the annual instalments. However to the buildings again, after this long digression.

There is another kind of log-house which is a vast improvement on the log hovel already described, which is built by the more wealthy emigrants. This is the squared log-house. In the building of this kind of house, the logs of wood are neatly squared and dove-tailed; and the interstices between the logs are well pointed with mortar, with the interior and exterior of the building generally white washed, and the roof covered with shingles, (which is a thin piece of deal similar to a flat tile, and are very neat and lasting covering for buildings,) and a projecting eavesdrop. When the interior of this kind of buildings is neatly fitted up, it is scarcely credible what comfortable warm dwellings they become for years; and when weather boarded and painted white, as they often are, they assume a picturesque appearance, and are then inferior to few buildings as a comfortable winter residence. To complete the erection of this kind of building, a 'Bee' also must be called, which, as I have already stated, is merely a party of the neighbours. There is a great variety of these parties called 'Bees,' all of which are named after the purpose of attendance. Hence there is a logging 'Bee,' to burn logs; a raising 'Bee,' to assist in raising logs in the building of a house or barn, &c. &c. The intention of these (Bee)

meetings is praiseworthy, being a mutual and voluntary assistance of the neighbours to a new settler, in all his difficult and weighty undertakings. But although 'Bees' originated in a kindly feeling, much licentiousness has too frequently attended them ; so that it is the duty now of every well-wisher to himself and family, and as a benefactor to society, to set his face against such meetings altogether ; for they are at this time scarcely better than meetings for riot, disorder, and wholesale drunkenness. Whiskey, being so extraordinarily cheap, is at these times dealt out by pails-ful, whereby the accidents at such meetings are often of the most melancholy nature, from the falling of timber, or of the men from off the house, who are often disabled for the future.

Another improvement in house building is the frame-house. In erecting this kind of building the joiner's assistance is required, and they are certainly handsome buildings, but in truth they are in no other respect an improvement. For even after they have been weather boarded, they are much inferior to the squared log-house in point of warmth and durability, and should never be erected on any consideration. For the emigrants who can afford the great expense of these erections, could well afford to build a more substantial brick or stone edifice, which it is the interest of every settler to accomplish as soon as convenient. It is really pitiable to see the settler, after a long residence in the colony, expending his little capital (the savings of years) in building a frame-house. How much more wise to

erect a stone or brick mansion ? For although the frame building be lathed and plastered within, it will still be far inferior to the brick mansion, both in respect to durability, comfortableness, and elegance.

The bricks of the colony are very small, but of a bright red colour, which give the edifice a handsome appearance. This rich colour of the brick is owing probably to their being burnt with wood, which is a most tiresome and expensive work, as it requires day and night attendance for a considerable time in replenishing the fuel. Every settler, prior to building a substantial mansion, should excavate a good roomy cellar underneath the ground floor ; which in fact is the most useful room about the Canadian farm establishment ; unless it be his intention to have a root house, as they are familiarly termed : this is a large room dug deep in the ground near the house, the sides of which are walled with huge logs, and the roof is doubly logged, and thickly covered with earth, and shaded over ; thereby effectually securing the roots and vegetables which are stored away for winter consumption, against the penetrating Canadian frosts. Thus it is evident that a roomy cellar or root house is indispensable, to ensure the due preservation of vegetables so necessary to the proper economy of the Canadian establishment.

However, before further improvements are made, let me state, that it is the duty of every purchaser of land, immediately after completing his primary residence, and before any extensive clearance in the forest is made, to

have his land surveyed, so that he may accurately know the extent and boundary of his own territories, otherwise great and irremediable inconvenience may ensue. For without a proper survey, to stake out or blaze the forest trees of the limits, no individual can possibly know his own land, however clear it may appear to his own imagination; for want of following this precaution, a vast number of instances have occurred in the provinces of individuals losing nearly the labour of years, which they unfortunately and unknowingly had expended on their neighbour's land. And what was the most rascally part of the business, was the silence of the old settler, who knew his own limits, allowing his new neighbour to clear land which he knew was not the man's own. I heard of one instance of late occurrence, where the settler had laboured diligently for years, and after reclaiming and improving a large tract of forest land, his neighbour (being aware of the result) demanded a survey, when all the cleared land nearly with the very homestead, proved to be on the neighbour's land, to the ruin of the new settler, who had no redress, because of his own want of prudence in being ignorant as to the extent of his own lands.

The next important operation, after the erection of the shantee or log-house, is the garden; which for the most part is the most neglected part of the farm, to the great disadvantage of the occupier. For the province of Canada appears particularly friendly to the growth of several kinds of fruit, particularly apples and plums,

which grow most luxuriantly, and are of the finest flavour and quality. It can scarcely be believed how extensive are orchards, covering several acres of ground, which will be observed throughout the oldest settled parts of the provinces, and as to produce they are almost a certain abundant crop; so much so, that any stranger or any number of strangers may turn off the road to the nearest orchard, and may make choice as to quality and quantity, without any fear of offence to the owner; nay, I have seen the owner come and correct a stranger who had made choice of the most inferior apples, by desiring the stranger to throw away what he had pocketed, and again fill his pockets with a better sort, which the owner himself pointed out, and even assisted the stranger to beat the apples off the trees. Such was the abundance of apples this last season, that I saw the ground of the orchards covered in a most astonishing manner with fallen fruit; and the very hogs surfeited.

Apples are generally sold as low as sixpence per bushel at the proper season; the plan of preserving apples, which is adopted in North America, is as follows: the apple is divided into several pieces, and strung in lengths of about two yards or more, being careful when passing the cord through them not to allow but for each piece to be separate; after they have been sufficiently well dried, they are casked for winter use, and make excellent substitutes for more perfect apples during the winter. Hence the advantage of early attention to the

planting of a good and extensive apple orchard; not neglecting the cider apples, so universally planted that there is no country which surpasses America in the growth and manufacture of this liquor. The last season it might have been bought wholesale so low as sixpence per gallon in certain districts. In truth, its cheapness was the cause of thousands of bushels of apples being left to rot on the ground, as it was an unprofitable manufactory.

Pears do not arrive at the same perfection, the climate being too warm and unfriendly to their growth; and they may be reckoned amongst the least plentiful of the fruits in the American market, and are rarely ever seen for sale. The fact is the same with respect to the gooseberry, as the most inferior found in England, would surpass the finest seen in the American market. Plants of the gooseberry tree have often been taken over, and will do tolerably well for a few years, when gradually the fruit degenerates, and by no management of the garden can they be reproduced of their original large size. However currant-berries succeed somewhat better, for they bear tolerable good crops and fine flavoured fruit.

Apricots and peaches are rather inferior in their quality throughout the provinces. In the northern settlements they never attempt their production, but in the south west borders of the upper province, they are cultivated with some little advantage, as is also the grape. In the vegetable garden nothing need be

wanted, for apparently every kind of vegetable grows luxuriously, although the great length of the winter prevents the early introduction of such produce into the market. The most ordinary kinds are not to be found in the markets before July.

There is one particular article grown in the province, which so far surpasses the same plant in England, that it is scarcely like it. I mean the common onion, for they grow to a most extraordinary size. Such a thing as a small onion can scarcely be found; and like the melon and cucumber, they are scarcely ever known to fail, although the seed is merely carelessly sown in a corner of a field on a loose virgin soil.

After these preliminary operations are gone through, the whole attention will be required for the clearing of the forest land, a business the most arduous and expensive which the forest settler has to engage in. To shew the wanton and heedless destruction of timber on slight occasions, and the manner in which trivial wants are supplied, I had occasion for a stock of beech nuts for a small squirrel, and having accidentally spoken about it to a friend, he immediately ordered a beautiful tree which stood near the house to be felled; the axe was applied vigorously, and soon fell a noble beech tree loaded with nuts. Which tree in England would have been much respected on account of its extraordinary size and beauty. However, there was no alternative, if the nuts were to be had; for climbing such a huge tree was not to be attempted.

CLEARING OF FOREST LAND.

Under the head of clearing land, come the combined operations of under-brushing, chopping, and burning, which are performed at nearly all times of the year. The trees are always cut down in the most easy and convenient manner by the woodman, who always leaves a stump of the tree of from twenty to thirty inches in height from the ground. Hence with their irregular size and order in standing, a field of stumps after a few years being weather beaten, has very much the appearance of a country church-yard at a distance, when the head stones are tolerably numerous and of a variety of dimensions. The rapidity and precision of the movements of the axe, in the hands of an able and expert chopper, is really astonishing; who will fell the noblest tree in an incredibly short space of time. The axes which they use are certainly well adapted for the purpose, having a fine wedge shape, and nearly all steel of the finest quality; having the keenest imaginable edge; and a hickory handle so appropriately curved as to give the greatest possible weight to the stroke.

The process of clearing commences as follows: the underbrush is first cleared away, which is a light work, for the quantity of brushwood growing in the primeval forest is very trifling in general. The most dense parts of the forest may be truly asserted to be free from underwood; however what little there may be found is collected into heaps, after which the chopping business commences. It is surprising how much time and expense are saved by the fully experienced woodman, who thoroughly understands the wielding of his axe, and the equally valuable knowledge of falling his trees to the greatest advantage; a work which is ill performed and understood by the uninitiated woodman. For instance, the experienced chopper will cut a perpendicular tree so ingeniously, that it will fall probably across one already laid, and break itself into several pieces. For the trees are of such extraordinary weighty dimensions, that they fall with a most tremendous crash, and by such management as this, the piecemeal chopping is much diminished. Every tree is cut into certain lengths, for the oxen to draw it to the log heap to be burned, these are generally of about ten or fifteen feet, according to the growth of the timber, for if in too large pieces, the oxen will be unable to draw them, and this work is generally done by a contractor, who will attentively consider his oxen. After the trees have been felled, they are immediately deprived of their tops and boughs, which are thrown to the underbrush, to be burnt together; and if the weather be tolerably dry it

will be ready to set on fire in probably three weeks or a month, however this rests entirely on the weather. And now that the underbrush and boughs have been burnt, the logging business commences as follows: the trees having been cut into proper lengths, as already stated, they are dragged as near together as possible by oxen, and are then piled into heaps of about twenty logs each, which are laid parallel one above the other, and then set fire to. This part of forest farming is downright slavery, for without exaggeration it is the most laborious and disagreeable work in Canadian husbandry, for it must be done in dry weather, and most probably under a scorching sun, when the least spark will suffice in most cases to set fire to any extent of fallen forest when sufficiently dry; and the astonishing rapidity with which it spreads accords well with the proverb, "spreads like wild fire." It is an imposing sight to see a large tract of logs and brushwood on fire; the men, sweep-like, with each a handspike in his hand; will be seen dancing around and amidst the numerous fires, each of which are throwing off immense sheets of flame that consumes every thing within its reach, and to ensure a good burn, as it is familiarly termed, the men in attendance must be very expert in replacing on the fire with their handspikes the half burnt logs which occasionally keep rolling off. This burning is a work of several days; the men remaining night and day in the field, till its completion; sleeping in a temporary hovel, erected in the field for the occasion. The most sublime

spectacle of fire I ever witnessed, was the setting fire to the forest while the trees remained standing. I remember accidentally being a witness to such a scene, where the fire raged amongst the forest trees with fury, and mounted up to the top of the noblest pines (of above two hundred feet in height) with the quickness of a rocket, and blazed its whole length with inconceivable splendour, from the exuding of the turpentine, which continued a considerable time; this, as might be imagined, was in the dusk of the evening, a scene of indescribable grandeur.

The regular charge for underbrushing and chopping by contract per acre, is eight and a half dollars, or one pound sixteen shillings and ten pence sterling; and for underbrushing, chopping, logging, burning, and fencing per acre twelve dollars, or two pounds twelve shillings sterling. Supposing the forest to be dense, and the trees stronger than ordinary, the price per acre will then be fifteen dollars, or three pounds five shillings sterling.

Another plan of killing the trees is termed girdling, and is simply cutting out with the axe a circular piece of bark of about four inches broad around the tree, and about three feet from the ground; this operation infallibly kills the trees.

The half-chopping is somewhat similar: in this case the tree is half cut through at the usual height of chopping, and left to fall at some future but uncertain period. This practice of girdling and half-chopping is chiefly practiced in districts where the forest trees are thinly set,

as it is singularly true that the primeval forest trees stand so regular and so far apart in certain districts of the provinces, that a careless observer could scarcely believe any other that they had actually been planted by manual operation, they so much resemble a park or pleasure ground. For the trees are not only widely apart, but they are low and bushy, similar to the hedge row trees in England. After the trees are thus killed by these latter methods, they are allowed to stand and remain unsightly relics of the splendid forest.

The land is now scratched over with the harrows, and seed thrown on and again harrowed, and very often the result is a productive crop. However this latter plan of destroying the forest is very perilous, for these dead trees are always a tower of danger, and innumerable are the cattle which have been killed by the boughs and tops blowing down upon them; and not unfrequently the whole trunk falls on several horses, and kills or maims the whole group. And more melancholy events than the above have occurred from the falling of these dead and half decayed standing forest trees on inhabited dwellings, during one of those whirlwinds or sudden storms which occasionally sweep over this continent with such direful effects.

Every farmer in Canada is not the proprietor of the farm on which he resides; although by far the greater part of them are. Nevertheless farms may be had to rent at about one dollar per acre, for the cleared land. The forest part being deemed a privilege for the stray of the hogs and cattle, and to furnish fuel for the household,

and likewise wood for fencing and other purposes. There is another plan of taking a farm to advantage to the poor and newly arrived settler, which is by shares, as it is termed, and is as follows. The proprietor stocks the farm with cattle, all necessary farming implements, and seed for the first year; the tenant or new settler finding every necessary labour, and receiving half the produce of the farm, corn and cattle. And on his quitting, the original stock and utensils will be left, being still the property of the proprietor.

The farm in America in appearance corresponds much with the mansion of the resident in point of irregularity and unsightliness. The rotation of crops is sufficiently well understood by the generality of the well informed settlers in Canada; but unfortunately the plan is seldom practised by any party, whether an old or new settler.

It is truly remarkable, how soon the newly-arrived emigrant from the old country becomes contaminated, and imitates the bad practices and unprofitable habits and manners of the old settled Canadian farmers, who for the most part are as dirty and indolent a class of men as any in the world. Men who prior to their leaving England, prided themselves no little on their neat personal appearance, and the clean and orderly work about their homesteads, and who would have discharged any foreman who was not qualified to build a rick of corn according to the present improved plan of rick building. I say I have seen those farmers in America, after a residence of some half-dozen years, residing in

a tolerable house ; but every thing else about the establishment irregular, and in the most confused state imaginable. The corn ricks being ugly, shapeless looking masses. The out-houses are also so disorderly in arrangement, and so wretchedly bad in repair, that a cursory observer would be led to suppose they must have suffered from a long siege. Moreover the cattle and hogs are often allowed a free and unheeded range in their destructive movements amongst the crops of the different kinds of grain throughout the whole domain.

As to the proprietor's personal appearance, it has correspondingly changed, and is nearly indescribable, from its truly wild and foreign aspect. He may probably be found by a visitor wandering in the forest, or lounging under a rustic built piazza, in the front of his log or frame-house ; stripped to his shirt, and dressed in a pair of dirty canvas trousers, without shoes and stockings ; and wearing a straw hat of the coarsest manufacture, and of the most dirty and unsightly appearance. For the brims are commonly of such extraordinary dimensions, as to cover the head and shoulders effectually ; and the whole is ornamented with a broad riband appropriately corresponding by its filthy appearance, the ends hanging loosely down nearly to the shoulders. Others may be observed wearing inexpressibles, the costume of their fatherland, with shoes, but without stockings. These make an odd figure, but which is far surpassed by the costume of the equestrian, dressed in his short-knee'd inexpressibles, without either shoes or stockings, yet with

a pair of spurs strapped to his naked heels. Such is the odd appearance of several of our contrymen, after a few years' residence in the wilds of America ; and probably the freeholders of five or six hundred acres of rich land. And the others, the remaining inmates of the household, either strictly imitate the proprietor, or the proprietor imitates them ; for they are certainly a family of corresponding exterior, and they can scarcely be said to be one step superior in dress to the half starved, forlorn looking, Irish labourers who flock to harvest into England.

Thus an American farmstead, with the whole of the household establishment, presents a scene of poverty and wretchedness in the midst of intelligence and plenty.

There are numerous exceptions to this almost general rule, as I can bear witness ; indeed I saw a many old countrymen, now settled in the wilds of America, who were proud of their location in the forest ; having the comforts of a neat homestead and rich soil, and lacked nothing in respectability as regarded personal appearance ; holding at defiance the slothful example of their more indolent neighbours. The climate has certainly a share in causing such degrading changes in the habits and manners of the British emigrants ; as it is well remarked that every animal, it matters not of what description, soon shows signs of degeneration. Hence the horse and the most savage dog soon become tame, and even the game-cocks have not their wonted energy or the pride of conquest, after transportation to this continent, that they had on their native soil.

After this short digression on the habits of the American farmer, the further improvement of the land will again claim attention. When the brushwood and logs are all burnt, the land is commonly called cleared land, though very erroneously, for scarcely a field in twenty, after the best burning, is left free from innumerable half burnt logs of immense size, and which are allowed to remain until destroyed by time. Few of the American farmers ever give their attention to the further improvement of a field, after once it has passed the routine of a good burn, as they term it. However, supposing all the logs to have been burnt, still the stumps are there standing erect, with a bold front, and occupying above one-third of the cleared ground, and are lasting memorials of their former luxuriance; for the pine stump will remain for from thirty to fifty years, or even a longer period, as sound as on the first day the tree was severed from it. The oaks and elms, and all the other kinds of hard-wood stumps, generally give way at the root in about from five to seven years, and may then be either dragged up by oxen or be destroyed by fire easily. I have witnessed a farmer with a piece of charred wood on fire, carelessly rubbing it against some scores of these half rotten stumps, during a day in dry weather, when all the dead ones took fire readily, and burnt rapidly to the very root. But in this stump-clearing business, like all others of improvement, the settlers show great want of exertion, for they allow them to remain as if afraid to remove these injurious relics of

the original forest. I was repeatedly led to remark, while in North America, the great necessity of some portable machine to drag up the stumps of all dimensions, and which could be readily worked by oxen; such a machine would be nearly as useful as the plough in the colony. There have been attempts at such machinery, but they have hitherto been imperfect.

In clearing land, the industrious and practical settler makes every possible exertion to have the wood burnt off by August, thereby allowing sufficient time to prepare the land in the best possible manner for the winter wheat, which is generally sown in September or October at the latest. On the whole, wheat is the best and most profitable grain grown in the colony, for it fully equals the best samples of wheat of English growth; and the average quantity sown on fresh land seldom exceeds one bushel per acre; on old tillage a larger quantity of seed is sown; and what is a remarkable illustration of the richness of the virgin soil of the forest, such lands have had ten crops in succession; and if I was not misinformed, instances are not rare of a plot of this original land having produced twenty successive crops of wheat, of an average produce, without having either the benefit of manure or being once fallowed, or even being effectually ploughed, an operation which at all times is badly performed in the field of stumps. At the best, the surface is merely scratched over, the seed just dropped into the earth, and afterwards harrowed with a triangular harrow, for the convenience of it

passing more freely amongst the stumps; the harrow is often made wholly of wood, not excepting the teeth. It is surprising how the worst and most indolent common customs of American husbandry are often followed by such excellent crops; however that ought never to be adduced as an argument in favour of a bad system of agriculture. If the winter chopping and burning can be completed by the early part of May, spring wheat may then be sown profitably, although the crop will be far inferior to the winter sown wheat. However it will average for the most part from two to three quarters per acre. The wheat sown in British America is of all those varieties generally sown in England, but the common red and white kinds are the most cultivated, and are allowed to be the most certain and productive. In this colony there is not that certainty of productive crops there is in Europe, for when the seed is sown in the month of September, it grows luxuriantly; and by the time of the first fall of snow it will be nearly the height of the knee, and is only to be effectually protected by a fall of snow, which is almost a sure guarantee of an excellent crop: but if unfortunately a severe frost precedes the fall of snow, the wheat crop is then seriously injured, if not wholly destroyed, and assumes at least the appearance, on a large scale, of a field of wheat in England, which has suffered severely from the grub.

The following practice is also adopted by the American farmer, so different from the habits of the British agriculturalist. The American farmers, for the most part,

take their surplus wheat to mill, there to have it ground, dressed, and barrelled ready for the market; and to ensure correctness in quality and weight, the barrels are branded accordingly, and inspected by proper authorities prior to being disposed of for exportation; each barrel containing fourteen stones weight. Wheat is generally sown broad-cast, although it might more appropriately be said to be thrown on. However, some will wonderfully excel their neighbours in management, and will have a portion of their's, at least, rowed into the ground by the plough on their land, which is thoroughly free from stumps. Drilling is not unknown in the colony, although it is scarcely ever adopted by the most respectable settlers. Harrowing is also very carelessly passed over, and fortunately there is neither rook or hedge sparrow in the province to steal the seed off the land, and very few flocks of domestic pigeon, so injurious to the fresh sown wheat fields in England.

In the cultivation of oats, in British America, there are often flattering appearances of success; there is, however, scarcely any kind of grain grown in the provinces, which deceives its cultivator so much, for it is a grain which rapidly degenerates after repeated sowing throughout the colony, and is a very light and inferior article when compared to the English grown oats. The black oat is the most extensively cultivated, and on the whole it succeeds rather better than any other, and will average generally four or five quarters per acre.

In the cultivation of barley, there is the same failure in quality that there is in the oat, after several years' resowing in the provinces, although the seed was originally the finest that could be exported from England. Hence a sample of the best barley grown in these provinces, shown to an English farmer residing in a barley district, would be considered the worst sample imaginable; for its unnaturally rapid growth gives it a light, shrivelled, and refuse appearance: from whence may be easily explained the difficulties of malting and brewing from such inferior grain, and the corresponding inferiority of the ales of the colony. The average produce of a crop of barley may be stated, in round numbers, to be four quarters per acre, and it is the most hazardous of the white corn cultivated in the provinces; and particularly so if the barley field be inclined to be lowish ground, where there is always an excess of moisture. Besides, the provinces being subject to severe frosty nights, towards the latter part of the summer, the barley in such unfavourable situations suffers severely. The frost there has a two-fold effect, and whole fields so situated will have the most promising appearances to a distant observer, but on entering the field and examining the ears, there will scarcely be a barley corn on an acre. I witnessed several fields of great extent so injured, that the proprietors never attempted the reaping of the crop.

Peas are familiarly called Canada corn, from being so extensively cultivated in all parts of the settled pro-

vinces. The white pea is the kind generally grown, and it grows luxuriantly; and the kind termed the six-weeks-pea, from its quick production, is as extensively and successfully cultivated, and is greatly admired. In the western parts of the province of Upper Canada, the immense tracts of pea fields are surprising, not from the extent only, but from the slovenly manner in which this grain is cultivated. The proprietor will frequently not be at the trouble, as the term is, of reaping; therefore the whole herd of hogs, which had been feeding in the forest all the summer, is turned into the fields, there to destroy equally as many as they can consume at their leisure: and as the hogs become tolerable pork, they are slaughtered, salted, and barrelled for exportation or home consumption. The universal plan of drying bacon in England, is soon discontinued by the emigrant after his location in the forest, and he will most gravely deny its practicability in the province. I have not the least objection to the herd of hogs being fed with the least possible labour and expense, but if the plan of turning the whole drove of pigs into the field to roam at pleasure be adopted, I would advise that the field be divided into small compartments, and eaten in succession, similar to the plan followed in the turnip field, in feeding sheep in England, which would be a vast improvement on the wasteful system of the Canadian farmer. Others, again, equally wasteful, will reap them by small quantities daily, and throw them over the snake fence into the lane, for the hogs to make the

most of; the straw being left in the lane in heaps to waste, never deeming it worthy of carriage as manure. However some will reap, and afterwards thrash them in the field on the bare ground, considering a sheet to thrash upon superfluous; and after being thrashed, they are shoyelled up, with no small portion of earth, into a cart or waggon, and taken thus slovenly to the barn to be dressed. The average of peas, in general, is from three to four quarters per acre, and are as good in quality as any produced in England; and are surpassed for goodness by no grain grown in North America, excepting wheat.

Beans are scarcely known to the agriculturalist in North America, excepting by the European emigrants; for there are thousands of American native farmers who know a common horse-bean by name only. However, they are now creeping into the British provinces, and ere long will be considered a regular crop in the rotation. The only beans I saw growing, during a long tour on this continent, were a small field of about two or three acres, in Young Street, a few miles from the city of Toronto; they appeared flourishing, and most probably would be a sterling crop: nor can too much praise be given to the enterprising proprietor, for the attempt to introduce such an invaluable grain.

Indian corn is cultivated very extensively in every district of the colony, and the British traveller will be much interested on first visiting a field of this grain, for the appearance of a plot, when in full bloom, is

highly gratifying; for the plant stands erect of from seven to eleven feet in height, and when full grown has a fine stately appearance. In unfavourable situations, where it rarely comes to perfection, it is reaped for winter fodder, for which it answers exceedingly well; but in favourable situations and seasons, when it arrives at perfection, it is very productive. The time of planting the seed is about the tenth of May, and the operation is performed as follows. A little hillock is raised with a hoe, each hillock distant from three to four feet apart, into each of those hillocks is to be dropt four grains of Indian corn; and indolent cultivators give no more attention to the crop, till the time of reaping. While others, more industrious, are occasionally seen amongst it with the hoe, nearly up to the time of reaping, which process is performed with a hook, similar to reaping beans in England. They are then bound into sheaves, and set over end to dry; after which the ear of corn is pulled, and the grain beat off over some fixed hard substance; or the whole sheave is housed, for thrashing at a more favourable opportunity. This corn is greatly used in domestic economy over the whole western continent; being often roasted in its unripe state and eaten; in which state it is a common marketable commodity. The Indian meal pudding is also often boasted of, and with an intermixture of wheaten flour, bread and cakes are often made, and are likewise termed delicious. Its most common value, however, is for the feeding of hogs, poultry, and other domestic animals.

Another product of the field, and of great importance in this part of the world, is the pumpkin; and America may truly be called the land of pumpkins. The immense quantities annually grown, is truly an amusing feature of American agriculture, which attracts the gaze of the stranger during his autumnal travels. They are, for the most part, planted with the Indian corn, thus pumpkin seeds are deposited on the side of every third or fourth hillock of the Indian corn; which is always highly favourable to the growth of the corn; as the spreading foliage of the pumpkin shades the roots of the Indian corn from the scorching rays of a burning sun, thereby preventing the absorption of the necessary moisture. The crop of pumpkins is never seen to advantage until the Indian corn is reaped, when they are observed to have a beautiful orange colour; for the pumpkins are usually of an immense and sometimes of an incredible size, and are of importance in domestic economy; for pumpkin pie is quite a national and daily dish on the American tables; and is rapturously spoken of as being very delicious. However, at the best it is very inferior to the apple, for such purposes. The chief use of pumpkins is for the feeding of hogs, for which purpose they are said to be famous; and are often given to the other cattle, which eat them with avidity, and soon feed.

THE POTATOE.—This invaluable root grows with rapidity, and is very productive on this continent; and when planted on a favourable spot of light sandy soil, they are tolerably good. Still it may be asserted safely,

that the American potatoe is very inferior in taste and flavour to the potatoes of England; so much so, that British emigrants, who have an epicurean taste for potatoes, have scarcely ever eaten them half a dozen times during a residence of a series of years in the colony. It is, most probably, the richness of the soil which causes the flavour of the potatoe to be so strong and disagreeable, which defect will be removed in the progress of cultivation. The average crop is about six or seven hundred pecks per acre, and they are found of all varieties usually cultivated in the old country: although the kidney species of potatoe are rarely planted, from their known unpalatableness after being replanted a few years on this continent.

THE TURNIP.—The farmers on the western side of the Atlantic shew great indolence in the cultivation of turnips, and several other equally useful productions; such for instance as rape, tares, hemp, hops, and tobacco. True, all these species of useful plants are occasionally raised, but seldom in any considerable quantity, which is greatly to be regretted; for few are sufficiently enterprising to set this laudable example to their neighbours. Such neglect, on the part of the Canadian agriculturalists, is virtually a national loss; for there can be no question as to the congenial state of the climate to foster such vegetable productions, because the present agricultural experiments, though confessedly imperfect and on the lowest possible scale, have already verified the fact. Small patches of turnips I occasionally observed in the

colony, all of which wore a most prosperous appearance, and promised an abundant crop. But this is no argument to the careless, although they are aware that their sheep throughout the provinces suffer much for want of these bulbous roots for winter fodder. The like is the fact in the sowing of grass seeds; for it must be the interest of every new settler to provide grazing for his stock with the least delay; and grasses of various kinds, when sown, vegetate rapidly. Whenever the red or white clover seed is sown it grows luxuriantly and with abundance; the white clover is really natural to many parts of the Canadas, where it is seen growing spontaneously and in great abundance.

The hay making season is in August, and is, like all the other operations of the American husbandman, passed over in the most careless and inattentive manner.

There are light crops of grass which are short and wiry, generally complained of in the colony; however it is otherwise, as has been already shown, with seed crops or clover, which are generally good, both as to quality and quantity. In favourable weather, the general practice is to lead the day following the mowing of the grass; and if the crop be very light, it will sometimes be led on the same day on which it is mown. Thus hay making, in America, is a work of little moment, as regards labour or expense, since it is housed in one end of the barn, with the corn crop in the other end; and it rarely happens but the barn is capable of containing the annual crops of hay and corn of most settlers for a

series of years after their first location. The average crop of hay will be about one and a half ton per acre, and of clover about two tons. And it often happens that the remote settlers in the back woods experience a great scarcity of provender for their winter fold yard stock, and are therefore under the necessity of daily felling one or more trees, for the cattle to pasture on the browse of the tops, of which the cattle are very fond, which is evident from the fact, that sometimes they rush to the point in the forest from whence they hear the axe or tree fall, which can be heard at a considerable distance during the calm but severe winter months.

It is nearly superfluous to remark one great and unavoidable disadvantage which the Canadian agriculturalists have to contend with, and which will be familiar to every reader who has the slightest knowledge of British America and its climate. It will be readily understood that there cannot be any winter tillage during the six winter months, because the ground will be covered with snow to a depth of several feet from November to May. Hence the intervening months, at least, will be unavailable for agricultural operations, and are generally spent, when the cold is not intolerable, in sleigh riding and carousing. About the month of May the industrious and active farmer will be on the alert for the coming season of ploughing, and will have little spare time.

In the fields which are totally cleared of stumps, the British system of tillage is followed; but, as has been

already remarked, on land which has been newly cleared, and of course thickly studded with huge stumps, the plough is certainly introduced, and the land scratched over, and the seed dropped in. On land which has been some years under cultivation, although full of stumps, the ploughing is somewhat better performed, and might not unappropriately be termed drag harrowing with the plough. The field has that rough clotty appearance, which the operation of the drag harrow gives to the fallow field in England. In ploughing, oxen are put in requisition amongst the stumps, (Buck and Bright are familiar names for innumerable pairs of oxen throughout the provinces, and so prejudiced are some in names, that they consider it an ill omen to have a yoke of oxen otherwise named in their possession as draught cattle.) Oxen are the only true draught cattle in the field of stumps; for horses are found by experience to be very awkward and unmanageable in such kind of ploughing. But on land which is tolerably free from such stumps, the horse is to be equalled by few, and surpassed by no draught animal, for any agricultural purpose. In fallowing land, the provincial farmer has some important advantages; as the scorching rays of the sun, during the summer in that region, are admirable for destroying all pernicious weeds so annoying to the agriculturalist; and nothing further is needed but real active industry: to ensure a good fallow in the proper season. The practice of fallowing land has not as yet been much attended to, but, however, it is now becoming very general amongst

the half industrious, at least, and will ere long become an indispensable practice throughout the provinces; as likewise the application of manure, though at present wholly neglected, will at no great distance of time be found necessary for the renovation of the soil; and particularly the grass fields, which would be much benefited by such a coat at the present time.

After the operations of ploughing and sowing are completed, the next job, in British tillage, would be to have the land well furrowed and spade trenched, particularly on strong level land; otherwise the crop would be light and unprofitable to the owner. In the Canadas, furrowing and spade trenching the land after sowing is never considered in the least necessary, therefore is never performed; however I believe the expence of the work is the great obstacle to its due performance. Besides, as yet, the highest and most favourably situated land is only reclaimed from the wilds and tillaged; but in a few years the lower lands will become cultivated, when the operation of spade trenching and furrowing will be indispensable.

Thus carelessly the agricultural operations are passed over year after year, with scarcely any real improvement to be observed; and should a traveller be so bold as to hazard a remark on the indolent personal appearance of the proprietor, or the dirty and irregular management of the whole of his farming establishment, the proprietor will reply, with a smile, "well, it is nothing when you are used to it!" And as a further illustration of the

habits, and of the free and easy mode of life of the Canadian farmer, I will allude to the harvest, which is the most important season of bustle and anxiety to a prudent British farmer. It is otherwise to the settlers of this colony, who calm, and carelessly, and in the most censurable manner, pass over this all-important time, being easy as to the result of the harvest. Provided the crops be sufficiently good and abundant to supply amply the wants of his household establishment, he is nearly satisfied; having, as he states, no rent and scarcely any taxes to pay, but which are of the lightest description. Hence carelessness and indolence thrive abundantly, wanting that all-important check, necessity.

In harvesting, the English mode is, for the most part, followed, excepting that the grain is generally cut with a cradled scythe, as they are termed; and it is surprising the extraordinary quantity an expert strong man will cut in one day, and he will sweep it into astonishingly regular swaths, of pleasing appearance, when the crops are favourable for this mode of cutting; for if too heavy, they cannot be advantageously cut with the cradled scythe; hence the seldomer it is seen in the harvest field the better, for it only bespeaks the crops to be universally light and unprofitable. And another particular feature of the American harvest, is the early housing of grain after it is cut, for it is usual to lead the wheat in a day or so after cutting it; and in fine weather, when the grain is very ripe, it is often led on the day

of cutting; and under such circumstances, when it can be safely adopted, it is a very advisable plan, as a very little rain, during a Canadian harvest, often does serious injury to the crops, from the astonishing rapidity of vegetation in those warm climates. The rainy weather of last year, during the harvest in this colony, produced a disastrous effect on the grain of every description, whether cut or not; in short, the harvest was, in every sense of the word, a wet one: the wheat grew most amazingly for the length of time and quantity of rain which fell, (which in England would not have injured the wheat materially,) and the greater part of the other inferior kinds of grain was wholly wasted in the straw.

As the reader has been already led to understand, the white thorn hedge is nearly unknown in the provinces, excepting around a few of the gardens in the city of Toronto and its immediate neighbourhood. But in one instance the author saw a considerable field partially surrounded with a fine healthful quickwood fence, which was some score miles from the above city, on the Young Street road.

The present divisions of the land are by the rail fence, which is constructed in diverse ways, according to the fancy of the respective proprietor. But the most universal form of fence, is what is termed the 'snake fence,' from its serpentine or wavering construction. The rails, which are about ten feet long, very stout, and generally made of split cedar or pine, are piled one above the other, and arranged so as to form obtuse

angles, the ends overlapping about six inches. This fence is generally of the height of from eight to ten rails, which probably will be of from six to seven feet high, and on the whole it is a very effectual kind of fence, is very lasting, needs little repair, and has a singularly picturesque appearance at a distance.

TAXES.

The local taxes, or district rates, are collected annually from each individual, according to the quantity of land and other property he may possess, agreeably to the assessed value fixed by law. These assessed values are as follow :

	<i>£. s. d.</i>
Every acre of arable land, pasture or meadow . .	1 0 0
Ditto ditto uncultivated wild land	0 4 0
Every town lot of building ground, (half an acre)	50 0 0
Every house, built with timber, squared or hewed on two sides, of one story, with not more than two fire places }	30 0 0
Ditto for every additional fire place	8 0 0
Every framed house, under two stories in height, with not more than two fire places }	35 0 0
Ditto for every additional fire place	5 0 0
Every brick or stone house, of one story, and not more than two fire places }	40 0 0
Ditto for every additional fire place	10 0 0
Every framed, brick, or stone house, of two stories, and not more than two fire places }	60 0 0
Ditto for every additional fire place	10 0 0
Every grist mill, wrought by water, with one pair of stones }	150 0 0
Ditto with every additional pair	50 0 0
Every saw mill	100 0 0
	s 2

	<i>£. s. d.</i>
Every merchant's shop	200 0 0
Every store house	200 0 0
Every stud-horse	100 0 0
Every horse, of the age of three years and upwards	8 0 0
Oxen, of the age of four years and upwards ..	4 0 0
Milch cows	3 0 0
Horned cattle, from two to four years	1 0 0
Every close carriage, with four wheels, kept } for pleasure	100 0 0
Every open carriage or curricule, ditto.....	25 0 0
Every other carriage or gig, with two wheels, } ditto	20 0 0
Every waggon, kept for pleasure.....	15 0 0
Every stove, erected and used in a room where there is no fire place, is considered as a fire place.	

Note.—The above species of property is assessed or valued under and by virtue of a provincial statute, passed some years since; and the act of incorporation does not empower the city to vary the same; but only to assess any sum not exceeding four pence in the pound upon such property; of which one penny in the pound is to be paid into the funds of the treasurer for the home district, as part of the funds for the use of the country.

For the purpose of carrying into effect the improvements of the city of Toronto, a rate of three pence in the pound was imposed for the year 1834, of which one penny in the pound goes to the district fund.

Persons selling ale, beer, or cider, in the limits of the city, are to pay annually a tax of two pounds. Also the owner of every dog is to pay a tax of five shillings,

and every bitch of seven shillings and sixpence per annum.

Thus it is evident that Upper Canada, at least, is not free of taxes, although no province or state on the continent of North America pays less ; not excepting the boasted taxless United States. The general rate is about three halfpence per pound. Hence a farm of about one hundred acres cleared land, with every species of necessary stock, and a good dwelling-house, would pay about three dollars per year. The assess of wild land being only four shillings per acre, the annual tax of three halfpence per pound would be a mere trifle. And if the taxes on the forest or uncultivated lands be not paid for eight years in succession, the sheriff of the district must sell all lands in arrears annually, redeemable by the original owner paying all expenses and charges at any future period.

And another pleasure which the Canadian settler can boast of, is their freedom from the encroachments of the exciseman, and their privilege of manufacturing any article of domestic economy. And above all, their being free from the rascally system of surcharging, so loudly and justly complained of by their suffering fellow countrymen in England. This system indeed is a disgrace to any enlightened government, a system which sacrifices to individual benefit the rights and property of the public at large.

After the foregoing brief statement of facts has been well considered, and the voyage surmounted, the emi-

grant will need some hints which cannot be too well attended to, to enable him the better to encounter the knavery of the unprincipled, after landing; otherwise his interests may suffer irreparably.

COMPARATIVE TABLES OF EMIGRATION.

The number of emigrants which have arrived at the city of Quebec, for the last seven years, is as follows, according to the best information on the subject.

<i>Years.</i>	<i>Emigrants.</i>	<i>Years.</i>	<i>Emigrants.</i>
1829	13,357	1832	51,422
1830	24,394	1833	22,062
1831	49,250	1834	30,217

And the number, for the last year, (1835) which have arrived at this celebrated place of debarkation, is very few comparatively speaking, for they will not probably much exceed ten thousand, shewing an immense falling off in the patriots of emigration.

The number which have proceeded up the river St. Lawrence, and arrived at the city of Montreal, for the last four years, are as follow, from similar good authority.

<i>Years.</i>	<i>Emigrants.</i>	<i>Years.</i>	<i>Emigrants.</i>
1832	28,016	1834	14,137
1833	6,634	1835	3,935

Here, again, is another example of the great decrease in the number of emigrants which have passed up the country. True, the season of emigration was not over when this last account was taken; however, the current of emigration had been so languid the whole year, that there is little, if any, increase to the above number this season.

From the following statements some idea may be formed of the condition of a vast number of the poorer settlers, who attempt finding a home on this continental forest.

Quarterly return of the pauper emigrants relieved and forwarded by the Montreal Emigrant Society, from the 25th of May to the 25th of August, 1835.

Forwarded to Toronto ..	11	To Kingstone..	54
----- Prescott ..	750	--- Cornwall ..	294
----- Bytown ..	54	--- Grenville ..	9
----- Carlton ..	7		
----- Granby ..	5	--- Coteau-du-lac	8
----- Lapraririe	25	--- St. John's..	3

Total..... 1,213.

The number of emigrants for whom work was procured by the friends of this society	} 702
The number admitted to emigrant sheds, for temporary relief.....	

Only one death has occurred in the sheds this season, which was that of a child of two years old.

LANDING.

On nearing the western world, in this quarter, the towering heights of Newfoundland's romantic rocks will be observed, being the first land made by ships bound for British America. The appearance of these rocks give every thing but a hospitable invitation or encouragement to the hopes of the emigrants; however, after a few days spent in passing this scene of craggy rocks and barren land, the scene gradually improves, and the emigrant will soon be informed that the ship is now entering the mouth of the noble river St. Lawrence, one of the largest rivers in the world. Afterwards the quarantine station will be observed, and will cause some delay, more or less according to the healthful state of the crew and passengers, and their state of cleanliness on shipboard. For every article must be clean washed, at least, prior to leaving the quarantine island, no matter how clean, orderly, and healthful the whole company may appear. After weighing anchor and again making sail, the island of Orleans will next engage the attention, and which is only four miles from Quebec. After passing

this island, there will be a full and rich view of this ancient and justly celebrated city, and the vessel will soon be anchored opposite to it.

The time has now arrived when the emigrant has a wide field before him, which must infallibly call into action every latent energy both of body and mind, in taking care of his family and in protecting his property ; presuming it is his intention to proceed up the river St. Lawrence into the interior of the country, probably so far as the neighbourhood of the city of Toronto, the capital of Upper Canada, a distance of more than six hundred miles from Quebec ; and to be candid with him, he will have to encounter numerous and unforeseen difficulties. However, a man of decided resolution, and with an enterprising spirit, which fortunately is generally the case with British emigrants, these temporary annoyances will be overcome, and only remembered as difficulties happily surmounted.

The French Canadians employed as menials on either the canal or river routes between Quebec and Montreal, and Toronto, are far from being the civilest in the world; and I have myself witnessed the most gross and rude behaviour to the poor, and of course the most needy and unprotected class of emigrants.

Immediately on the ship anchoring opposite Quebec, the scene becomes animated, and on landing all is hurry, bustle, and confusion on the wharf. The cause of this is in general the fault of the emigrants themselves, for they are so indiscreet as to want all to be landed at one

and the same time, and such is the confusion and disorder which sometimes occur, that accidents of a serious nature have often happened; and in some instances these accidents have been the cause of whole families returning to England: their disabled parent being ever afterward incapable of the exertion necessary to his support. Were such precipitation in landing to be of any benefit, or did circumstances make it desirable, there might be some excuse; but it is altogether unnecessary, for every passenger is entitled to remain on board the ship for at least two days, if they find it convenient. Thus they will have every advantage of time to make all necessary enquiries and arrangements respecting the best and cheapest mode of conveyance for the remainder of their route to their place of location; for the purpose of ascertaining the requisite information, the author would venture to recommend a short ramble through the city, which will be much more to any emigrant's advantage than following the ruinous but too common practice of stalking into the hotels, and there becoming a fixture during their stay in the city, and the while drinking the cheap and inferior spirits to hurtful excess. Nevertheless, as has been already stated, there will be little cause for delay in progressing up the country, during the season of emigration, as there is now a daily steam-packet conveyance to Montreal, where the emigrants will have to debark. Indeed the number of conveyances is daily increasing for longer routes, whereby the annoyance of shipping and reship-

ping will be wholly avoided in a very short time, if it be not the case before this present period.

The city of Quebec stands on the north-west side of the river St. Lawrence, at the junction of the little river St. Charles, in latitude $46^{\circ} 49'$, longitude $71^{\circ} 16'$ west, with a present population of above thirty thousand inhabitants, chiefly British, and is divided into upper and lower town; the lower town is situated far below the upper, at the base of an immense rock, and has generally the appearance of a British sea-port town, for the streets are dirty, crowded, and narrow; such is invariably the case with old fortified cities, as the inhabitants built and thronged together, in disturbed times, for self-protection, under the walls of their ramparts. The lower town will afford every accommodation to the stranger, the inns being convenient and respectable; the shops too are good, being stored with every necessary article of British manufacture. The more respectable tourists will find porters and servants from the hotels, waiting at the wharfs for the arrival of the steam-packets, who will take charge of their luggage, and shew the way to the upper town, which is far more interesting to the stranger, having hotels of first rate excellence, and where shops of equal appearance will be observed, well stored with an endless variety of the most elegant and expensive goods of Britain. The principal thoroughfare to the upper town is through Prescott Gate, a view of which forcibly bespeaks the intentions of its builders, being strong,

massive, and pierced with numerous loop-holes for musketeers. Adjoining to this gate-way, is a commanding battery of heavy cannon; on advancing through the narrow arched path way of this gate, and on ascending a flight of steps to the left, the stranger will soon find himself on the highest part of the city, where the chief of the public buildings are situated. The castle of Quebec, which is at all times strongly garrisoned by several thousands of British troops, stands on a noble promontory, and is considered impregnable; it has justly been termed the Gibraltar of America, and will be visited by every British subject with the greatest curiosity, on account of past events of paramount importance connected with its history. The mode of gaining admittance, is by a card from the proper authorities at the military office. The highest part of the promontory of this fortress is called Cape Diamond, which is three hundred and fifty feet above the river St. Lawrence and the lower town, and nearly two hundred feet above the upper town. It comprehends an area of about six acres, all of which is enclosed on the city and land side with a perpendicular wall of hewn stone, of the most massive description, apparently forty feet high, with a ditch fifty feet wide, wholly blasted out of the solid rock.

Within the cape is erected the telegraph on the east side, with the observatory to the west, and near to this is the inclined plain railway, of five hundred feet in length, for the purpose of drawing up to the summit, by

a steam-engine, cannon and every description of heavy stores, for the use of this elevated part of the fortress. Within the cape is a line of spacious and bomb-proof casemates, competent to accommodate a garrison of several thousand men; and each apartment is pierced on the outside, next the ditch, with a line of loopholes for musketeers, which loopholes are constructed on the new plan, narrow inside and opening outwards, with steps faced with iron, which is an effectual plan of preventing the glancing in of musket balls. Such is the formidable combination of nature and art in rendering this part of the fortress impregnable, so that it may hold at defiance any army, however numerous and resolute, provided it be defended by men of valour, determined to do their duty.

From different parts of this promontory the visitor will have the most extensive and magnificent view imaginable. The varied surrounding forest and agricultural scenery studded with white cottages; the broad surface of the mighty river St. Lawrence flowing majestically below, bearing on its bosom innumerable ships, with their white spreading sails; together with the bright glittering tin roofed private and public buildings and lofty spires which appear beneath you; all these compose a picture which is enchanting. The more distant view is interrupted by a range of lofty mountains, of from one to two thousand feet in height; and on the opposite lofty shore of the river St. Lawrence, stands the picturesque village of Point Levi; with

several villages in the surrounding district, some of which are chiefly inhabited by the native American Indians.

On leaving this cape to return into the city, the main archway entrance of the castle will be repassed. On entering into the ditch, and within this archway, are the main guard rooms. Here the visitor will have an opportunity of examining the beauty of this masterpiece of masonry, called Dalhousie Gate, and the construction of the loopholes of the casemated barracks already alluded to, which penetrate the bastion, and which freely command with a raking fire of musketry the whole of the ditch. Hence strength, symmetry, and usefulness are admirably combined in these works, according to the most approved plans of fortification. From a small out-work to the bastion is a subterraneous passage of singular construction, admitting but one person at once in several places; the staircase being spiral, with branches for guards, to prevent intruders, should the enemy attempt to force it. The esplanade battery is a beautiful sloping ground, and is mounted with cannon and mortars of formidable magnitude; surpassed only by the grand battery, which is situated behind the parliament house. This consists of thirty heavy ordinance, each carrying thirty-two pound balls, this range of cannon has an interesting aspect, each cannon being mounted on an extraordinary high iron carriage, which with the artillery are painted jet black; hence they are familiarly called the black artillery

battery. The whole area enclosed within these fortifications of Quebec is about fifty acres. To the south of the upper town, on the very verge of the tremendous mural precipice, stands the ruins of the famous castle of St. Louis, which was unfortunately totally destroyed by fire, in January, 1834. To the view of the observer, these ruins present a most terrific appearance, as they really overhang the precipice, which is two hundred feet nearly perpendicular above the lower part of the city.

The other public buildings of this ancient city are only meagre, compared with similar public institutions in England; however they are not entirely devoid of architectural beauty, and claim the attention of the curious traveller. The English cathedral is a beautiful building of modern erection, is surrounded with iron railing, and is furnished with a peal of eight bells in a beautiful high tower. The interior is equally elegant, and is furnished with a fine organ; and has several handsome monuments, memorials of departed worth. The mortal remains of General Charles Lennox, Duke of Richmond, Governor General of Canada, are deposited within this cathedral; who died of that dreadful and fatal disease hydrophobia, on the twenty-eight of August, 1819, sometime after having been unfortunately bitten by a fox at Richmond, a place of his adoption as a proper site for an important town to be built and fostered by his powerful patronage, and which is situated in the upper province.

The beautiful and ancient French cathedral, with its lofty tower and spire, is very ornamental. The interior also is handsome, and is divided by massive stone arches into aisles. The altar and choir are likewise splendidly decorated with a fine organ and several valuable scriptural oil paintings. The other catholic institutions are numerous and extensive. The college, which adjoins the French cathedral, is a noble stone building and valuable institution; for youths to the amount of several hundreds are here educated gratuitously, and may be known by their peculiar dress, so commonly seen in catholic countries—a black-gown and sash, and a square-topped cap. Belonging to this establishment, is a collection of the most valuable scriptural paintings on this continent, and a library equally valuable and extensive, together with a museum containing rare subjects of natural history.

The convents, of which the Ursuline Nunnery is the chief, are establishments of about forty nuns, where every department of feminine education is taught. It is worthy of remark, that within the walls of this nunnery are deposited the remains of the brave French General Montcalm, who was mortally wounded while performing acts of undaunted valour on the plains of Abraham, on the 13th of September, 1759, and dying on the following day, was buried in a cavity made by the bursting of a bombshell; to whose memory a plain marble monument has been lately erected. The hospitals are large and valuable establishments. The

Hotel Dieu is an institution of about thirty nuns, who give every care and attention to the proper applicants, and provide them with proper medicines gratuitously. The general hospital, which stands on the river St. Charles, out of the city, is an ancient establishment of about forty professed nuns. The marine hospital, now in the course of building, when completed will be a valuable institution for the sea-faring patients; and is on that extensive scale, that several hundred patients will easily find every accommodation.

The other public buildings, the bishop's palace, parliament house, and offices of government, are all respectable edifices; some extensive buildings, which were formerly colleges, are now occupied by the troops of the city: for instance, the Jesuit's college is now the quarters of the seventy-ninth regiment of Highlanders. This fine building is situate in the market-place, opposite the French cathedral, and its grounds are surrounded by an extensive wall. The custom-house is a neat substantial new building, in the lower town, adjoining the King's wharf, the place of landing and embarkation of troops and government stores. Here likewise is an extensive yard, studded with artillery and a battery. Near to this situation was killed the American General Montgomery, who with General Arnold, attacked the lower town during a severe snow storm, early in the morning of the last day of December, 1775. It is singular that the remains of this officer should have been disinterred in 1818, at the request of his widow,

by the very individual who buried him, after a lapse of forty-two years, they were removed to New York and re-interred. The banks are highly respectable establishments, and here is a branch of the Montreal bank. The post-office sends off a daily mail to Upper Canada ; and there are several newspapers published in this city, and are ably conducted ; some of which are alternately published in both the English and French languages. This city was incorporated only a few years ago, and is governed by a mayor and common councilmen; the mayor being chosen annually out of the councilmen. Quebec is a place of great trade, particularly in timber ; more than a thousand ships laden with that commodity leave the river annually, and the trade is rapidly improving ; and if I was not misinformed, there is every probability of a regular packet communication with England, an improvement much wanting, and which would considerably increase the prosperity of the colony, and especially of this important city.

The interesting water-falls of Montmorency, about ten miles from the city, are highly worthy of an excursion from a stranger visiting Quebec. The sheet of water is insignificant when compared with the frightful cascade of Niagra. However it is considerably higher, having a perpendicular fall of above two hundred and fifty feet, which is the highest fall of the like current known. The stream, before it plunges into the abyss below, is dashed into spray which assumes the appearance of hoar frost. Here it was, on the last day of July,

1759, that the gallant Wolfe, and his brave few, commenced their triumphant career in this province, by attacking the French, but without success, after a most desperate and bloody battle. This failure of success, lest it should sully his already acquired fame, drove him probably to that state of desperation which prompted him to attempt the stupendous undertaking of scaling the heights of Abraham, where ended his mortal career.

The plains of Abraham, the most interesting spot in the environs of the city, will be readily found by the curious and intelligent stranger, who on again visiting the upper town, and passing through St. Louis gate for some short distance, will arrive at the race-stand, to the west of the city; on the left of which fell two of the bravest commanders at the head of their small but valiant armies of about three thousand men. The race-course occupies a large portion of this battle field, and it is well adapted for the manœuvring and display of military discipline, as it is nearly a level surface, and on the very verge of the precipice of the river St. Lawrence. Had it not been for this fortunate and ever to be remembered victory of our brave countryman, which effectually decided the fate of the Canadas, the British emigrant would probably never have enjoyed his present privileges of colonizing the Canadas. In one of the enclosures, adjoining the race-course and towards the city, will be distinctly observed a neat marble column of nine feet in height,

on which is deeply cut the following brief inscription:

“HERE DIED WOLFE VICTORIOUS.”

And what is most singular and interesting in the construction of this memorial is, that in the most conspicuous part of the pedestal is placed the remaining portion of the identical granite rock on which the brave Wolfe, after receiving his mortal wound, inclined his head, heard the shouts of victory, and died. Another tribute of respect to the memory of this valiant chief, and his equally brave opponent General Montcalm, (who commanded the French army on the plains of Abraham,) is a beautiful obelisk, seventy feet high, with the words Wolfe and Montcalm conspicuously engraven on the opposite sides of it. This column is situated in the upper town, fronting the ruins of the castle of St. Louis, and is well preserved from wanton insult. But it is otherwise with the column on the battle plains, which as yet remains unprotected; and though only lately erected, still marks of intentional damage are already conspicuous; for every pilgrim to this interesting spot batters off a piece of the rocky pedestal as a relic of the death bed pillow of the youthful hero. General Wolfe was born in the parish of Westerham, in the county of Kent, January 2nd, 1727; to whose memory is erected a splendid monument in West Minster Abbey, at the expense of the British nation, representing the hero expiring, with his hand on the

wound in the breast, supported in the arm of a grenadier; under which is an appropriate inscription proclaiming his valour and worth. These commanding plains of Abraham were once afterwards the theatre of military manœuvring during the American revolutionary war, when the combined armies of America, under the command of Generals Montgomery and Arnold, besieged the city in 1775. After a blockade of six months, and repeated storming, the enemy was compelled to move off, with the loss of one of their rebel Generals, Montgomery; for such is the revolution of events, that this unfortunate General had really fought bravely with Wolfe, the battles of England some sixteen years before.

ROUTE FROM QUEBEC TO MONTREAL.

A steam-packet leaves the wharfs of Quebec every evening for Montreal, during the whole season of navigation ; commencing in the latter part of the month of May, and discontinuing in November. However there can be no exact period stated, all depending on the severity of the seasons. During the passage up the river St. Lawrence, the packet calls in at several of the chief villages on the route, to land and take in passengers and luggage, and fire wood at two places ; whereby every accommodation is offered to emigrants whose place of location is adjoining either of the districts bordering on the river. The trip is seldom performed in less than thirty hours, in consequence of having the rapids to encounter, and a strong current to beat against ; however the time will be apparently shortened by the unrivalled beautiful scenery of this mighty river, which will be highly interesting to the most insensible observer. The distance from Quebec to Montreal is one hundred and eighty miles, and is navigated by steam-packets of great size and beauty. The cabin fare is six dollars, for which

the passenger will be well entertained, and have excellent accommodation; the steerage fare is three dollars. Such is the general rate of charges, but should the emigrant be so fortunate on arriving as to find a spirited opposition on the river, he will find the fare considerably reduced, probably to one-half the amount already stated. However, if I am correctly informed, the most effectual arguments are often resorted to by certain parties at Montreal, in preventing opposition on the river St. Lawrence, and unfortunately with too much success. On moving off from the wharf of Quebec, the stranger will eagerly embrace the opportunity so advantageously offered, of surveying the formidable appearance of the castle, and the vast height of the rocky promontory on which is built cape Diamond. On this part of the rock is the telegraph, which from this point appears a very insignificant piece of machinery. This castellated rock of granite has a perpendicular rise of nearly four hundred feet above the waters of St. Lawrence, with broad fortified walls on its frowning brow.

On advancing up the river some little, the distant advanced towers of defence will be observed standing insulated on the high grounds of the north bank. The interesting spot termed WOLFE'S COVE, is to be observed behind the first projection of the cliff, on passing up the river. Here it was, up this tremendous precipice on the north bank of the river, that General Wolfe and his handful of heroes, gallantly climbed during the night, taking up

with them one piece of cannon only, and conquered Canada from the French. This mountainous foot-path was afterwards the pass of an American army. General Arnold having, during the revolutionary war, led up his soldiers in this place, in imitation of General Wolfe; but unfortunately for Arnold, the British General's head, heart, and army were not there, or he would probably been more successful. Hence on this occasion Arnold was defeated, by the spirited but motly garrison of soldiers and undisciplined citizens all being of one mind and determined to do their duty. Thus, after several vain attempts at taking the castle, by which he lost nearly one-half of his men, who surrendered, General Arnold moved off, no little chagrined by the failure attending his imitation of the conqueror of British America.

A little beyond is SILLORY COVE, which is likewise full of interest, as being the place where the last battle was fought between Wolfe's brave few and the French army, in 1759, and where again British valour prevailed; the French army surrendered, and thus sealed the conquest of the Canadas. On this part of the river the scene will be much enlivened by the crews of the innumerable ships merrily singing with stentorian voices their national airs, while hawling into the ship their cargo of timber. The whole river is studded with ships and immense rafts of timber for Europe.

The heights of POINT LEVI, on the opposite bank, which is likewise spotted amidst the rich forest foliage

with innumerable snow-white cottages, add greatly to the effect.

JACQUES CARTIER.—This place is thirty miles from Quebec, and one hundred and fifty from Montreal; and derives its name from the French navigator who first scientifically explored the length of this noble river, about the middle of the sixteenth century. The village is situate on the north bank, and reported to have the honour of having the first church built in Canada; some ruins of which still remain.

On the opposite south shore is situated the village of ST. ANTOINE; on the high perpendicular cliffs in the neighbourhood of which are several new villages springing up. In this part of the route the cottages and villages have a more than commonly interesting appearance, from the height of their situation, and the neat whiteness of the greater number of them, contrasted with the dark foliage of the remaining forest; in truth, the cottages seem to be stealing a peep through the trees.

The village of LOTHINIÈRE holds a commanding situation on the lofty southern cliffs, and is remarkably conspicuous by its church, which has two high spires covered with tin, glittering in the sun beams. On again further advancing, the first important rapid of the river will be passed through. These rapids of Richelieu are ten miles in length, the current is tremendous, and will be observed by the stranger with intense interest; and to the inexperienced navigator, the danger of this part of the river St. Lawrence is very

great, not on account of the velocity of the current only, but from the thousands of pieces of rock which may be observed peeping above the surface of the water in innumerable places. This part of the river is often the anchorage of ships waiting for steam-packets to tow them up to Montreal. In fact, the conductors of steam-packets are compelled to attend to the tide so as to pass this place always at flood, otherwise it would be unsafe. Hence they leave the city of Quebec accordingly.

The town called the 'THREE RIVERS' is situated on the north bank of the river St. Lawrence, at the mouth of the junction of three small inland rivers; hence its name. This is a very improving town, and is midway nearly between Quebec and Montreal; being eighty-four from the former city, and ninety-six from the latter; and has a population of three thousand inhabitants. It is a well-built English looking town, with the best accommodations for the stranger, as the stores and hotels are respectable. In the neighbourhood of this place is an iron foundry of considerable extent, which the traveller will readily observe; for in the neighbourhood of the wharf will be piles of iron ware, such as grates and potash kettles of good workmanship; allowing for it being nearly the first and infant foundry in the province. Here is likewise an extensive nunnery, with its adjoining chapel. The other public buildings, with the parish church, form interesting objects of view from the upper deck of the steam-packet, while gliding up the river. After remaining here about half-an-hour

to land and receive passengers, and to furnish the necessary supply of wood fuel, the packet proceeds forward on its course. After passing Point-du-lac, and several other villages, and woodland scenery, the river will be observed to widen considerably, where is called the lake of St. Peter, which is above twenty miles in length, and of the most picturesque appearance, by being irregularly studded with several islands, all of which are beautifully covered by their native woods. The banks of the river St. Lawrence in this part of the route are low, so much so as to cause the adjoining lands to be swampy and waste.

‘WILLIAM HENRY.’—This town received its name from a visit of his present Majesty, and was wholly built by the Royalists of the revolutionary times. It is situated on the south bank of the river St. Lawrence, at the junction of the river Sorrel, which is the outlet of lake Champlain. It is one hundred and thirty-five miles from Quebec, and forty-five miles from Montreal; and is a rapidly improving and flourishing town, from a regular influx of emigrants. There is a protestant church, also an extensive and beautiful square in the centre of the town; the present population is about three thousand inhabitants. The site of this place is exceedingly pleasant, having from its elevated situation an extensive view of the rivers St. Lawrence and Sorrel; and is also an important military station, the high green banks of defence having a formidable aspect. The governor of this province has a residence

about a mile beyond this place up the river Sorrel; it is a large substantial building, and in its immediate neighbourhood are extensive barracks for a numerous garrison. After remaining at William Henry sufficiently long to allow a supply of the fire wood to be got on board, and the landing and receiving of passengers, the steam-packet turns round and re-enters the river St. Lawrence.

The town of **SORREL**, as might be expected from its situation, was the theatre of several important military and naval operations during the American wars; here it was that the British, under General Carlton, had a severe encounter with the Americans, under General Montgomery, some short time prior to that General being killed. On advancing from this place towards Montreal, the scenery on each bank of the river is improved equally in extent and variety by the large tracts of cultivated land, with a continuance of the national white painted farm houses of the French Canadians, which bedeck the shore through the whole of the route; occasionally interrupted by a patch of forest or small town, which will be topped by glittering tinned spires of the church, some of which have two and others three of these resplendant spires so ornamental, and which much diversify the picturesque scene. Prior to arriving at Montreal, the steam-packet will have again to beat her way through a most tempestuous current in the river, called the St. Mary Rapids, however there is little or no danger to be apprehended while the

hand of experience in the navigation of these alarming rapids guards the helm.

In this part of the river is the beautiful little island of St. HELENS, which is nearly wholly covered with forest, and on which is a strong military station, well situated for effectually commanding the passage of the river. The officers' quarters and soldiers' barracks on the island have a picturesque appearance, and a fine effect from being nearly embowered by the rich forest foliage in the backgrounds. During the last war there was a wooden bridge from this island to the Montreal side of the river St. Lawrence, for the convenience of expediting the passage of soldiers and military stores. At present there is scarcely a relic of the bridge left, the rapids having swept the whole before them.

THE CITY OF MONTREAL.

On the steam-packet arriving at this ancient place, the stranger will find the landing place very convenient, as the wharfs are of modern erection, commodious, and well constructed; and there is the most plentiful attendance of both French and British porters, carters, and servants from the respectable hotels; most of these speak the English and French languages sufficiently well to be understood by the generality of emigrants. If the intention be to remain a few days in this city, engage one of these porters, who will take charge of your luggage, and show the way to either a private boarding house, or hotel for British travellers. There every information can be had respecting the canal, coach, or steam-packet routes to any part of the upper or lower provinces, and the respective fares.

The city stands on the island of Montreal, in the river St. Lawrence, which is about thirty miles long, but very narrow in the centre. It is one hundred and eighty miles south-west of Quebec; four hundred and two from the city of Toronto, the capital of Upper

Canada; and three hundred and eighty-six north of New York, with a present population of above thirty thousand inhabitants, being some few hundreds above the numerical population of Quebec.

The site of this city has been well chosen for extensive advantages for trade, and equally so for showing the buildings to advantage; and few towns on this continent have made more rapid strides in useful improvements than this of late years; for the regular piles of handsome and commodious buildings are numerous; the streets having become spacious and handsome by the removal of innumerable old and unsightly buildings. There is one particular trait in the building of this city, the roofs being nearly universally covered with tin: for the private and public edifices, with their cupolas and spires, are all similarly covered with tin of the brightest silvery lustre. This circumstance so completely changes the features of this city, that it has not the least resemblance to any other; for when the weather is favourable with a bright sun, the distant view is delightful; the glittering of the innumerable tin roofs and towers being indescribably brilliant, giving the whole a more than ordinarily magnificent appearance. The public buildings are numerous and elegant, particularly the French cathedral church, which is the largest and most perfect gothic edifice appropriated to the catholic worship in North America. It is not yet completely finished, the intended quadrangular towers are to be two hundred feet high. It has several public

entrances, and can accommodate a congregation of ten thousand persons at one time. The interior accords in beauty. The cathedral is heated by stoves under the floor. The British episcopal churches are fine buildings, with high pyramidal bright spires. The nunneries are religious establishments of great extent in this city, and from their monastic appearance and surrounding lofty walls, they will be readily observed by the stranger, and distinguished accordingly. The convents of the black and grey nuns are large buildings, with a low steeple and a bell, which is almost perpetually sounding with its melancholy din. Visitors can be admitted if they apply to the proper authorities, but they are always expected to purchase some article of the nuns' manufacture. The priests of these catholic institutions are readily known, [by their always wearing in public their gowns. The other public buildings need not particular description, excepting the college, which is a commodious establishment, and is well supported with a numerous attendance of students. There are numerous other seminaries of learning of both English and French, where every description of useful education is taught. The new gaol is also a handsome edifice, and near to which is Nelson's monument, which stands in the market-place, exactly opposite the city guard house, and is a magnificent monumental column, on the top of which is placed a full length statue of the hero. This token in memorial of the valiant exploits of the admiral, was erected by public subscription, by the admirers of his

national worth in this city; its site is open and commanding, and on the whole it is a great ornament to the city. There are extensive barracks situated behind an ancient wall, which fronts the river St. Lawrence, nearly opposite St. Helens' island. Within the wall is a capacious square, for military exercise, and a plot of ground which encloses an immense range of heavy cannon; the whole is surrounded by the soldiers' quarters. The parade ground is towards the centre of the city, where the troops parade every morning; this is a beautiful plot of ground, surrounded by lofty trees, which shade and beautify the walks during the summer months.

The trade of Montreal is very considerable, the shops and stores of the merchants are handsome buildings, and respectable as regards their substantial and choice collection of British goods; and the warehouses in St. Paul's Street are very commodious piles of buildings. The inns are as respectable as any in the colony, and the press is ably conducted; the number of newspapers published weekly is about seven, and they are often animated by the party spirit of the respective British and French politicians. The markets are well supplied with every choice article, and considerably sooner than the same article could be obtained in Quebec. The new market house is a commodious building, the stalls within being arranged with every required vegetable from the gardens of the surrounding neighbourhood, and generally about one-sixth part cheaper than in the

market at Quebec. This nearly universal rule is also applicable to the butcher's market, and will hold good as the traveller or emigrant advances up more into the interior of the country as far as the city of Toronto, the metropolis of Upper Canada, and its surrounding districts. It will be as easily understood that the reverse must be the case with imported articles from Britain, which will be cheaper at Quebec than at Montreal, and will gradually increase in value, which will practically be found correct by emigrants as they advance up into the interior of the provinces.

THE ENVIRONS OF THE CITY OF MONTREAL.

To the westward, stands towering aloft high above the city, a mountain seven hundred feet in height, partially covered with its primeval forest, the ascent of which is by a winding road in tolerable good repair; and no curious stranger or visitor to this city will ever neglect an excursion to its delightful summit; however fatigued, they will be more than recompensed by the grandeur of the view from the road; which gradually becomes more extensive and gratifying as the mountain is ascended; whence there will be every opportunity offered of surveying undisturbed the surrounding extensive and fertile country, though a flat prairie region. However, by being studded with the white painted farm houses, and cottages of a numerous population, the scenery is highly pleasing and beautiful. But on beholding the city beneath him, the stranger will be in raptures of admiration, at the grand and indescribable glittering of the numerous tin-covered church spires, cupolas, and roofs of the greater part of the public

and private buildings, almost too dazzling for the eyes to look upon. The new French catholic cathedral church appears now a conspicuous ornament, being far above the surrounding buildings, reducing them comparatively to insignificance. In the distant eastern view, several high and extensive mountains will be observed interrupting the view; and in the river St. Lawrence below, will be observed the eminently picturesque little island St. Helens, and its formidable fortifications. On the opposite bank of the river St. Lawrence, to the south-east, is situated the towns of Laprairie and Longueuil; and to the north will be perceptible the extremity of the island of Montreal, Point-aux-Trembles, and other straggling but important villages; the whole being ornamented with glittering pyramidal church spires, or domes; which combination adding much to the magnificence of the adjoining forest scenery, forms a view second only to the unrivalled splendours of Quebec, the richest scenery in North America. The villas, or summer residences of the wealthy on the slope of this mountain, have nothing very interesting in their appearance, and are few and far between. On the left, as you ascend by the main road, will be observed a castellated edifice, with towers and other architectural ornaments of older days, which is peculiarly interesting to the mind of the patriotic emigrant, who has viewed with pleasure the mansions of the great in his native land.

ROUTE FROM
MONTREAL TO THE CITY OF TORONTO,
BY THE
OTTAWA RIVER AND REDEAU CANAL.

The tourist or emigrant whose intention it may be to proceed forward to the upper province of Canada, will have to pass through the village of Lachine, a distance of nine miles from Montreal, and may suit his own convenience by taking either the stage-coach or canal route. The latter mode is, however, the most advantageous route for emigrants, and should always be taken by them for this reason—it is cheaper, equally safe, and nearly as expeditious; considerations of the greatest moment to all emigrants, who for the most part are grievously encumbered with heavy, and often unserviceable, luggage, over and above a numerous family. As soon as the emigrant lands on the wharf from the steam-packet, on arriving at the city of Montreal, his object is to engage a proper conveyance for his family and luggage, with the intention of immediately pro-

ceeding by the above route. In this part of the business there is required some caution, and on no account let him make a hasty bargain, or negligently leave his property with any of the numerous porters in attendance, for fear of imposition, a practice too prevalent with this class of servants on the wharfs. However, we will suppose a bargain made with some porter, who will shew the way to the left, on the north bank of the river St. Lawrence; and directly before you, at the distance of upwards of half a mile, will be observed the locks and other works at the entrance of the Lachine canal, close by which is a wind-mill. Here the buildings termed forwarding warehouses, the property of the Ottawa River and Redeau Canal Companies, will be readily found out, where any luggage may be safely deposited, till the time of sailing of the barges, which are considered very commodious and comfortable, when compared with the boats of former years, which then formed the only conveyance for emigrants' families and heavy luggage. The fares of travelling by this route often vary considerably, and have every appearance of still further fluctuation from the increasing spirit of competition. However, at present they may be stated as follow.—From Montreal to Kingstone, nearly three hundred miles, generally performed by this route in about five days: adults, two dollars; youths about fourteen years of age, one dollar; children, three shillings and sixpence each (currency). Each individual will be allowed fifty pounds weight of luggage; all

above that weight will be charged at the rate of two shillings and ninepence (Halifax currency) per hundred weight, of one hundred and twelve pounds. The barges on this Redeau canal route are towed by steamers, on which the passengers will have occasional opportunities of embarking. All the above fares are calculated for the emigrant's accommodation, not for the traveller or tourist.

The scenery along the canal route is very interesting, particularly the view of the distant islands in the river St. Lawrence; however the traveller will be greatly disappointed, if his expectation lead him to suppose, ever again during his tour in North America, to witness such enchanting and majestic scenery as that of the two principal cities, and the adjacent country already described, in the lower province, excepting the celebrated falls of Niagra. By this canal, which passes through a part of the country which is low and swampy, the first rapids of the river St. Lawrence on this route are avoided, as it must be understood that rapids are at all times dangerous to the navigator.

The small village of Lachine is straggling and irregularly built, and has nothing particularly interesting or worthy the attention of the curious traveller, being situated on the adjacent banks of the river. However, through this village all travellers must pass, when proceeding by this chief road from the lower to the upper provinces of British America, whether they intend proceeding by the river St. Lawrence or the Redeau canal;

for at this place the barges from Montreal will be met by the steam-packet, to drag them through the rapids of St. Ann, and up the Grand or Ottawa River to Carillon, a distance of upwards of forty miles.

Then Grenville canal, of about twelve miles in length, will be passed through; at the extremity of which is situated the town of Grenville, which is about seventy miles from Montreal, and one hundred and ninety from Kingstone, and is a flourishing and rapidly improving place, and the canal has added no trifling stimulus to its increasing prosperity. By this shore canal another line of rapids in the Ottawa river, of upwards of fifteen miles in length, is avoided. At this place the steam-packet will arrive on the evening of the first day, and early on the following morning the traveller will again embark for Bytown, a distance of sixty miles. Bytown is about one hundred and twenty-five miles from Montreal, and about one hundred and thirty-five from Kingstone. At this place the steamer will arrive on the evening of the second day, after about a thirteen hours' trip, including stoppages, from the place of departure in the morning.

Between Grenville and Bytown the scenery is pleasant and interesting, on account of its great variety as respects water and forest wildness. Bytown is a neat, well-built, and improving place, both as respects trade and population; and near it are extensive government works, which gives extra importance to the site. The Redeau waterfalls, of about thirty yards' descent, will be duly admired by the traveller interested in sublime

scenery; as also the noble cataract of Chaudiere, on the same immediate route. As to works of art, the Union Bridge, which crosses the river Ottawa at this place, is a fine specimen of architecture, with a grand central arch of nearly 300 feet span. This noble bridge here unites the upper and lower provinces of Canada, and the town of Hull with Bytown. The cost of this splendid union bridge, which was immense, is expected to be liquidated, ere long, by the toll collected on passing.

Hull and its vicinity have every appearance of steadily advancing improvements, with all the stirring activity of a place of business, and an enterprising population, rapidly augmenting by incessant arrivals of emigrants. In this immediate neighbourhood are several high mountains, which have been examined and found to contain excellent ores of lead and iron, with marble of superior quality. However they have not as yet been worked to much advantage, for want of qualified and competent persons engaging in the speculation. After advancing up the Redeau river and through the locks, the steam-packet will enter the Redeau Lower Lake, which is about twenty miles in length and upwards of four miles wide, directly through which lies the course of the canal.

To the west of this lake enters the beautiful river Tay, on which, about twelve miles above, is situated the town of Perth. This is the chief town in Bathurst district, and although a place which has suddenly started into existence, is tolerably well built, with an

industrious population of modern emigration of about fifteen hundred inhabitants; it is adorned with a fine new built church and court house; and supplied by numerous well stocked stores and hotels, which afford no inferior accommodation to travellers; and admirably constructed wharfs at the respective landing places, for the convenience of landing and taking in passengers.

On following the line of the canal, the Redean Upper Lake will be entered. This lake takes its name from being divided by a wooden mole of upwards of five hundred feet in length, in order to raise the waters for the purpose of canal navigation; and on the passing of the next locks, of two yards rise, the barges will enter another lake termed Mud Lake; which expressive name, it will be readily believed, is derived from the muddy appearance of its water. Before the packet enters this lake, it will pass through an excavation of about a mile of length, and upwards of thirty feet wide, through a point of land; and after passing a lock, the barges will enter another lake which is a beautiful sheet of water called Clear Lake. This fine sheet of water is upwards of two miles in length; however it is very narrow, and especially difficult of navigation.

The next lake which the barges enter after passing, through a river of inconsiderable length, is Indian Lake, through which the boats quickly pass, and then enter Opinican Lake. Here the barges enter a creek made navigable by a mole or embankment, and a lock of above three yards rise; hence only a small portion of

this lake is crossed prior to entering the next succeeding lake, which is also a picturesque sheet of water named Sand Lake. After passing several fine specimens of extensive and important works for facilitating navigation, the packet will enter this fine lake, of upwards of five miles in length, which is studded with islands, thickly covered with native foliage, which adorn greatly this part of the route with a highly splendid picturesque prospect.

This terminates the navigation of the seven lakes on the Redeau canal, and after passing Jones's rapids, the barges soon arrive at the town of Kingstone. It will be promptly comprehended by the reader, that the Redeau canal route of navigation is principally through lakes, which are connected together by intervening canals of more or less extent, and of upwards of fifty feet wide, with a corresponding depth of water to allow safely the navigation of steam-packets.

The country through which this route of navigation passes, as might be expected, is often low, marshy, and unusually wild aspect; although occasionally the scenery is bold and romantic, and intersected with large tracts of land reclaimed from the forest wilds, and under tolerable cultivation. There are also innumerable rustic-built log shantees, peeping apparently for the first time through an aperture of the primeval forest; and considerable villages inhabited by emigrants of suitable industry and enterprize, and who for the most part have been located in the country only a few

years; for this part of the province, comparatively speaking, was valueless until the opening of the Redeau canal gave fresh impulse to the latent energies to its few settlers, and drew forth a current of zealous emigrants.

THE ST. LAWRENCE ROUTE,
FROM MONTREAL TO TORONTO,
THE CAPITAL OF UPPER CANADA.

The respectable traveller or tourist will take this line of road, for the reason of its being the most pleasant and expeditious, and the scenery more diversified, and on a scale of magnificence to excite admiration, and invite the investigation of the curious stranger. The journey by this route is performed alternately by coach and steam-packet, because the river St. Lawrence is not as yet navigable throughout for steamers or ships of large burden, on account of the powerful current of the rapids, and its shallowness for scores of miles on its course. This part of the route is performed by stage-coaches, on the bank of the river St. Lawrence; the road being sometimes nearly on the verge of the river, but for the most part comparatively free from danger, and occasionally the road is tolerably good, but generally it will be found to be the most wretched imaginable; and the jolting, during a few miles of the journey, is nearly insufferable, and can only be exceeded by a journey into the interior of the provinces.

KINGSTONE, a port on this route, at the western extremity of the river St. Lawrence, is about two hundred miles from Montreal, and the journey is usually performed in the following order in two days. The fare being ten dollars. In commencing this route to Toronto from Montreal, the traveller will have to take the stage for Lachine, which runs regularly every day to meet the steam-packets; the distance to Lachine, as already stated, is nine miles, and is performed in about an hour to the wharf, where is an ample attendance of porters belonging to the Steam-packet Company, who immediately assist your luggage on board; after which the steamer moves off for the village of Cascades, a distance across the river of twenty-four miles. During the passing of this part of the river, there will be an interesting view of the islands of Heron and Nuns', situated a prospective distance in the river St. Lawrence, and immediately adjacent to the rapids. It is deservedly worthy of remark, and the servants on board the packet appear to have great pride in having an opportunity of pointing out to the attention of the stranger, the singular appearance of the black inky current of water of the Ottawa or Grand River, entering that of the river St. Lawrence at this place; the waters apparently running parallel, and not visibly intermingling until they come in contact with the powerful agitation of the rapids of the river St. Lawrence, below the village of Cascades. Here the passengers disembark and leave the steam-packet for the coach conveyance. The delay here is merely until the stage-coach is ready,

and all the luggage properly and safely arranged, when immediately the coach proceeds to the village of Cedars, and hence to the village of Coteau-du-lac, a distance of sixteen miles. This village of Cascades is a small irregular and straggling built Canadian town of olden days. Here commences the short but important shore canal, which conducts the boats past the dangerous and unmanageable navigation of the Cedar rapids, of the river St. Lawrence.

COTEAU-DU-LAC.—This is another irregularly built village of Canadian architecture. This part of the route allows the interested traveller in rural economy many opportunities of observing the truly rustic, irregular, and mean looking homesteads of the Canadian farmers, in this region of the lower province of British America. Few of their habitations have the least garden or neat pailing inclosure around them; although a white painted homely made wooden cross will for the most part be observed conspicuously erected adjoining the house of the greater part of the catholic farmers; and innumerable will be the homely built bake-ovens observed near the door of their cottages, built on a large stump of an old tree, or upon a pile of rough logs, under which is often to be found the dog-kennel or hog-stye. This sixteen miles' stage, on the north bank of the river St. Lawrence, is decidedly the most interesting as respects water scenery, between the city of Montreal and Kingston; from the nearness of the river, the current forming the rapids and cascades on this part of the

river St. Lawrence is truly astonishing, on account of its rushing down with such overwhelming rapidity, beating with the greatest violence against the thousands of huge pieces of granite rock which stud the bottom of this shallow portion of the river. Hence the waters of this part of the river, from the forcible and successive commotion which it suffers, becomes nearly white, and to a fanciful observer by a prospective view might be taken for an immense field of snow of some miles in extent; the incessant roar from these thousands of irregular cascades, is far from being inharmonious, although certainly indescribable. This village of Coteau-du-lac is a military station, of only an inconsiderable garrison, and is pleasantly situated on the north bank of the river; here every required accomodation for travellers is readily attainable in respectable hotels. Here again the traveller will navigate this mighty river, by embarking on board the steam-packet at this place for Cornwall, a further distance up the river St. Lawrence of forty miles, through lake St. Francis; which part of the journey is generally accomplished in about six hours.

CORNWALL.—This improving post town is about ninety miles from Montreal, and one hundred and twenty-two from Kingstone; with a population of fifteen hundred inhabitants. Here the traveller will find himself in the upper province of Canada; having passed the boundary line of demarcation of the two provinces some twenty miles. Here is the stir and noise of a place of considerable trade, and similar appearances

which bespeak a town growing into importance: the private buildings being well built, of respectable exterior, and visibly increasing in numbers; with every accommodation that good inns can afford the traveller; with churches and other useful and necessary public establishments.

DICKENSON'S LANDING.—The twelve miles' stage from Cornwall to this place, is over the roughest of roads, and through a district most wretchedly cultivated, with ill-constructed habitations. In short, this part of the route is every thing but pleasant; excepting the rapids of the river St. Lawrence, opposite the course of this stage, called the Long Sault Rapids: the view is interesting, although rapids of vast extent have already been passed. Parallel to the course of this route, and between the road and the river, there is now in progress a noble shore canal, by the legislature of the upper province, which will be sufficiently wide and deep to admit the free navigation of barges and steam-packets to pass uninterruptedly these dangerous rapids. Hence too much commendation cannot be bestowed on the liberal spirit and munificence shown in this great work. Ere this steam-packets have been enabled to navigate without interruption from the city of Toronto to Cornwall: and if I am not extravagantly sanguine in anticipated improvements, before many years pass over, this noble river will be further improved by similar capacious shore canals. This part of the route is accomplished by the stage in somewhat more than an hour, and is the last stage

of the coach on this line. Here again the traveller will embark on the steamers in waiting, and will immediately proceed forward to Prescott, thirty-eight miles further.

TOWN OF PRESCOTT.—This town is one hundred and forty miles from Montreal, seventy-two from Kingston, and two hundred and sixty-two from the city of Toronto. This place is advantageously and pleasantly seated on the northern bank of the river St. Lawrence; with large and convenient wharfs for landing and receiving passengers and luggage, and having all the cheerful stir and confusion of a small but thriving seaport town. The present population exceeds two thousand inhabitants. Another advantage pertaining to this place is, its being conveniently sited adjacent to a district of well cleared and cultivated land, with decidedly every prospect of further and immediate improvement. The town is neatly built, according to their stile of building. The shops and stores are respectable, and furnished with an ample stock of required commodities. At this place the noble steamers of Lake Ontario land their passengers and goods, for the convenience of the other conveyances down the river St. Lawrence, and all the adjoining country on the course of its branches and creeks. Before the steam-packet arrives at this place, during its passage from Dickenson's Landing, the rapids of Duplot and Du Galoup will be passed through; it merely stops to land and receive passengers, and a supply of fuel at Williamsburgh, and again leaves for another twelve miles in advance. On the opposite

shore of this part of the river St. Lawrence, was fought the renowned battle of Ogdenburgh, on the twenty-second of February, 1813. The British crossed the river on the ice before day-break in the morning, and drove the American forces from their batteries into the woods: no battle on the American continent surpassed this, as a display of bravery. The British, though exposed to a tremendous and death-spreading cross-fire of the enemy's artillery, rapidly pressed forward and conquered. Here the gallant Captain Jenkins, while leading on his few warriors in attempting to take a battery with the bayonet, had his left arm broken to pieces with a grape shot; still undauntedly running on with his men, a case shot took off his other arm: however, neglecting all personal considerations, he continued nobly to advance, cheering his men, until exhausted with pain and loss of blood. The fruits of this engagement were these, the enemy lost eleven pieces of cannon, all his ordnance, marine commissariat, quarter-master-general's stores; several officers and numerous privates were taken prisoners, with several vessels; and the barracks, which were consigned to the flames.

BROCKVILLE is the next place of debarkation after leaving Prescott, and is named after the justly celebrated General Sir Isaac Brock, who was mortally wounded while leading on his gallant army at the ever memorable battle on Queenstown heights, in 1812.—This town is the first on this route for improvements. In short, it is a pleasant cheerful looking place, con-

siderably elevated on the sloping shore of the river St. Lawrence, is apparently dry and healthful, with a population of upwards of three thousand persevering and industrious colonists ; which alone is a sufficient evidence of its pretensions to a town growing to some importance, for in its rear is a country of the most fertile soil, and well settled with skilful agriculturists, and possesses every accommodation as to respectable hotels and stores, well furnished with articles of British manufacture ; and may be termed the first town on entering Lake Ontario from the river St. Lawrence. Here the steam-packet again merely stops to land and receive passengers, and immediately afterwards proceeds forward to the town of Kingstone ; allowing, however, a short delay for the convenience of passengers at Gananogue, which is likewise a nice cheerful looking village. After this the course of the route will pass through a part of the lake of the Thousand Islands, which commences at Brockville ; and then the steamer proceeds direct to Kingstone.

I well remember, while travelling this route, a misunderstanding occurred between the captain of a certain steam-packet (if I mistake not, the Black Hawk,) and a part of the passengers, and if it was not a glaring act of cruel imposition, I have no name for the affair, viz. several who had paid their fares at Toronto, as steerage passengers, had tickets to deliver to the captain of the above named steamer, on which they had to re-embark at Kingstone, to proceed down the river St. Lawrence, from the captain of the packet in which

they left Toronto, and to whom they had paid their money. But what was the surprise of the travellers, when they were informed that there was no steerage in this steamer, that they were to pay an extra dollar, or they might walk the deck all night, a choice which many submitted to rather than be robbed so barefacedly. This treacherously cunning system of imposition was a daily practice, I was lead to believe, on several routes in North America. A gentleman from the vicinity of Toronto, who saw the whole altercation, threatened to expose the nefarious captain on his return. It is to be hoped he did so, for such paltry acts of imposition towards poor emigrants, blunt their exertion, irritate their tempers, and stimulate what is familiarly termed home fever.

THE TOW-BOAT ROUTE,
FROM MONTREAL TO PRESCOTT,
BY THE RIVER ST. LAWRENCE.

This is the original road to the upper province, and if I were allowed to advise, I would counsel no emigrant to venture himself and family on so disagreeable a route. The distance being about one hundred and fifty miles : fare, one dollar. The construction of these boats is very inconvenient, they being little better than a floating raft of timber, and are of about twenty tons burden, and are dragged by horses above one half of the route at a very slow pace, while passing through canals, which are constructed just within the shore of the river St. Lawrence. Thus by this route the poor emigrant is exposed to the open air all weathers, good or bad, day and night ; perhaps the only shelter being a piece of coarse canvas thrown over family and luggage altogether. On the whole, for emigrants with large families and cumbersome luggage, destined for the upper province of British America from the lower province, the Redeau canal is their only proper route, at least for the present.

TOWN OF KINGSTONE.

Kingstone stands on the north bank of the eastern extremity of Lake Ontario, is distant two hundred and twelve miles from Montreal; five hundred and eighty-two from the city of Quebec, and one hundred and ninety miles from the city of Toronto. This is a place of great trade and importance to the surrounding country. The town is advantageously seated, and is well built with good substantial houses, with a population of upwards of five thousand inhabitants, and is rapidly increasing by the arrival of emigrants. The public edifices of this place are numerous and showy, with appropriate religious establishments, and good seminaries, ably conducted, suitable to every grade of society. The hotels correspond equally in respectability, and the shops and stores are well furnished with choice commodities, suitable to the wants of the extensive neighbouring settlements. On the western border of this town stands the penitentiary of this province, which is a fine massive structure, equally ornamental and useful; where penance is enjoined to the worthless and unreclaimable members of society; and where the most ignorant is taught some useful art or handy craft, prior to being again let loose on society. The commerce of this port is very consider-

able, and is steadily on the increase ; in short, Kingstone is the second port of this province of upper Canada. Here is a respectable post-office, bank, and newspaper establishments, which certainly are no bad criterion of a town's importance ; but on the contrary, they afford evidence of the growing prosperity of a new settlement, and bespeak a praiseworthy zeal for the improvement of the whole community. At this place the river Catarauqui is crossed by a large and neat bridge, at which commences the navigation of the Redeau canal ; the importance of which has already been sufficiently described, as being the canal connection between Lake Ontario and the Ottawa or Grand River ; or between the upper and lower provinces of Canada. Thus every opportunity of daily communication, at once expeditious and of course convenient, is offered to the traveller or tourist to any part of the provinces of British America or the United States. This place is the general rendezvous of the steam-packets and small craft employed wholly on Lake Ontario, and on the numerous rivers of the whole surrounding fertile country ; which is exceedingly well settled with industrious emigrants, a vast number of which are British ; who find in this neighbourhood a rich soil, and an excellent market for their superfluous produce. This is a strongly fortified town, with a numerous garrison, the soldiers' quarters being delightfully situated on the rising ground on the bank of the river. The site of the fortification is immediately opposite the town, on a promontory called Point Frederick ; and most assuredly, from their advantages and command-

ing position, may at all times protect from assault the adjoining naval yard of the government, the harbour and the town. Here several ships of war are laid up; some of which had been employed on the Lake Ontario during the last war with the United States; others of them are in their unfinished state and of great dimensions, and apparently they are carefully secured from injury. The lake of the Thousand Islands unites with the waters of this place, and derives its name from being studded with an innumerable group of Islands; I would advise the curious traveller or tourist, while at Kingstone, if convenient, not to lose the opportunity of taking a day's sail through this cluster, and observe the diversified scenery of the Thousand Islands, as the like insular scenery is not to be found in the world. It is asserted that the number of islands in this part of the river St. Lawrence are nearly two thousand, of every description as to size, figure, and appearance; and are most densely covered with their original native forest. Several of these islands, as already stated, will be passed as they occur in the route from Brockville to Kingstone. The traveller, whose intended purpose is a visit to the city of Toronto, will now re-embark at this place for the town of Cobourg, a distance of one hundred and twenty miles further into the interior of the province: fare, best cabin, six dollars; steerage, three dollars.

COBOURG is nothing behind the other provincial towns on this route in useful improvements. It is three hundred and twenty-two miles from Montreal, and seventy

from the city of Toronto ; it is situated on the north shore of the Lake Ontario, and is built in the same style of neatness so observable in all considerable villages on the main routes in this province, with a convenient wharf for landing and receiving passengers ; has a population of nearly two thousand inhabitants, and every needful article may be reasonably purchased from the respectable furnished stores. The public establishments of religious foundation are respectable, as are also the seminaries, which offer every accommodation to the inhabitants. The encompassing district is fertile, and under a superior system of cultivation, by a numerous and diligently industrious class of agriculturalists from the old country, who ere long will be completely rewarded for their enterprizing conduct. After merely remaining a sufficient length of time for the convenience of receiving passengers and goods, the steam-packet moves off for Port Hope, seven miles further. This is also a *lake-port* town, where again the steam-packet stops, as a further accommodation to passengers on this route, and to replenish the required quantity of fire wood for the remaining part of the voyage. Afterwards the packet moves off and proceeds directly forward, leaving this little cheerful immature port for the city of Toronto, which is sixty-three miles further on the north-western shores of Lake Ontario, the seat of the executive power of this upper province of British America.

THE CITY OF TORONTO,

(FORMERLY LITTLE YORK.)

This city is five hundred and eighty-two miles south-west from Quebec ; four hundred and two miles south-west of Montreal ; seven hundred and eighty-eight miles north-west of New York, by the route of Montreal, and the river St. Lawrence ; and about six hundred from New York, by the route of Albany, Erie Canal, and Oswego ; is in latitude, $43^{\circ} 33'$ long. $79^{\circ} 36'$. This new and important city stands on the north-west sloping shore of Lake Ontario, on a most advantageous and pleasantly chosen site ; with an extensive and showy front towards the lake, presenting crowded piles of private buildings, intersected with public edifices of imposing appearance. This may be termed the centre, as truly it is the most important place in the upper province, and was incorporated a few years ago. Although the situation of the city is considered very eligibly chosen for commercial pursuits, still however it is equally as generally believed to be especially unhealthy ; why it

should be so is unsatisfactorily explained, otherwise than by alluding to the stagnant marshes to the east end of the city, and adjacent to the shores of the lake. However, in the course of progressive improvements, these evils will be at least partially, if not completely, removed.

It must generally be acknowledged, that no place of the same length of standing in North America has made the like uninterrupted and rapid improvements, since it scarcely deserved the name of a village not twenty years ago. But such advantages have presented themselves as an inducement to emigrants to become at once residents in this city, that the number of inhabitants at present is near about twenty thousand, amongst whom can be numbered men of erudition and talents; and the commercial residents of this city are second to none in enterprising spirit and laudable zeal in their pursuits of wealth. The circumstance of its being the seat of government for the upper province, conduces no little to the importance and prosperity of this modern city. Another permanent advantage is, its being situated in the midst of an extensive country of the most fertile, healthful, and productive soil on this western continent, and which may be stated to be wholly cultivated by settlers of the first class of respectability, from the old country; men full of indefatigable industry and intelligence, and inferior to none in useful information and agricultural knowledge. Hence this is the province and district which I would particularly and earnestly

recommend as offering the highest advantages to the emigrants from Great-Britain. Another reason for these persuasive arguments in favour of this district is, because when they, the emigrants, arrive in this part of British America, they will find the state of things so similar to the old country, that they may almost fancy themselves at home. Indeed, to a considerable degree, it may be asserted to be an English city and country. Here are no Lynch-law rebels to disturb the peace of your mansions. Here a man's life and property is safe, with the full benefits and blessings of the laws of his country as a Briton. Neither have the emigrants located in this province to encounter the heterogeneous language so universal in the lower province, and which is so disagreeable and unmusical to an Englishman's auditory nerves; saying nothing of the inconvenience and disadvantages which the British emigrant will labour under, in trading with a people of whose language he knows not one word. As to the appearance of the city, the streets are particularly good, being spacious and straight, with well flagged footpaths nearly throughout. However, there is a singular mode of making exceedingly pleasant footpaths in this city, which is at no time adopted in England; that is, planking them with strong deals, which give some of the streets an uncommon appearance to the stranger, at the same time they are exceedingly comfortable for the perambulator. The public building of most importance and worthy of remark is the Parliament House, which is a large,

beautiful, and newly erected brick edifice, fronting Lake Ontario. The interior is fitted up with corresponding elegance, and every proper accommodation for the speaker and the members, who are about fifty in number, and who commence their sittings in January, and continue them for about three successive months. The Governor's House is likewise a modern built mansion of fine exterior, in a commanding situation of unlimited view, enclosed and ornamented with extensive and tastefully laid out grounds. The Government Land Offices, for the sale of crown lands, are established in this city; with other offices for the transaction of the public business of this province; as also the offices of the other Land Companies, to whom every emigrant who intends purchasing land should immediately apply on his arrival in the colony, unless he has any particular confidential friend, whose advise might be of great service to him prior to an application for purchase. The religious establishments of this city are suitably commodious structures; very neat, although with no architectural beauties to boast of, having been erected, for the most part, in the very infancy of the city. However, in all probability, they will ere long give place to more suitable and ornamental structures, demanded by the increasing importance of the place.

The Episcopalian and Catholic churches are indeed tolerable buildings, as are the chapels of the other part of the religious community of this city. The college also is an establishment which can boast of a beautiful

and extensive pile of convenient buildings, every way commodious and suitable for a seminary of learning, and is most satisfactorily conducted by masters of due proficiency in their several departments. Thus every advantage of education is tendered to the youth of this province in particular, on the most liberal terms. As might be anticipated, the students are numerous and respectable, which must be a source of high gratification to the liberal promoters of this all-important scholastic establishment.

Another establishment in this city, which is no less valuable and equally necessary to all towns of importance, is a spacious public hospital, which is liberally conducted, and where medical officers of the highest professional talents attend to the numerous applicants for medical aid. The banks of this city are highly respectable firms; at the time of my visit, there was some trifling misunderstanding amongst them. However, for the most part, these establishments have the full confidence of their surrounding agricultural neighbours, the business being transacted on the most liberal terms by these important establishments. The buildings themselves are appropriate, and bespeak great respectability.

THE POST-OFFICE.—This public institution occupies a nice new building, nearly in the centre of the town, from whence the mails depart daily, on the main routes, to all the surrounding inhabited parts of the provinces.

THE GAOL AND COURT HOUSE.—These two buildings are very inferior as to architectural beauty and

convenience, they are very similarly constructed buildings, and are situated in a spacious area, towards the centre of the city, and are nearly adjoining. The gaol is very unsuitable, and will soon be replaced by a prison more commodious, and with some claims to architectural beauty, which the magistracy have for sometime had it in contemplation to erect. However, such a building has now become really necessary, from the vast increase of the population of the city, and the surrounding districts ; of course a corresponding increase of crime must be looked for.

Toronto is a fortified city, defended by extensive works, and a numerous garrison. The site of the citadel is to the westward of the town, on a promontory of Lake Ontario, which commands the adjacent beautiful bay. If I was not misinformed, while visiting this place of arms, these extensive fortifications have been ordered by the Government to be removed, and other works more formidable and impregnable to be erected, according to the present improved plans of fortification, and more corresponding to the increasing importance of this capital of the province, on a more suitable peninsula, some distance beyond the ramparts. However, although the present range of fortifications may appear weak, Canada is unconquerable by the enemies of Great-Britain; and will continue so until the inhabitants forget their native valour, the boast of their country, the land of their forefathers, the land of the brave. During the last war, when this place scarcely had an existence, it

was repeatedly assaulted by the Americans. At this place, the American commanding officer, General Pike, was killed with nearly four hundred of his men, by the accidental explosion of a powder magazine, while advancing to attack the British forces, under the command of the brave General Sheaffe. And again unfortunately it was destined to suffer from military operations; for in July, the year following, the Americans landed and destroyed all the property and private stores of the poor defenceless inhabitants of this then straggling village, and afterwards ignobly took to their boats. Such were the military ravages to which this place was exposed during the last American war.

NEWSPAPERS.—The weekly publications of this city are ample, and respectably conducted by editors of known talents; hence they have extensive circulation in town and country. Newspapers in America are extraordinarily cheap, compared with the cost of similar publications in England.* The price of one of these weekly newspapers, is four dollars per annum; the half year's due being paid in advance; a common practice in this western world. There are also other publications issued from the press of this place, which would do credit to older printing establishments.

* Since writing the above, the stamp duty on British newspapers has been reduced to one penny each paper, by an act of last sessions of Parliament, which came into operation on the 15th of September last; whereby the British newspapers, considering their size and vast mass of information, are now considerably cheaper than any American newspaper—not excepting the boasted free press sheets of the United States.

THE TRADE.—This is really a commercial city, for the lines of shops which ornament the most public streets, are not dissimilar or inferior to the like shops in England; being amply stored and tastefully decorated with commodities of every description and quality of British manufacture. The general practice of store-keeping, so universal throughout this continent, seems to be discontinued here, for each individual attends strictly to his own studied trade and profession. The chief articles of export from this place, particularly down the river St. Lawrence, are wheat, flour, potash, pearlsh, furs, &c.

THE MARKET.—The new market-house is not inferior to any building in the city, for extent and usefulness; and the edifice displays a conspicuous and ornamental front, particularly when viewed from the lake. It is a substantial brick building, approaching to an oblong, with four arched entrances. The main entrance is very showy, by having, in addition to the beautiful arches, massive and ornamental iron gates, over which is held, I believe, the Mayor's Court for the trial of slight offences. The interior, a spacious area, is surrounded by clean and convenient retail shops of the butchers; which apparently are well furnished with the choicest of meat according to the demand in the successive seasons. There is no fish market within this market area, the fish being as yet sold on the lake shore, or in the boats, immediately on arrival, and is chiefly of the following variety—salmon, white herrings, eels, both of which kinds of fish are remarkably large; with

bass, and other sorts of fish, common natives of fresh water lakes and rivers.

The adjoining harbour of Lake Ontario is extensive and excellent, affording a safe anchorage to the shipping of these inland seas, with superior and convenient wharfs for the embarking and disembarking of passengers and luggage from the numerous steam-packets which ply in every direction across this immense lake. Hence Toronto is a *lake*-port of no inferior rank; and the day is near at hand when ships of large burden, direct from Great-Britain, will be seen riding majestically on Lake Ontario, and disembarking merchandise and passengers at the wharfs of this city; where, in return, she will embark a cargo of the produce of the colony.

The environs of this city can boast of several neat mansions, the residences of the respectability, with extensive and well-planned grounds; although inferior in design and execution to similar enclosures of pleasure-grounds in Europe, on account of wanting the excellent quickwood fences, evergreens, and variety of roses, so ornamental and indispensable to such grounds in Europe. Such plants, for the most part, if they survive the winters of this continent, degenerate rapidly, so as scarcely to resemble the kind of plant of England.

ROUTE FROM
TORONTO TO PENETANGUISHINE.

Young Street is the name of this the direct and main road northward to Lakes Simcoe and Huron. That part of this route which is properly termed Young Street, is about forty miles in length; commencing at the city of Toronto, and terminating at Holland's Landing, the place of embarkation in crossing Lake Simcoe. On this part of the route, between Toronto and Holland's Landing, there is a daily stage-coach every morning from Toronto, about seven o'clock; fare, two dollars. However, it is highly proper that the emigrant proceeding by this route, on the score of economy, should leisurely engage a light waggon, for the conveyance of his family and luggage. This is a business easily accomplished, as there is full attendance of porters, waggoners, and hotel footmen, on the wharfs of Toronto, to be in readiness for travellers on the arrival of the steam-packets.

The stranger will be highly delighted on travelling over the first three miles of the Young Street road, for

the reason of its being new, and made of best broken stone, according to the present improved system of road making; and, in fact, it is certainly the best piece of road, nay, I might have said, the only portion of good road in this continent, and is really a treat to an American traveller. It is kept in repair, as usual, by a toll-bar, the first and only one in Canada. This piece of road was suggested and carried into execution experimentally, and it is much to be regretted that the experiment was not made on a more extensive scale at first. However, necessity, if not utility, will ere long extend this line of broken stone road considerably. After leaving this excellent stone road, which unfortunately is a meagre portion of Young Street highway, the traveller then will have an opportunity of observing the striking contrast between a broken stone road, and a real American road.

As to rural improvements, there is no part of the province which has so vastly progressed in throwing off its wildness of aspect, and putting on that of civilization, as this; the whole of this route from Toronto to Holland's Landing, at least, being one chain of respectable farm-houses, studding an extensive tract of reclaimed forest land, under the most approved system of cultivation, with neat and thriving wood built villages every few miles, and innumerable road-side public-houses and taverns, some of which are respectably conducted, particularly Montgomery's, which is situated about six miles from the city; and Mair's, about fourteen miles further. The inhabitants of this famous Street are

chiefly emigrants from the old country, and particularly from Yorkshire.

The land through which this route passes for the first stage, is a light and unproductive soil ; after which it gradually improves, and soon becomes excellent and productive ; and the tracts of such land which is cleared adjoining both sides of this public road, are extensive and beautiful ; the aspect of which is materially improved by being backed by the primeval forest.

The population adjacent to this route is great, and the trade on this line of main road of course proportional ; which fact will soon discover itself to the traveller, by the immense number of light waggons which he will meet during a journey on this road, each team at full trot, their usual mode of travelling, and drawn by pairs of well selected horses.

The scenery of this route is not singularly interesting ; however, there are some peculiarities worthy of remark, particularly at that part of the road called Hogg's Hollow ; where, as the name implies, is an immense valley or hollow. Here the scenery is somewhat wild and romantic, although impaired in degree by successive acts of industry. At the bottom of the dale, is a compact village, with extensive water mill works. On again proceeding forward a few miles, on a rising ground to the west of the road, will be noticed a remarkably plain and neat white painted church, the only episcopal edifice on this street ; adjoining, at a convenient distance, is a respectable and commodious mansion, of rather extra architecture, for the residence of the

minister. On further progressing, a distant view of the high ground named the Ridges will soon be attained. On arriving at this part of the road the view will be wide and picturesque: the arrow-straight road of Young Street, with its innumerable neat frame-built farmsteads and log cottages, with a lonely tree of immense dimensions towering aloft at irregular intervals, as a relic of the former forest. Such is the scene as far as the eye can reach. However, this delightful prospect is greatly interrupted on the eastern and western direction, by the remains of the primeval Canadian forest. A few miles beyond this, is Burn's Lake, (immediately adjoining the eastern side of the road) a small lake of unknown depth.* A few miles hence is the Quaker's

* Although many important mineralogical discoveries have been made in British America, yet in this, as in every other department of natural history, there is ample scope for scientific research, even in the more explored districts. Several mineral springs have been discovered in different parts of the provinces: of these the salt springs, in the vicinity of the Grand River, are especially deserving of notice; under skilful management they would probably become a fruitful source of wealth to the colony; at present, however, they are totally neglected. The chalybeate springs hitherto discovered are not numerous; some, however, which have been accidentally exposed by the falling of the forest, seem to possess valuable medicinal properties, particularly a most important one on the estate of Thomas Cosford, Esq. in the township of King, and in the immediate neighbourhood of this part of the Young Street road. This excellent spaw gushes out of the side of a deep ravine on the verge of the forest, in an uninterrupted stream; and it is to be regretted that it has not yet been submitted to chemical analysis by some eminent physician, whose authority might further recommend it to the notice of the valetudinarian.

meeting-house, a short distance from which is the meeting-house of their dissenters, called 'Tankards' or 'Dunkers.' These odd religionists pride themselves of their long flowing beards and a particular kind of dress, and are reputed to be steady adherents to celibacy.

The next town on this route is Beverley, which is about thirty miles from the city of Toronto. It is an irregularly small built place; adjoining to which are extensive water mill works, and there is every appearance of late and further useful improvements. After leaving this inconsiderable town, and passing several miles of unreclaimed wild forest land, the traveller will soon arrive at Holland's Landing, which is the wharf where the steamers which navigate Lake Simcoe land and receive passengers. Hence it is the only place of embarkation for travellers across this lake, or to any of the settled districts adjoining the shores of the lake; particularly to Barrie and Kempenfeldt, which are the only proper places of debarkation for travellers and emigrants, for the route of Penetanguishine and Lake Huron. This Holland's Landing is truly a dreary outlandish looking spot; there is indeed a road-side tavern, log-built, and the most wretched description of entertainment. In the immediate neighbourhood of which is a range or two of wooden log-built hovels, formerly soldiers' barracks, as this landing place was a military station in the time of the last American war; however, they are now uninhabited, and in ruins. On the whole, this bustling thoroughfare landing-

place deserves a more commodious tavern at least. The navigation, after plying off from this wharf for nearly twenty miles, is tiresome and difficult, if not dangerous, through a river which is occasionally rather narrow, but most extraordinarily crooked, and bordered on each side by an immense prairie of wild rice and aquatic grass: after which the steam-packet enters Lake Simcoe, and calls at Roache's Point (now Keswick,) to land and receive passengers, and furnish a further supply of fuel. Again moving off to our direct course, which is towards the centre of the lake, a beautiful wooded island, which is occasionally inhabited by a fishing party of native Indians, will be passed; when the packet will enter that part of the lake termed Kempenfeldt Bay, which is really beautiful from its oval form, and is surrounded by a sloping shore, thickly covered with its original wilds, dotted here and there with snow white wooden shantees, peeping at you through an imperfect forest breach, bespeaking that man is an inhabitant amidst this most secluded scenery. The chief settlers located in this district, and particularly on the shores of this lake, are half-pay officers, who apparently enjoy their homely forest residences; although pursuing a mode of living so dissimilar to their former habits.

KEMPENFELDT AND BARRIE.—These two irregular and newly-founded villages, distant about two miles, are situated on the delightfully picturesque declivity of the north shore of Kempenfeldt Bay, which is the western termination of Lake Simcoe. Of these two villages, the

town of Barrie certainly takes the lead in improvements; for during my visit to this place, there was a neat new frame work church building, which is, I believe, as yet the last or farthest northward in the settled regions of the Canadian forest; and furthermore, if I am not mistaken, this church is forty miles at least from any other similar religious edifice. The inns and stores of these villages are inconsiderable establishments, which as a matter of course will be expected from their short existence and the distant region. Here all public conveyance terminates; of course the traveller or emigrant will now be compelled to hire a private conveyance, if destined to proceed further on this northern route. On leaving these villages, the road for several miles is through an almost solid forest; after which an extensive clearance of several miles will be crossed by this the Penetanguishine road. Immediately on the verge of this part of the route, is one of the most improved farms, of six hundred acres, of this province, the residence of Mr. Thomas Mair, one of the original and meritorious residents in this region of the forest.

A few miles to the east of this route is a colony of coloured settlers, called 'Wilberforce Street;' which from the cheerful and satisfactorily looking countenances of the inmates, is a happy omen of future success.

After progressing beyond this settled clearance, the remaining part of this route may truly be asserted to be little less than through a compact, dark, primeval forest of upwards of thirty miles, over corduroy bridges

miles in length; and crossing immense swamps of the most dangerous description to the uninitiated traveller in Canadian wilds.

Penetanguishine stands on the south shore of Georgian Bay, in Lake Huron, which is almost completely surrounded by its original forest, and is inhabited on its northern shores only by the Indians of Huron tribe. The town is also of recent existence, in every sense of the word, although at present there are several tolerable stores and taverns. The settlers who inhabit this dreary region are chiefly old soldiers, who foolishly commuted their pensions prior to leaving England, and who now, for the most part, are in poverty and wretchedness.

The BARRACKS.—This is a fortified station, and the last British military post in these northern regions. To the north-east of the town, about a mile on the beach, stands two noble hewn stone buildings, with innumerable loop-holes for musketeers, who can at all times command infallibly this narrow entrance into the bay, and at the same time protect the town from a naval enemy. At a short distance to north-west of these fortifications, and in nearly the centre of the bay, is a small island of picturesque appearance, on which are the magazine and burial ground belonging to the garrison. In the immediate neighbourhood of the barracks, there are several fine and tastefully constructed villas, the residences of the officers of this station. Here is an extensive store of provisions and other commodities belonging to government; this being the

last extensive depôt from whence the northern overland expeditions are continued; within this store house is deposited a large and elegant bark canoe, which I was informed was the one used by Captain Franklin, in his northern expedition.

The chief settlements along the course of Young Street are Vaughan, and King; both of which places are situated on the west side of this renowned street, and about twenty miles from the city of Toronto. Newmarket is about thirty miles from the city, and is situated to the east of the street, upwards of two miles, and has a population which exceeds five hundred inhabitants. At this place there are valuable water privileges, or in other words, a powerful stream of water is made available in working extensive machinery for corn and sawing mills, as also a carding mill, though of inconsiderable extent. The stores and road-side public houses in this district afford excellent accommodation to the traveller. The chief settlers of this part of the province, and more particularly in the neighbourhood of Newmarket, are Quakers, who are great agriculturists.

HOPE.—This village is sometimes called ‘David’s Town,’ from being the residence of that singular and eccentric character, Mr. David Wilson, the respectable founder of this village, some twenty years ago. This village is also to the east of Young Street, about three miles, and upwards of four miles from the above village of Newmarket, and is most decidedly the neatest village I almost ever witnessed in the inhabited wilds of North

America ; the surrounding lands were so prettily cleared, the fields being conveniently divided by snake fences ; substantial, and erected with the greatest ingenuity and regularity ; with spacious green swarth roads ; completely cleared of loose logs and old tree stumps ; a scene very unusual on this continent. The site of this village is interestingly chosen on the slope of a gradually rising ground. In the rear, on its brow, is bordered the remains of the broken forest. It is a regular and well built village, with a present population of upwards of three hundred inhabitants. Here is situated the pyramidal built temple of the religious community of Davidites. The dimensions of this showy built edifice are about seventy feet square, and the same apparently in height ; the exterior is painted exceedingly white, which has a good effect by its contrast with its neighbouring forest's dark foliage ; on the top of the spire is a large gilded ball. The interior is equally handsome, with numerous chairs, instead of benches, for the congregation. Near to this structure are two others, also of wood ; the one which is yet unfinished is of large dimensions, but of beautiful proportions ; the other, an elegant little building of fanciful architecture, is termed David's Study. This religious community have David Wilson for their leader in all affairs, religion, law, politics, and agriculture. This singular character is a Quaker dissenter, with the appearance and gait of a naval officer, very homely in his manners and habits ; his preaching is equally straight forward and original on all occasions ;

the same may be said of his discourses, which he publishes at irregular intervals. It is his regular custom, once a month, to preach at the city of Toronto; accompanied by his singing ladies, or virgins, as he terms them; the whole company being transported the whole distance, which is nearly thirty miles, in a couple of light waggons belonging to the community. There is an annual feast kept by this society, which is well attended by crowds of strangers, purely as a matter of curiosity; the ceremonies are attended with singing, music, and other demonstrations of joyful proceedings; and the virgins, amongst other manœuvres, are taught some rudiments in martial exercise, and are able to fire a platoon of musketry with such steadiness and precision, as would do credit to a professed soldier of the American States. The public have free access to the religious worship of this sect, on all occasions; although I am not aware that either the rites of marriage or burial are ever performed by this eccentric individual; yet that is of little moment apparently, in this thinly populated colony, where the chief burial ground of the family is frequently, in the remote settlements, on the proprietor's own territories; probably in the orchard, or on the border of the forest; the place of interment being marked by rustic palisades. David Wilson has repeatedly, as already observed, published sermons or religious remarks; his last publication was entitled 'Wilson's Impressions of the Mind'; having accidentally met this strange character on my route from Canada, with this his last

volume in his hand, which I purchased ; he at the same time did not forget to request of me to remit him a celebrated pamphlet,* of the Yorkshire press, on church reform, of which he had heard such a renowned character. Of course I promised to gratify his curiosity, for the urbanity shewn to me while visiting his temple.

* The author, according to his promise, transmitted to the enquirer, Mr. David Wilson, a copy of 'R. M. Beverley's Letter to His Grace the Archbishop of York on the corrupt state of the church of England,' with other pamphlets by the same author, advocating the measure of church reform. The unprecedented sale of these pamphlets were truly astonishing ; although it may be granted, thousands were bought as a matter of curiosity ; still the same fact speaks volumes in favour of the public wishing to know and correct *real* abuses. Again it will be allowed, that some parts, at least, of this highly respectable and talented author's writings are not incorrect indexes to point to imperfections of importance, scarcely known to the unthinking public till demonstrated by an able and undaunted pen.

ROUTE FROM
THE CITY OF TORONTO TO DUNDAS.

This is the main western road from the metropolis of the province to Dundas, and is familiarly called Dundas Street. The course of this street is a circuit by the western shores of Lake Ontario, and is the only stage-coach route from the city to Hamilton, and Niagara Falls, and the United States; and is upwards of one hundred miles in length, according to the survey; of course it is the longest street in the world. The line of this route leads through an imposing part of Canada, the land being rich and productive, and is, comparatively speaking, remarkably well settled and cultivated; the scenery touching upon the whole route being fine, and occasionally bold and romantic, particularly so at the Sixteen Mile Creek, where there is a peculiar wildness of nature so much admired by all travellers, which is greatly enhanced by the successive views from the high grounds of Lake Ontario.

HURONTARIO.—An Indian village on this route; the community of Indians located here are not very

numerous. However, here are religious and scholastic establishments, conducted by able and experienced ministers and teachers. Hence this tribe of native Indians, the relic of the followers of the brave aboriginal chief Tecumseh, have advantageous offers of education for their rising generation.

DUNDAS.—This is one of the most picturesque towns in North-America, and is situated in the immediate neighbourhood of the head of Lake Ontario. It is a considerable and well built place, and is sited on the brow of a hill, with a river in the adjoining dale. The trade of this improving place is great in extent and variety; and the posting houses are respectable and convenient. From this place there is a daily stage-coach to Hamilton, Niagara Falls, London, and Toronto; from hence also is a canal to Hamilton, a distance of about five miles.

ROUTE FROM TORONTO,
TO HAMILTON AND LONDON.

The first part of this route is by water, hence this is the only proper and convenient route for emigrants with heavy luggage and numerous family. The distance from Toronto to Hamilton is about forty miles, by steam-packet, across the western part of Lake Ontario. Fare, for best cabin, two dollars; for the steerage or deck passenger, one dollar. During the whole of the trip the steamer generally keeps at an agreeable distance from the shore, which increases much the pleasure of the voyage; for the view of the surrounding forest, intersected with extensive tracts of cultivated land, dotted with the usual white showy cottages and villages. Adjoining to these are commodious wharfs, upon which is piled a long range of wood billets, for the convenience of the packets; which is readily put on board while the process of landing and receiving passengers is going forward. Prior to arriving at Hamilton, the steamer will pass through a short but interesting canal, which is cut

through a bank crossing the western part of Lake Ontario, forming a sheet of water called Burlington Bay, which is of great beauty and vast magnitude, being upwards of fifteen thousand acres; and from its depth, and being admirably sheltered from every tempest, it offers a safe harbour of anchorage to an immense fleet.

The rising ground adjoining, and northward of the bay, is termed Burlington Heights, which is a fortified station, that at all times can in an eminent degree command this important anchorage. On these heights, in June, 1813, was fought a desperate battle between the British and American armies. The British attacked the American camp early in the morning, drove them from their ground, took both the generals and a numerous body of prisoners, with several guns. The British engaged in this brilliant affair, only amounted to about seven hundred men; the American army amounted to nearly four thousand. The remainder of the Americans, with their commander, were taken prisoners a few days afterwards; and this was the last act of hostility between these contending parties, previous to the final retreat of the Americans.

HAMILTON.—The wharfs or landing place leading up to this town are situate on the western shore of Burlington Bay. The town is situated about a mile from the place of landing, at the head of Lake Ontario; and is distant from the most important towns of the province as follows: it is forty miles from Toronto; five miles from Dundas; eighty from Niagara Falls; and ninety

from London : the fare, four dollars by the stage coach. On the whole, it is a properly built town ; the streets are wide and straight, and intersected at right angles ; hence the handsome uniformity of the town. This new founded town has all the advantages of divers religious establishments ; the structure of which edifices are of tolerable architecture, as is likewise the court house, which is seated in a large area, and is a showy building. The shops and hotels of Hamilton are highly respectable looking buildings, affording every accommodation to travellers. Here is a post-office establishment, weekly newspapers, and a present population of about two thousand inhabitants. Hamilton is seated in a low situation, although considerably above the waters of Lake Ontario, and is apparently a tolerably wealthy town, allowing its short career ; and is rapidly increasing by a steady influx of newly arrived emigrants. Here is all that stir of activity so essential to the well being of a town of daily augmenting commerce ; the result of its advantageous situation as a *lake-port* of first rank, being fronted by the immense Lake Ontario, and backed in the rear by an extensive district of well inhabited agriculturists. Hence the cause of the fast increasing value of every description of property in this region of the province is easily explained.

The traveller destined for the western parts of Canada will take the stage for London, and will pass through the romantic town of Dundas ; being the first five miles' stage ; where the coach merely stops for the convenience

of passengers and mail. Therefore, after watering the horses and receiving the letter-bags, the coach proceeds to the next important town called Ancaster, which is a considerably large town or settlement of olden times; and is now a place of great trade. This is evident from every thing about the place, more especially from the neatness and commodiousness displayed throughout. The merchants of this town being wealthy and zealous promoters of improvements. Prior to the coach arriving at this posting town, the traveller will be sensible of the roughness of a journey on these Canadian highways, as the road of the whole of this first stage is singularly bad; and where the coachman or proprietor will more than once alight and solicit the passengers to treat themselves with a walk up the steep and ever mountainous part of the road, which will probably be extremely dirty and full of gaping chasms, as already described.

After leaving this place, where the time of delay is short, merely sufficient to allow a change of horses, and to accommodate the passengers, the coach proceeds forward to Brantford, where the traveller for the west will have to remain during the night.

BRANTFORD.—Here the traveller will arrive in the early part of the evening of the first day from Hamilton, and will depart about five o'clock on the following morning for London. From the incredible number of frame buildings which will be observed springing up in every direction in this town, it will be evident to the most

careless observer, that it is wholly a modern settlement. The hotels, the stores, the public and religious establishments of this place, seem to predict its future prosperity and importance. The adjoining woodland country is rapidly becoming settled with British emigrants of industrious habits, the land for the most part being rich and fertile, and differing from any other part of Canada in this, that it is thinly covered with forest trees of low stature. I would advise the traveller, if convenient, to remain a day at this place and take an excursion to view the wildness of the scenery along the serpentine course of the Grand River, which is in the immediate neighbourhood of this town. Likewise, bordering on this settlement, is an extensive colony of native Indians. The Indian village is straggling, being void of the least possible pretence to regularity of civilization—their shantees or log hovels, their small patches of agriculture, or gardens adjoining their huts, have a most wretched appearance; which demonstrates clearly their inattention or disinclination to farming avocations. Few districts in the whole province offer the like advantages with this, to the tourist; whose curiosity will lead him to observe the manners, habits, and peculiarities of this untaught race. Every evening small groups of these natives, of every age and sex, will be seen parading the streets of this place during the summer, selling their wild fruits, and perhaps somewhat the worse for whiskey. This is the last town, on this long route to London, worthy of particular remark.

Immediately after departing from this place, and passing over a large and beautiful wooden bridge of complex construction over the Grand River, the road extends through immense forest wilds; however, there will be intervening considerable patches of reclaimed and cultivated lands; with numerous straggling wooden built villages and shantees, until within the territories of the London district; when the tracts of cultivated land become more expanded, and the better constructed wooden mansions bespeak further advances in farming improvements.

LONDON.—This immature, although important, county town stands delightfully on the north bank of the River Thames, the outlet of which is into Lake St. Clair. This river is not navigable so far into the interior as London, although it is in contemplation to attempt that advantageous object. It is distant, westward of Toronto, upwards of one hundred and thirty miles; ninety from Hamilton, and about fifty from Godrich, another important settlement, north of London and on the shores of Lake Huron.

The tide of emigration has of late years flowed rapidly and unceasingly into this western portion of British America, so much so that old colonists have been led, by exaggerated and reported advantages of settlers, to be so unwise and uncircumspect as to dispose of their well-cultivated establishments, and become emigrants into these wilds, to inhabit the log hovel and again commence the life of a new settler. If I am not

mistaken, a great many of these forest adventurers have woefully regretted having so unadvisedly quitted their former abode, on such unwarrantable expectations of improvement. However, I will acknowledge, the soil of this remote district is, with few exceptions, of the first quality: though thickly clad with an immense forest of hard wood, chiefly including oak, elm, ash, bass, and maple; the pine being a rare tree in this western forest, in particular circuits.

As to the agricultural condition of this settlement, it is not without good and extensive clearances; with innumerable farms, under a state of excellent tillage; and abundantly stocked with cattle of every description, and of the best breed imported from England; and is also very productive in grain, of the best quality and of vast variety.

The town of London is an improving place, although not at the rate so extravagantly and vaguely reported, and believed, by the dissatisfied portion of the settlers in the lower provinces. The present population is upwards, some trifle, of two thousand inhabitants, with numerous stores and hotels of no mean respectability. The approach to this place is very enchanting to the traveller, from the distant view, through an aperture in the forest, of the castellated court-house, which stands on the elevated bank of the River Thames. But the exalted expectations of the traveller are soon undeceived on entering the town, as the buildings are very irregular; with few really respectable looking exteriors.

However, the greatest annoyance to the visitor, is the unsightly appearance of the great number of old and newly-erected and unfinished frame houses, of ruined speculators; in town lots of building ground. A building lot is half an acre, and the purchaser is compelled to erect the frame of a house on the lot, as a qualification to entitle him to receive his deed of purchase from government. The land (or lot, as it is termed) is a gift, with the proviso that the proprietor pay thirty-two dollars for his deed; which is a ruinous high price to commence such speculations, and is the primary cause of so many lots remaining unfinished.

TALBOT SETTLEMENT is an extensive tract of country, a few miles further to the westward of this place, in the centre of which is the residence of the singularly eccentric gentleman, Colonel Talbot, who has been a long resident in this district of Canada, with the greatest advantage to the new and neighbouring settlers. From this gentleman the most accurate information can be readily obtained by proper application. His long residence, and of course practical knowledge of the provincial affairs, entitle his opinions to the grateful attention of the emigrants in search of local information.

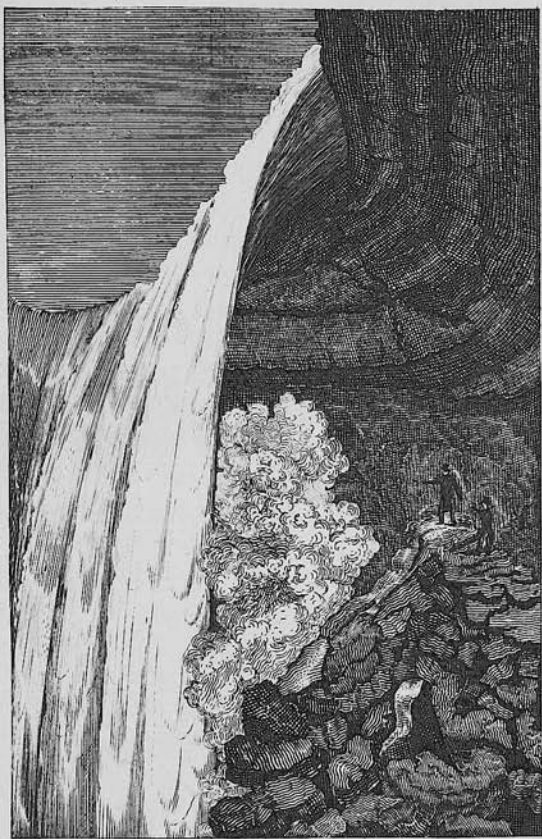
ROUTE FROM TORONTO,
TO THE FALLS OF NIAGARA.

In commencing this the most interesting route of the provinces, the tourist will embark on the beautiful little steam-packet 'Canada,' which leaves the harbour of the city every morning about seven o'clock, for the town of Niagara; and returns to the city, to the same situation, in the evening about the same hour; performing the journey between the city and town of Niagara in about five hours, a distance of forty miles. Fares, best cabin, two dollars; steerage, one dollar. The whole of this trip is across the waters of Lake Ontario, which will afford the traveller an opportunity of finding himself, probably for the first time, out of sight of land while navigating a sheet of fresh water, a voyage of curiosity to an European. Hence during these lake voyages there is no necessity of furnishing the vessels with casks of water, the *well* being over the bulwarks of the steamers, and is moreover the choicest of waters.

THE TOWN OF NIAGARA.—The situation of this place is extremely pleasant and commanding on the high western shore of the River Niagara, at its entrance into Lake Ontario. It is an old founded town, with a numerous population of highly respectable merchants and traders of every kind. The edifices dedicated to religion are fine showy buildings on open sites, forming interesting objects of view to the voyager on Lake Ontario. The chapels belonging to the other part of the religious community, are likewise commodious buildings, whilst the greater part of the private establishments are of corresponding importance. This is a place of considerable trade, particularly in ship building, conducted by an eminently respectable company. At the time of my visit to this place, there was a steam-packet of large dimensions on the stocks, nearly completed; and other ships, equally large, in a state of forwardness. And adjoining the ship yards, in the immediate neighbourhood of the docks, was the building of a foundry, and the foundations of other extensive works. This is a fortified town of much celebrity. In fact, here are two forts, hence the north and south sides of the town are admirably secured. Fort George, the name of one of these forts, has a formidable appearance; the bastions of which are favourably observed from the lake. To the southwest of the town is the race-course, on the western borders of which is a showy range of buildings, the quarters of the officers; and in the immediate neighbourhood are other extensive buildings, to accommodate a numerous

garrison. Adjoining to which are a long line of sheds, for government stores and artillery. This was a place of considerable strength and importance during the last American war, and was the theatre of many interesting and momentous military encounters.

QUEENSTOWN is seven miles to the south-west of the town of Niagara ; or in other words, is exactly midway to the celebrated falls, whither there is a daily stage coach. This place is full of interest, being also the field of important events. This is a very old settled town, and has probably improved as little of late years, or less, than any other town in the whole of this continent. It is situated at the base of a beautiful rising ground called Queenstown Heights. On the summit of which was erected a beautiful monumental column, by the British Government, in 1834, to the memory of the late brave General Brock ; who fell mortally wounded near this spot, while gallantly leading forward his brave followers, (October 12th, 1812,) in one of the most severely contested battles on record ; for the British fought like lions for upwards of eight hours after losing their gallant commander, and need no other eulogium than the fact, that the British loss did not exceed two hundred men, killed, wounded, and missing ; while the American army lost, in killed, wounded, and missing, above two thousand ; and also a thousand, with their commander, surrendered to the victorious British. In this engagement the Indian allies were commanded by their celebrated brave chief and warrior Norton ; whose zeal



NIAGARA, FROM BELOW.

and undaunted gallantry animated his followers to acts of valour which added much to the fortunate issue of the day.

On leaving this place for the celebrated Falls, seven miles further south, the route lies directly past Brock's monument, as it is familiarly termed. This elegant column is one hundred and twenty-six feet in height, and from its elevated site it is four hundred and seventy-six feet above the River Niagara. The coach stops at this place awhile for the accommodation of those travellers who wish to have a hasty view from the top; admittance to which is readily obtained by paying to the porter in attendance, one shilling. A view from this great elevation is of immense extent, and extremely grand; comprising the River Niagara below, dashing with its rapid and winding current into Lake Ontario. The towns of Queenstown, Lewistown, Fort George, and Niagara, are conspicuous objects worthy the attention of the tourist, and the admirer of Nature's most expansive scenery. The most extreme distant view is to the north-east, across the broad surface of Lake Ontario; the whole being surrounded by an immense forest, some of which yet remains pathless and nearly untrodden. Before leaving this handsome pillar, the visitor will learn from the attendant that the mortal remains of the brave General whose name it bears, and his equally brave aid-de-camp, Colonel Mc Donald, were lately deposited therein:—

Brock and Mc Donald, here two heroes sleep
Their death was glorious. Britons, cease to weep.

THE FALLS OF NIAGARA.—Every foreigner who perchance visits this western continent with the least pretensions to intellectual curiosity, will not fail to make an excursion to this formidable and deservedly celebrated natural phenomenon of North America. On the stranger's first view of this wonder-striking scene, he can scarcely believe himself perfectly safe. The beginning of this overwhelming current's rush, may be distinctly observed more than half a mile up the River Niagara, where it is a mile broad, and very deep, and is by experiment calculated to have a fifty feet descent in this half mile. However this part of the river, to an inattentive observer, is apparently passable, and that without peril, which treacherous aspect has been the cause of many melancholy accidents, as the attempt is attended with inevitable destruction, the violence of the current dashing to atoms the boat and men against the innumerable huge masses of granite rock which line the channel of the river, long prior to the possibility of a boat's arriving at the grand crescent or horse-shoe fall. However, there is another singular feature in this river, that prior to the current arriving at the falls it becomes perfectly smooth, as if to all appearance it was preparing itself for the encounter. Hence on viewing the angry rolling stream it is truly grand, by its foaming appearance from being so violently and repeatedly beaten against the rocky channel by the current, which runs at the rate of six miles per hour at the least; and is divided by a little

island called Goat's Island, to the very verge of the awfully perpendicular precipice of nearly two hundred feet, where instantly down pours this immeasurable mass of water, computed at one million tons per hour, in one unbroken current of white foam, into the unfathomed abyss; forming the most noble and sublime cataract in the world. The rolling and bounding of this column of water in the gulph below, causes the very earth to tremble underfoot, accompanied by an incessant roar; which it is asserted has been heard, when the atmosphere was favourable, at the city of Toronto, a distance of about fifty miles across Lake Ontario. At first view of this mighty phenomona the visitor becomes chilled, discouraged, and inactive with awe and consternation. However, these indescribable feelings after awhile subside, and give place to other sensations of a more agreeable nature. After the mind has recovered its wonted energy, which is really requisite to be enabled to calmly gaze on the wonderful working of this foaming gulph, another singular effect of this extraordinary cascade is produced by the immense clouds of tastefully curling spray which are seen at the distance of miles, floating majestically in the atmosphere, tinged with innumerable rainbows of exquisite beauty and grandeur; holding at defiance, as inimitable, the pencil of the artist. The visitor will in all probability have a view from below of this extraordinary scene.

After passing through an adjoining cottage, the stranger will arrive at a spiral stair-case, which may

be descended with safety by the most timid visitor; the view from the stair-case being intentionally interrupted, excepting by an aperture for the accommodation of those visitors who desire a prospect from that station. On arriving at the bottom, the stranger finds himself amongst huge masses of fallen rock, and enveloped in an atmosphere of watery vapours, which will instantly drench his clothes, if not suitably protected by the oil skin dresses of the adjoining cottage. Here the timid and prudent visitor will make a stand; however the more adventurous proceed to a promontory termed Table Rock, and there survey leisurely a scene of unparalleled and fearful grandeur. Others, with an imprudent curiosity, will venture an excursion under the precipice of the excavated rock, over a coarse path of rocky fragments, and behind the tremendous column of falling water, where there is a never-ceasing whirlwind furiously driving the spray into the visitor's face, and producing to the greater number of visitors great oppression in breathing. Others again, more undaunted, and with a rashness scarcely credible, have attempted to explore the awful gulph directly under the magnificent arched sheet of falling water, regardless of its stunning roar. The insatiably curious visitor, who has any liking to have a view of this mighty cataract from the American side of the river, will find a convenient ferry across the River Niagara. However the great mass of visitors will be amply satisfied by the view from the British side, which is the most magnificent and unrivalled.

On the American side the fall is inferior in height, and is repeatedly broken by projecting rocks. There are besides stair-cases, and bridges of the most dangerous and precarious construction, whence a view may be had of this stupendous scene in every position, if required, as hazardous curiosity. In 1827, a large ship was purchased, as a speculation, by the hotels adjoining, and sent over the Grand Crescent or British Fall; and so powerful are strange events to the unreasonably curious, that upwards of thirty thousand spectators were drawn together to witness this reprehensible act of wanton cruelty; other than cruel curiosity it could not be, because there were placed on board the ship before being sent down, bears, buffaloes, racoons, dogs, hogs, geese, &c. However, the rapids partially wrecked the ship in the River Niagara, an advantage which the bears lost no time in consulting about, but instantly took to flight, escaped, and reached the shore in safety. It was otherwise with the rest of their companions on board, for immediately afterwards the ship went over the formidable precipice, and the whole of the animals perished in the abyss below, from which destruction scarcely a fragment of the wreck ever afterwards escaped from out of the unfathomed gulph. This, or a similar experiment, was again repeated two years afterwards, but not with the like happy success, or pecuniary advantages to the speculators; the ship, having taken a wrong course, was nearly completely wrecked in the rapids of the river, and to the great

disappointment of the gazing spectators, who were few compared to the former occasion; she went over the precipice after a few weeks' lodgement in the river, in the night unseen. The individual escapes from being hurried down this tremendous waterfall are many, and would be astonishingly surprising if given in detail. However, there have been repeated instances of persons having been accidentally washed over; and moreover, it is asserted as a fact, that Mr. Morgan, the renowned writer of the masonic secrets in America, was murderously thrown over this awful precipice into the abyss below the watery column, by several of his offended masonic brethren. Neither is there one single instance on record of a survivor over these falls, nay it rarely occurs that the body can be found, the immense column of water preventing their rising from the lower gulph. An insane fellow, known by the misnomer of Sam Patch, was doubtless hired by the hotel keepers, to leap from a ladder ninety-seven feet high into the eddy of the falls, and not actually down the falling column of water, as is generally represented and understood by distant readers; the remains of which ladder or scaffold are yet observable. This mad feat was performed in October, 1829, and on this occasion he unexpectedly escaped with impunity; but afterwards lost his life by leaping a second time from the Genessee Falls, near Rochester, in the United States. The hotels, which conveniently adjoin the Falls, are commodious, and offer superior accommodation to the visitors. In fact, every thing is

extra at this watering place ; hence the prudent traveller will proceed after a convenient sojourn, and not allow idle tales of burning and mineral springs, and rocky caves, to occasion him a useless sacrifice of time and money. In the hotels, registers of the visitors are kept, as also in the cottage where the water-proof dresses are to be had. From these data it is demonstrated, that the annual number of visitors from all parts of the world converging towards this place, to witness the scene, may be stated in round numbers at nearly twenty thousand.

NIAGARA FALLS are fifty-four miles from the city of Toronto, six hundred and thirty-six miles south-west of Quebec, five hundred and fifty miles north-west of New York, by the Erie Canal ; and twenty-two miles north-east of Buffalo. And by its renown is now improving rapidly, in consequence of which a company is formed, whose intentions are to found a city, to be called the City of the Falls, and most probably there will be erected machinery in order to turn to account this immense but now unprofitable water power, which is competent to give power to every mill in England.

LUNDY LANE.—This interesting battle field is about a mile from the Falls, adjacent to Queenstown road. Here was fought another of those severe and sanguinary actions so often recorded in the annals of the war between the British and the Americans. And what is most singular, this arduous and heroic conflict was chiefly fought by moonlight in the evening, between

the hours of six and nine o'clock. The Americans fought nobly, and the British on this occasion fought with their wonted and invincible bravery, so that they compelled the Americans to retreat in disorder to their camp beyond Chippawa, with the loss of upwards of fifteen hundred in killed, wounded, and prisoners. The British loss being trifling, comparatively speaking. And on the following day the Americans thought it most safe to break up their camp and fly, throwing baggage, equipage, provisions, and all their heavy stores into the rapids of the River Niagara.

CHIPPAWA is three miles from the Falls of Niagara, and is the port of embarkation of this the main route, from the upper province of British America to the United States; where travellers will find steam-packets in waiting for the stage-coach from Niagara. Hence there will be a ready daily conveyance across the River Niagara to Black Rock, distance eighteen miles. Here was fought the battle of Chippawa, between the British and American armies; however, this encounter was of little importance, being undecisive; although the Americans had twice the numerical strength of the British. This action was fought twenty days prior to the decisive and well fought battle, which terminated in favour of British valour, on Bridge Water Plains, or Lundy Lane as it is familiarly termed.

ROUTE BY

LIVERPOOL TO NEW YORK,

OR ANY OTHER PART OF NORTH AMERICA.

By this route emigrants will require equal, if not more, care and attention to their stock of provisions for the voyage, than by almost any other route. It is the greatest and most expensive folly imaginable, for emigrants to attempt to shorten their voyage across the Atlantic to America, by transporting themselves and heavy luggage from distant parts to embark by this route. And in particular, this course is mistaken by families from the eastern districts of Yorkshire, and the adjoining parts of Lincolnshire; for the expense of transporting a large family and heavy luggage from this Riding across to Liverpool, would nearly equal the expense of the voyage from Hull to Quebec, or New York. As to this route shortening the voyage so materially, as is generally understood, it is far from being the truth. But men will ever speak as they wish things to be, rather than as they really are; and in this

case, the advantage is more imaginary than real; for the voyage from Liverpool to New York by the merchant ships, generally occupies from five to seven weeks, which is for the most part the mode of conveyance of the greater part of emigrants from that port. However, the case is widely different with emigrants who can afford a greater outlay; to these I would say, sail from Liverpool, in one of the regular liners, as a cabin passenger; where every comfortable accommodation will be found, as far as the nature of the situation will allow. The same procedure should be adopted in returning from America to Liverpool, as far as the cabin passenger is concerned; but for the passenger who finds the expense of the cabin inconvenient, I would have him take the first ship that sails, and from the nearest port in America to which he has resided. Such passengers are often most grossly treated by the authorities on board of these American liners to Liverpool; so much so, that in stormy weather the American negro cooks on board of several of these traders, used the greatest effrontery to the passengers of second-rate respectability, and with impunity; such, for instance, as demanding a shilling per quart for hot water, when the steerage passengers could not have fires themselves from the severe stormy weather. On account of this exorbitant demand, I knew several families, who would not submit to such terms, live on biscuit and water for several days in succession, during a violent storm. The circumstance was reported to the captain, who

winked at the affair, to his dishonour. Even this is trifling compared with some excesses on the part of these American captains, who fancy they have authority to act the tyrant without responsibility; and to such lengths have they gone, as to have commanded all this class of passengers to open their luggage, and shew the mate the contents; he having orders to take all letters out of them; this may suffice without particularizing other mean aggressions. It is generally believed that the captain receives twopence for every letter which he is the bearer from America; and so avaricious are they respecting this paltry twopence, that they will have all of them from the passengers, and honestly if possible; but if not attainable by honest persuasion, they will fiercely rob them, for I have myself known an American captain, who is said to have the best character of any on his station, order his mate to search all luggage, under the pretence of looking for counterband goods; but who took care of all letters which he found in the search; and on some refusing to open their trunks, the captain sent sufficient force, and the carpenter with chisel and mallet, and broke open such boxes, under the pretence of acting according to an order of the American post-office. But the falsity of this assertion was evident; for I ask, what had the American post-office to do with the passengers and their letters, when at the mouth of the St. George's Channel? Or will it be allowed that he had any authority to search for smuggled goods from the customs? Certainly not, for every thing on board is strictly guarded and searched

in Liverpool, immediately after arrival. On the whole, it is an illegal act, and ought to be resisted by future passengers; and if the captain forcibly breaks open luggage, let him be brought to a proper sense of his duty, and made to conform to a law of justice, not of democratic tyranny. However, while on the subject of letters, I say there is trifling, if any, loss to the post-office, by being individually brought over, since they immediately post them; as it cannot be expected that the bearer of some dozen or two of letters from America, can deliver them to their respective owners, in probably as many counties of Europe. However, this is a matter connected with one of more importance, the transmission of small sums of money within letters, a practice very common and foolish; for it not unrarely occurs, that on sorting the several bags of letters, which these mail packets bring over, there will be one or more sovereigns found loose in them; which money had dropped out of some of the letters, but which letter it was totally impossible to say. Probably the captain will pocket such found money; however, the sufferer, on opening his letter, would fancy it had been robbed on its passage, by some member of the post establishment; when the fact was otherwise. Any sum of money may be transmitted to England, through the post, at a trifling cost, and much more safely than in any letter, however carefully wrapped up and sealed.

Now to the route again: as to which I have stated some pecuniary grievances which emigrants from distant parts have to encounter, in sailing from Liverpool, but

which are slight compared with some to be mentioned hereafter, and to which I particularly request my readers' attention. I must once more advise all emigrants, if possible, to sail from the port nearest to their respective residences; and especially it will be the extreme of folly, for any emigrant from the eastern part of Yorkshire, and the adjoining part of Lincolnshire, to embark from any but their neighbouring port of Hull; where ships in numbers, at the proper season, are fitting out for the accommodation of emigrants; and which are equally as safe and good as any merchant ship from the first port in England. The captains, too, as kind and obliging, and the impositions attempted on the emigrant will probably be as few and as trifling as at Liverpool, or any other port in the kingdom. And another cause of annoyance, not to be complained of in embarking at Hull, is, that scarcely a ship leaves Liverpool for North America with emigrants during the whole year, without having one half at least of the passengers of the lowest class of Irish emigrants, who of course will be very obnoxious to any emigrant who may have the least pretence to respectability; for the Irish passengers of this grade are probably quarrelsome and dirty in the extreme. In addition to this inconvenience, the remaining portion of the passengers will be chiefly composed of English, Scotch, Welsh, Dutch, and the crew mostly of American sailors.

Thus the ships are often freighted with a heterogeneous body of emigrants, whose habits and manners are very

dissimilar; and this alone gives rise to differences in opinion, and serious misunderstandings are the result during the whole of the passage. Nor can these disputes be at all times avoided or prevented by the captain, however vigilant and determined he may be to enforce order and regularity during the voyage.

The fare to America, from any of the British ports, for steerage passengers, varies continually from unforeseen circumstances of competition. However, generally speaking in round numbers, the fare from Liverpool to New York, is as follows:—the best cabin, in a regular line of packet ship, is about thirty pounds, which ensures the best accommodation and superior entertainment. Second cabin, about five pounds; and steerage, about three pounds ten shillings. The passengers in the second cabin and the steerage, having to find themselves during the voyage with every thing excepting fire, water, and berth. These packets may be said to make the voyage to New York in about one month, and will make the passage in return to Liverpool, in about three weeks on an average, during the whole year. In merchant ships from Liverpool to New York, the best cabin fare varies from twelve to twenty pounds, and the steerage fare is about three pounds ten shillings. The time occupied by these merchant ships, is about one half more, both on the outward and homeward passage, than by the swift sailing regular packets. However, these stated charges very often vary considerably, as I have already stated, and more particularly in

the merchant ships, for there have been instances known, during the heat of emigration, of those ships taking the poorer class of Irish emigrants so low as ten shillings per head. Of course, such a crew must submit to be regularly stowed nearly to suffocation ; which procedure would be every thing but agreeable and comfortable, to the least respectable family of British emigrants.

Whilst again treating of embarkation, I beg further to caution the emigrant against the designs of a certain class of gentlemen, called familiarly passenger brokers, who haunt the docks of several of the first rate sea-ports in England ; for it is an astonishing fact, that the greatest and last imposition dealt on the unwary emigrant, prior to their leaving their native country, generally proceed from some of this gang of impostors, whose trade is conducted somewhat in the following manner. Each establishment maintains a numerous gang of spies or lookers-out, who by habit instantly detect a stranger in the dock-yards, and from a habit of cunning they very scientifically enquire his business ; and immediately on ascertaining the fact of his intended emigration, they kindly offer their gratuitous advice. They suggest the propriety of looking out for a ship, and tender their services : observing, as they point out a vessel, “ that’s the ship for you, a beauty, a good new one, a fast sailer, and troth, by the long Harry ! if you will believe me, your honour, the captain of her is the nicest fellow that ever walked the quarter-deck.” Truly it is the ship for the Irish spy’s advantage, for he no sooner finds the stranger on

board, than his business is done; the stranger being henceforward further manœuvred by the broker himself, who takes care to be readily in attendance, and who boasts again of the ship; offering at the same time (as if disinterested) to persuade the captain to lower the fare to the party in particular, providing they will keep it a secret, with another clause to the effect, that you allow this disinterested dissimulator, who keeps or is connected with a store, to furnish your stock of provisions and stores for the voyage. By such arts the poor unsuspecting stranger is soothed into compliance, and pays immediately the greater part, at least, of his passage money; and on the very moment nearly of sailing, his stores are brought on board, which they know cannot conveniently then be examined by the emigrant, an advantage which is made the most of to deceive him. He also discovers, too late, being far on the Atlantic Ocean, the extent of the imposition, both in the quality, quantity, and exorbitant charge compared with similar purchases from private and more honest establishments. The general practice of these passenger brokers, is to charter the ship with steerage passengers, or to have a per centage or head money; hence their advantage of crowding the ship to suffocation with emigrants of all nations and descriptions. There is one great advantage which Liverpool possesses, over every other port in the kingdom, of having a regular and almost a daily opportunity of embarkation to the American continent, either by the regular packets which sail every few days, or by

a merchant ship. Hence the advantage to the man of business, and the equally favourable opportunity to the man who dreads apprehension, or the more desperate individual who may have forfeited his liberty or life to the laws of his country.

On leaving Liverpool, if the wind be tolerably good, the ship will soon be out into the ocean. The first land observed on this route, if no untoward event occur, is Long Island, and Sandy Hook, a point of barren sand, at the mouth of the river leading up to New York. However, this is not always the case, for in stormy weather a different course is often taken, which was the case when I crossed the Atlantic during stormy weather, which drove us towards the Western Isles, so near that we had a most interesting view of them. The only temperate day during the whole voyage, was passed in sight of these islands; in fact, it was a total calm, and the surface of the mighty Atlantic without a ripple and as smooth as the surface of a mirror; this favourable change produced an exhilarating effect upon every one on board, and conversation became universal, and turned on various subjects; particularly on the then expected war between the United States of America and France; the debate was growing warm, when suddenly a ship hove in sight with a gentle breeze, and made toward us, with her colours hoisted; which the captain (an American) with his glass descried and hesitatingly pronounced to be French. The effect on the whole crew of American sailors was such, that they

scarcely knew what they did, and asked advice of their shipmates, who equally needed advice themselves. However, their feelings were still more agitated, on beholding the ship lower a boat, which at first appeared like a black log on the water. However it was immediately manned, and made all haste towards us. Every eye was now directed to this attractive point; and every mind was filled with apprehensions of the direful consequences, whilst the boat kept beating her course towards us. On her coming along side, (the rope ladder being lowered,) a brave looking officer, tall and of noble exterior, was immediately on our deck, followed by two equally brave looking men. The general impression seemed to be, that all was over with us. However, it appeared this gentleman was the captain of a Spanish merchant ship, bound for the north of Europe, and who had lost his reckoning. Fortunately, an English sailor on board our ship, who had been in Spain, could speak the language, and acted interpreter on this occasion. After awhile the required information was given, when he departed thankfully; and in his boat on the yet smooth ocean was soon on board his own ship, at some miles distance. Whilst we were joking on this singular coincidence, a breeze sprang up from the westward, and we soon lost sight of our Spanish companion. But on the morrow, while the wind was blowing very fresh, a fine large ship hove in sight, likewise making her way towards us; and on nearing us they hoisted colours which proclaimed her to be an English merchant ship; and on her passing within cannon-shot across our bows,

murmurs of dissatisfaction were heard throughout our ship amongst all the passengers, on seeing our captain perversely refuse to hoist his colours to a ship so vastly our superior in every respect. This was deemed a direct insult to the ship, to the country to which it belonged, and to our passengers themselves, the greater part of whom were British. Indeed, there was every appearance of open rupture amongst us : and such was the height of party spirit amongst those who had probably for ever left their native land, (although on this occasion they showed they had not lost their love for the country of their forefathers,) that cheerful unanimity never again reigned during the remaining part of the voyage.

At length, after a seven weeks' voyage, we saw the much-talked-of Sandy Hook, as already mentioned, at the mouth of the river leading up to New York ; on both sides of which are some fortifications on a commanding position, though apparently of no very formidable construction. On the right of the river is Long Island, and directly opposite are the shores of the island of New Jersey and its fortifications to the water edge.

On progressing towards the city of New York, the beautiful sloping shore of Staten Island will be passed. The public buildings, with their pillared fronts on the rising ground, and the numerous white cottages on the brow of the hill as it were peeping out of the rich foliage by which they are embowered, give this part of the river a highly interesting appearance. Opposite this part of the shore, on a little artificial island, is the

Quarantine Station. On this island, under a shed, the whole of the steerage passengers will have their luggage inspected by proper officers; prior to which the whole of the linen on board of the ship must be washed, and the whole of the ship's crew and passengers examined by medical and other officers of the revenue. Immediately after the examination of the luggage on the small artificial island, a small barge provided for the purpose, will take the passengers and luggage and land them on the wharf at New York, there to pursue their own avocations. The cabin passengers' luggage will not be examined until the ship arrives at her proper station in the harbour of New York.

The city of NEW YORK stands on a small island called Manhattan Island, which somewhat resembles a triangle in form, and is surrounded by the waters of the east and north rivers. It is $40^{\circ} 43'$ north latitude, $74^{\circ} 5'$ west longitude, with a population of two hundred and three thousand. It is distant ninety-eight miles north-east from Philadelphia; two hundred and twenty-seven north-east of Washington; two hundred and twenty south-west of Boston; three hundred and eighty-six south of Montreal; five hundred and sixty-six south-west of Quebec; seven hundred and ninety south-east of Toronto, by the Montreal route; five hundred and fifty-two from Toronto, by the route of Erie Canal and the Falls of Niagara; and for the satisfaction of the curious, it may further be stated that New York is about three thousand miles from Liverpool.

This is the city of independence, in which Liberty ostentatiously displays her cap. In every prominent situation in the city are erected immense high poles, on the top of which is fixed a splendid gilt cap. These are worshipped by the mob as their Gods of Liberty. Here equality of rights is the universal profession. Here the political speculator, and the moral philosopher, may indulge in all the chimeras of modern theory. The liberty here exercised, is that of the most uncivilized; which they enjoy in defiance of an excellent code of laws, but which the magistracy have not always the power to enforce. That equality of rights with those of higher rank and greater refinement, which the mob so loudly claim, they as strenuously deny to the ill-fated negro population; who in their turn assume an importance which is never seen in British America, where they are peaceable, useful, and respectable British subjects. It is surprising the number of coloured inhabitants resident in the city of New York, and the unkind treatment which they have occasionally received from the mob is almost incredible. However, I will allow they often shew a similar ostentation, by parading the streets in small groups, occupying nearly the whole of the pathway, to the great annoyance of the other citizens. I remember having once witnessed a case which well illustrates this matter. Having once, in company with another party, hired a stage to drive about thirty miles, when a few miles from the city, a man of colour called to the driver to stop; and instantly we found the black

inside the coach. However it so happened, that two of the party were slave-owners in the southern states of the union ; who, in accordance with the wish of a lady, requested the man of colour to turn out, as we had hired the stage. He refused ; he would pay his proportion of the fare, he said. However, in spite of this proposal, out they would have him ; and out he was turned. He shewed unmeasurable rage ; and I doubt not, had any of the party been foolish enough to have stepped out of the coach to him, murder would have been committed. The gentlemen who were slave-owners declared on their part, had they had *blackey* in the south, where coloured men are slaves, he would not have lived ten minutes ; for they would have had him hanged immediately for the insult.

The visit to a chapel or a school of free blacks, is a very interesting and indescribable sight to an European ; and in a part of the service where their eyes are nearly wholly inverted, has a most singular and lasting effect on the feelings of the visitor. However, it is wise to avoid visiting such places as matters of curiosity, particularly in certain parts of the United States ; for even in New York, the sight of an European in company with a free black in public, is considered the greatest insult given to the liberty lovers ; and has several times been the chief cause of serious riots, and the destruction of public and private property to a great amount.

The city of PHILADELPHIA * is likewise thronged with

* It never was the intention of the author to enlarge his volume, already exceeding his original intentions, with remarks either on this city, or on any part of the southern states ; for this reason, that

coloured people; however they are always well protected by the Society of Friends, who form a numerous proportion of the inhabitants of this city. Here are several establishments for the free blacks. In one of the schools, I understood, was an African Prince, who had come over for the purpose of being educated. Philadelphia is, in truth, the coloured man's home; and is, without exception, the most peaceable and best governed city in the whole of the United States. And is further, the neatest built city in the western world. In short, it is an elegant and splendid city of architectural beauties.

The appearance of the city of New York to the stranger is very pleasing, the streets being spacious, the houses handsome, and some of the public parade grounds laid out with judgment, although far inferior to similar grounds in England; on account of the beauties of the holly, laurel, bay, and similar evergreens being wanting, the American climate being unfriendly to their growth.

scarcely a family of emigrants ever takes this route in search of a location: it being chiefly settled by four millions of ill-fated negroes, under the most servile yoke of slavery. However, I am fully assured, that the friends of immediate and unqualified emancipation, would find their ardour somewhat allayed after a short sojourn in the neighbourhood of the estates under the cultivation of the slaves, where their manners and habits give an unfavourable impression; and their peculiar hatred to their best and kindest employers is singularly conspicuous. As to describing the beauties of the whole of the chief cities and towns in those states, it is quite impossible in a work of such pretensions; and further, it would really be useless to the emigrant in particular, tending to swell the volume in size and expense. Indeed, a brief description of the architectural beauties of the city of Philadelphia alone, would be amply sufficient

The place of landing at the wharf, is called White Hall Slip, which is at the southern end of the Main Street called Broadway, which bisects the city, and is adjoining the castle garden battery, and its public promenade ground. On advancing about a mile up Broadway, in the north-west direction, we perceive an inviting plot of ground of about six acres, on the east side of Broadway, called the park, where all the gaiety of the

to fill a volume; as for instance, the white marble-built public edifices, and the equally extensive piles of private buildings, composed chiefly of the same elegant and showy marble stone; particularly that long range, built by the bounty of a late wealthy banker of the city, the rents of which are appointed to be annually applied to charitable purposes. I must also particularly notice the exchange, as a splendid structure: and the extensive water-works, on the whole, present a scene nearly indescribable. However, the most extraordinary and interesting work of art, was the 'Pennsylvania,' a line of battle ship, which was built during the last war, but which still remains in an unfinished state on the stocks at the navy yard, at Philadelphia, under the shelter of an immense shed, which cost nearly ten thousand pounds building. This ship is one of the most stupendous fabrics ever destined to navigate the ocean; her length on the deck is seventy-five yards, and her breadth about thirty yards. She is large enough to carry a crew of two thousand men, and is of three thousand tons burden. She is designed to carry one hundred and forty guns, each to be thirty-two pounders, so that at every broadside she fires, there will be discharged a ton of cannon balls, and she will draw nearly thirty feet of water. One of her anchors, which is to be seen in the ship yard, and which, like the ship, is the largest in the world, weighs somewhat more than five tons. She is supplied with iron water tanks, each to hold two hundred gallons. However, she is far from being completed, and there are well grounded fears of her foundering during the launch, if ever indeed it should be attempted. As an object of curiosity, the 'Pennsylvania' is sufficiently notorious, for at the time of the author's visit (October 6th, 1835,) there were crowds of visitors parading her stupendous decks.

city is concentrated; and where the young, gay, and unthinking fashionables parade in crowds, during favourable weather, for it is appropriately laid out as a parade ground; the walks are embowered with numerous fine trees, and the whole enclosed with neat iron railing. In the centre of this park stands the city hall, which is a handsome white marble edifice, fronted with columns and a noble flight of steps. And on the top is a cupola and clock, having rather a singular appearance from the large bell being fixed conspicuously on the out side of the cupola. To the east of the city hall, and nearly adjoining, is the register-office, which is likewise a fine piece of architecture. On the west of the city hall, and likewise within the park, stands enveloped in a mass of trees, a dirty, miserable looking building, called the Bridewell. On visiting this prison, I found as an inmate the well known gentleman, Ex-Sheriff Parkins, of London, who had been infamously robbed, and by writing too warmly on the subject in unmeasured language, was persecuted and imprisoned on the twenty-fourth of April, 1833, under the preposterous and false allegation of slandering a notorious vagabond.

After again leaving the bridewell and taking another survey, it will be found upon the whole that this is the most interesting place in the city. Another public building is the exchange, which is situate in Wall Street, and built likewise of white marble. It is fronted with noble columns, each being of a single

block of white marble. On the top of this edifice is the telegraph. The post-office is a part of this building. The places of amusement consist of several theatres, of respectable interior and dimensions; some equally respectable museums, which are daily open; and innumerable gardens for musical entertainment every evening. There is also no lack of gaming-houses, which may be found in all of the more public streets, and of every grade and description. The buildings dedicated to religion are also numerous and respectable, although as architectural structures, they are very inferior to similar religious edifices in Europe. There are places of assembly for atheists, and they have their regular Sunday meetings, to ridicule the bible, which they do by loud and repeated cheers, accompanied by music and other similar insane movements. Admittance to these meetings may be obtained for sixpence.

The trade of this city is very extensive, to almost all parts of the world. The chief mercantile establishments are situated in Wall Street, which is the centre point of business of the city. Here the press flourishes so much, that it has not its rival in the world, for daily and weekly publications. In fact, the city is literally inundated with newspapers; crowds of boys are seen standing in almost every street corner and public place, loaded with newspapers of every size and description. The respectable papers are very large, and are well and ably conducted, although there is no town or city in the world where editors are so much under the surveillance

of the mob. Instances are but too common of editors having severely suffered mob and Lynch-law punishment. Nay, these mob law abettors and supporters have assailed the editor for his political opinions at noonday, with the dirk of the assassin.

The frequency of fires in this city, is a source of great and justifiable alarm to a stranger; as it stands unparalleled for acts of incendiarism. Every night, for years nearly in succession, is there one or more fires; hence the average number of fires in this city is about four hundred per annum; which wilful acts destroy property to an immense amount, and a serious sacrifice of lives. It is evident that there is not sufficient vigilance used in scrutinizing the origin of these numerous fires: neither is the law strictly and severely enforced when the agents have been detected, as an example. However, of the vigilance of the fire-men, there can be no complaint; for the engines, when required, are instantly in attendance, and are very numerous and beautiful; though I believe their plan of procedure is ill calculated to ensure success; it is evident they need a conductor. Every night of my stay in New York, on two occasions, there was one or more fires; and on one occasion I remember expressing my astonishment at the numerous fire engines in attendance, when I was informed they exceeded forty, and all without adequate effect. Since writing the above, a most melancholy and ruinous fire has nearly laid the whole of this city in a mass of ruins, at least fifty acres of ground have been cleared of its

superincumbent buildings, including nearly all the mercantile establishments in Wall Street. The exchange, post-office, and several religious edifices. In short, such a conflagration was never seen since the burning of Moscow : and what renders the disaster more melancholy is, that there is every reason to conclude incendiarism had a great share in the work of destruction ; for the city is charged to repletion with every lawless pest of society, from almost every nation and language on the earth.

ROUTE FROM NEW YORK TO ALBANY.

Emigrants whose intention it may be to proceed direct to British America, or the western states of America; and to whom remaining a few days in New York would be inconvenient, must immediately after landing engage a porter, of whom there are numbers in attendance at the wharfs, to take charge of the luggage; and to shew the way to the several stations of the Albany steam-packets. These are on the west of the city, at the bottom of Cortland, Fulton, and Barclay Streets. But on no account whatever must the stranger leave his luggage to the sole care of the carter or porter, for fear of being punished by loosing sight of it for ever. Observe, always have an agreement prior to allowing anything to be removed, otherwise you will be liable to be grossly imposed on; because as they will probably never see you again, they are less careful of giving offence. Nay, it is even advisable, if possibly you can avoid it, never to ask a question twice over; supposing you understood it not the first time; for most assuredly you will receive an abusive reply. And to save time and serious incon-

venience, I think it might be recommended as advisable, that every stranger should, on entering any place of resort, immediately declare publicly his name, from whence he comes, and that he proposes returning to his own country, or otherwise his intentions. For such are the general questions with which strangers are harassed by the vagabond loungers of the middle and lower orders. The traveller or tourist with more adequate opportunities and means, will probably spend a few days in New York, and be highly gratified with many interesting objects worthy of his attention. However, this delay would be mere idle curiosity in the emigrant of limited means, and perhaps with a numerous family, and should be decidedly avoided.

The steam-packets from the above stations start every morning to Albany, about seven o'clock; and perform the journey within the day; the distance being one hundred and forty-five miles. The scenery on both sides of this noble river, during the whole trip, is highly interesting; and fortunately for the traveller, there is generally during the summer very great and spirited opposition on this the River Hudson; whereby the fare is considerably lowered, otherwise it would be exorbitant, as it will often be found travelling where there is no such opposition. The best cabin fare from New York to the city of Albany by the steam-packets, is three dollars; but in the time of spirited opposition, the fare is often reduced to one dollar. The steerage fare is often reduced by the same cause, from one and a

half dollar, to half a dollar only. For the carriage of luggage, the general practice is to allow each passenger one hundred pounds weight; and for every hundred pounds above that weight, the charge is sixpence, New York currency.

The medium of exchange current in New York state, consists of gold coins called eagles, half eagles, &c. of the value of five pounds; and as low as ten shillings, if I am not misinformed. That such coin is in existence is certain, but that it is not in circulation, may be truly asserted; therefore when seen it is by favour of a friend, as a curiosity. The paper money consists of dollar bills, of two dollars and upwards. Formerly bills of a few cents value were in circulation; however they have been withdrawn from circulation, as have all below two dollars, by the legislature this last year, 1835. The silver coin consists of dollars, half-dollars, quarter-dollars, five and ten cent pieces.

The value of exchange will be readily understood from the following brief account. On arriving at New York, and presenting a British sovereign at any of the exchange offices, the stranger will receive four dollars and eighty cents, or four dollars and eighty-four cents, according to the value of gold at the time; each dollar being one hundred cents. Thus it is evident, in the United States, a sovereign is worth four hundred and eighty cents at least, which is exactly double the number of pence in a British sovereign in England. Hence it is easily understood that in round numbers a cent equals the value of a

British halfpenny ; although cents are familiarly termed pennies in the States of America. Half cents have been coined, but like the gold coins, have never yet thoroughly come into circulation. And further, each dollar is equivalent to eight shillings, New York currency : hence the half-dollar is termed a four-shilling piece, and the quarter-dollar the two-shilling piece, currency. Whereas in British America, five shillings is the value of a dollar. Thus seven pence halfpenny, in Canada, equals in value, and is familiarly termed, a New York shilling.

Subsequent to writing the above, the Provincial Parliament of Upper Canada have, with great wisdom, amended the laws on currency ; thereby preventing, at least, the wholesale measures of spoliation being committed in future on British coins, by the adjacent States of America.

“ Extracts from an act (passed 20th of April, 1836,) to repeal and amend certain acts of this province, in relation to the gold and silver coins made current by law, and to make further provision respecting the rates at which certain gold and silver coins shall pass current in this province.

“ And be it further enacted, by the authority aforesaid, that from and after the passing of this act, the gold and silver coins hereinafter mentioned shall pass current, and be deemed a legal tender in payment of all debts and demands whatsoever in this province, at the weights and rates following, that is to say :—

OF GOLD COINS.

The **BRITISH GUINEA**, weighing five pennyweights nine and a half grains, troy, at one pound five shillings and sixpence.

The **BRITISH SOVEREIGN**, weighing five pennyweights three and a half grains, troy, at twenty-four shillings and fourpence.

The **Eagle**, of the United States of America, coined before the first day of July, 1834, weighing eleven pennyweights six grains, troy, at fifty-three shillings and fourpence.

The Eagle of the United States of America, coined since the first day of July, 1834, weighing ten pennyweights eighteen grains, troy, at fifty shillings.

AND OF SILVER COINS.

The British Crown, at six shillings.

The British Half-Crown, at three shillings.

The British Shilling, at one shilling and threepence.

The British Sixpence, at sevenpence halfpenny.

The Spanish-Milled Dollar, at five shillings, equal to four shillings and sixpence sterling money of Great-Britain.

The Dollar of the United States of America, at five shillings.

The Mexican Dollar, coined in the years 1831, 1832, and 1833, at five shillings.

And all the higher and lower denominations of the said gold and silver coins shall also pass current, and be deemed a legal tender in payment of all debts and demands whatsoever in this province, in the same proportions respectively."

After the above explanation of the current coins of the United States, I shall return to the route.

On embarking and the steamer moving off from the wharf, the stranger will observe on the west shore of the river, 'Jersey City,' which is merely a straggling lot of houses studding the bank; together with an antique wind-mill, which is certainly a great curiosity in America. On the same shore, somewhat more to the north, is the village of Hoboken. On the eastern shore will be left the crowded piles of buildings and the lofty receding spires of the numerous churches of New York, which combined form a very interesting field of observation, as the steam-packet glides up the Hudson. After awhile the attention will be attracted by the

‘Palisadoes,’ a basaltic rock precipice extending twenty miles along the west-side of the river, varying from fifteen feet to above five hundred in height; and appearing in several places to overhang the river considerably. The rock is column-like to a considerable extent, somewhat resembling the celebrated basaltic rocks in the county of Antrim, Ireland, known as the ‘Giant’s Causeway.’ After a further advance up the river, will be noticed on the east bank, the United States Asylum, and the ruins of several old forts. On again advancing we arrive within sight of the celebrated Tarry Town, situated twenty-five miles north from New York, and on the east shore. Here it was that the unfortunate Major André was intercepted on his return to the British army, on the twenty-third of September, 1780, after having had an interview with the treacherous General Arnold, who was the commanding officer of the important west point fortress. The faithful American centinel, who stopped and searched Major André, found in his boots divers papers containing exact returns of the strength of the fortress, and the proposals of surrendering the whole to the British. Thus all doubts as to the nature of Major André’s communication instantly vanished. As soon as it was known that Major André was seized, General Arnold immediately fled to the British ships of war then in the river, and thereby secured his own safety. However, it was otherwise with the unfortunate André. Although every possible exertion was made by the British commanding officer to save the life of Major André, all availed

nothing, for this gallant and accomplished young officer was condemned and executed on the second of October. He dreaded the ignominy of the gallows, as disgraceful to the feelings of a man of honour and a soldier; but General Washington thought it was customary and consistent that this form of punishment should be inflicted in all similar cases, and he suffered accordingly. He met his fate undauntedly; he died heroically, like a soldier. The place where he forfeited his life, near the village of Tappan, is about two miles nearer on the west bank of the river. Here it was that the interview between the two officers took place, and where his remains were interred for several years; till by order of the British Consul at New York, they were disinterred, placed in an elegant coffin and sent to England, to be laid in a tomb more honourable and worthy of so true but unfortunate a British hero.

About thirty miles up the river on the east bank, stands conspicuously the state prison of New York, called 'Singsing Prison.' It is a noble quadrangular edifice of hewn stone, and is wholly the work of the convicts themselves. The system of general discipline of this prison is solitary confinement.

Stoney Point is a few miles further north, and was a place of important military operations during the revolutionary war. Here is a singular constructed lighthouse, on a rocky promontory; which with other features of wildness, gives this part of the river an interesting appearance. Here the course of the river

forms an obtuse angle, caused by the projection of a mountain of about twelve hundred feet in height, on the east side. This mountain is supposed, by fanciful observers, to present the profile of St. Anthony's face. Hence it is called 'St. Anthony's Nose.'

In this immediate neighbourhood, and on the opposite shore, are several sites of fortifications. Here the British, under the command of General Clinton, during the American war, after a desperate encounter, compelled the enemy to surrender. Upon the whole, the scenery in this neighbourhood is particularly bluff, romantic, and interesting.

The next place worthy of remark on this route, is West Point Battery, which is now a military establishment for the education of youth for the army. It is beautifully seated on a promontory, on the west side of the river, fifty miles from New York. Here the sons of officers are educated in military science; and the sons of revolutionary officers are particularly preferred when vacancies occur. This is the garrison which the treacherous General Arnold proposed to surrender into the hands of the British army; the failure of which design caused the premature death of Major André. The celebrated 'Newburgh Letters' were written from a village of that name, about ten miles north of West Point, by General Washington.

The celebrated Catskill Mountains will now become interesting objects. These immense mountains are above three thousand feet above the river, and about ten miles

from its banks. It is really astonishing to observe the immense masses of vapour forcing their way out of the dense forest on the brow of these tremendous mountains, every morning when the sun sheds its radiance upon them.

Some ten miles beyond this, the steamer will again stop to land and take in passengers at the city of Hudson, which is twenty-eight miles south of Albany, and one hundred and seventeen north of New York. The city of Hudson is advantageously situated on the east side of the river, on considerably elevated ground; and is a place of extensive trade, as ships of large burden can navigate this north river thus far in safety. It is a port which annually sends out several ships to the northern fisheries. The shops and hotels are neat, commodious, and respectable; and the population, according to the last census, was somewhat above five thousand.

Directly opposite to this city, is the beautiful picturesque village of Athens; the whole shore being dotted with neat snow white wood cottages; with good wharfs for landing and taking in passengers, and connected with which there is a regular ferry.

After leaving this station, the river soon becomes very narrow, and of most difficult navigation for some considerable distance prior to arriving at Albany; which will be in about four hours after leaving this place.

THE CITY OF ALBANY is situated on the west bank of the north or Hudson River. Is one hundred and

forty-five miles north of New York ; two hundred and forty-one south of Montreal ; and four hundred and twenty-one of Quebec ; one hundred and sixty-five west of Boston ; three hundred and sixty-two east of Buffalo ; and about four hundred from the city of Toronto. According to the last census, there were nearly thirty thousand inhabitants. Albany is the political metropolis of the State of New York, and is worthy of the appellation ; for the public buildings are noble edifices, particularly the state house, which stands delightfully in the public square on a well chosen site, from which there is a gentle declivity down Main Street to the river, and which gives a fine prospect to the observer. The city hall is a fine white marble structure, which adds greatly to the ornamental part of the city. On the whole, a distant view of this city from any quarter is rich, but particularly from the river side, from whence the noble gilt and tinned domes of two of the public buildings appear splendid in the extreme. The effect is much heightened by the rich gold colour of the one, being contrasted with the silver white of the other. At this place the navigation of the north river terminates, for ships of large burden ; and for small craft a few miles beyond. The wharfs are extensive on the west side of the river, which is crossed by large wooden bridges ; and the trade and importance of this place is extensive, the neighbouring country being well cultivated, and inhabited by an industrious population. Here commences the Erie Canal, which terminates at

Buffalo ; thus linking Lake Erie with the River Hudson, a distance of three hundred and sixty-two miles. Hence it is the longest canal in the United States. This canal is the most direct route for Upper Canada and the Falls of Niagara ; therefore the emigrant or traveller who finds it most convenient to proceed thither, must engage a porter or hotel footman ; with which class of men Albany wharfs are more amply stocked than even New York. This porter will take the luggage and show the way to either the canal boats, the coach or railway station. The traveller with light luggage and small family, had better proceed from Albany by the sixteen miles' railroad to Schenectady, to meet the canal boats there ; which procedure will save much time, although little if anything in expense. To the emigrants destined for Upper Canada, with heavy luggage and a numerous family, I would say immediately after landing, proceed to the boats of the Erie Canal station ; where he will find a numerous collection of canal line boats, for there is great opposition during the season of navigation ; and it is highly proper that the emigrant with his numerous family should make an agreement, (which may be done to great advantage, by an active individual) and the uniting of several families to travel by the canal boats to Oswego, a distance of about two hundred miles. For, on arriving at Syracuse, the settler destined for Upper Canada must leave this Erie Canal, and take to the Oswego Canal, which will conduct him to the shores of Lake Ontario.

The boats on the Erie Canal are neat and commodious, as far as circumstances will allow; and are dragged by a pair of horses, which are changed every eight or nine miles. The rate of travelling is about six miles per hour, day and night. The packet boat is dragged by three horses, and at a much quicker rate than one of the common line boats, and is the most advisable mode of conveyance for the traveller, with light incumbrance and luggage, for the fare is but a trifle more than by the common tow-boats, which are repeatedly delayed on the route by landing and taking passengers and goods.

The trade on this canal, as might be imagined, is immense; for there are some hundreds of boats on it daily, and some thousands of horses are employed in dragging them. As to the horses, they are generally inferior cattle; and the lads who drive are hired for the season, which commences in the latter part of the month of May, and terminates in November. After which these canals have, if I am not misinformed, their waters let out during the winter, for fear of the injurious effects of frost. The wages of these drivers, who are for the most part stout lads, are very high; yet they are without exception, a gang of the greatest blackguards in language and manners of any in the world. They excel any gang that the most populous town or city in Europe could furnish, for almost every word is an oath. I well remember, when within a few miles of Buffalo, one of these driver rascals was swearing and abusing his horses as

usual; when suddenly, as if intending to retaliate, the horse threw him across a huge log which was accidentally laid near the tow-path; he was seriously injured, and probably it would finish his career. However, this is not the only source of accidents which happen on this canal, for they are often occurring from indiscretion on the part of the emigrants themselves. For instance, as there are numerous stores along the banks of the canal, scarcely above four miles apart, and all of them retailers of spirituous liquors, there is much temptation to indulgence, and freely they give way to it, till often unable again to walk on board the boat; and they not unfrequently fall into the canal, or otherwise forfeit their lives. Another cause of accidents, and which demand the strictest attention of the traveller by this canal route, is the frequency of wooden bridges, which cross the canal every few miles. These are so low that the smallest trunk can hardly remain safe on the top of the boat: whilst to the stranger who occasionally stands upon the top of the boat to survey the surrounding country, accidents of a very disastrous nature have often occurred. That of being knocked off into the canal is one of daily occurrence, and is thought a trifle. Another danger on this canal arises from inattention on the part of the officers of the boat. I allude to the careless manner in which the boat is managed at the numerous locks. In passing through a lock of eight or ten feet rise, the water is allowed to pour down in a frightful current. Whilst passing 'Fort Plain Locks,'

on this canal, by the careless and highly censurable conduct of our captain, the cabin was flooded with water, which did great damage to several of the passengers' packages, and had nearly sunk the boat. However, there are still more dangerous accidents occur from the opposite element ; for one of the boats unfortunately took fire, burnt to the water edge ; and what was the most melancholy part of this sad affair was, the boats being loaded with British emigrants, all with numerous families, who lost every thing but the clothes on their backs at the time of escaping. Thus, through the carelessness of the captain, they were brought into greater sorrow, poverty, and wretchedness in a foreign country, than they were in prior to leaving home. If I am informed correctly, this disastrous event might probably have been avoided, for the passengers had complained to the captain for several hours of the smell of fire, when he laughed and treated them as unworthy of notice ; at last their urgent and repeated complaints compelled the captain, prior to retiring to their berths, to open the hatches and examine ; when, on admitting the air, the whole boat was instantly enveloped in a blaze, and all was destroyed. The cause of the fire was not known, except it was the breakage of a bottle of drugs in a parcel ; this, at least, was the captain's explanation.

The fare of a steerage passenger by these boats, who finds himself with provisions, from Albany to Oswego, is three dollars ; and when opposition is great, it will be often reduced to two dollars, or even less ; and fifty

pounds of luggage is allowed to be taken by every passenger gratis. For the cabin fare, see the bottom of the regulation table.

In the cabin of these boats, will be found these rules and orders, hung up in a frame.

Passage to be paid immediately after the boat leaves port.

Passengers are not permitted to lie down on the berths, lockers, or settees, with boots or shoes on.

Passengers are requested to hold no conversation with the drivers.

No distilled spirits allowed to be furnished or sold on board.

All gambling strictly prohibited.

No indecorous behaviour or language permitted on board this boat at any time, but least of all on the sabbath.

No blowing of horns, or shouting; nor, in fine, any thing to offend or disturb the respectable or graver part of the community.

No baggage will be allowed in the berths, or settees, or lockers, at any time whatever.

Passengers are requested to leave the stern-cabin, during cooking hours.

All smoking strictly prohibited in the cabin.

Those passengers who furnish their own board, are strictly prohibited from eating in the foreward cabin. But the privilege of using the table and kitchen furniture is allowed them, on condition of them leaving the same as they found it; under the penalty of being debarred using the same.

Passengers wishing to board by the single meal, are requested to bespeak them in due season.

No passenger is allowed to walk the decks after dark; under the penalty of being knocked off by the bridges.

Price of passage, including lodging and an ordinary travelling trunk, or forty pounds of baggage, one and a half cent per mile.— Children under twelve years of age, half price.

Price of board, one cent per mile, or twenty-five cents per meal.

Immediately after leaving Albany and moving out of the harbour, there is some little delay in weighing the

boat in a convenient weighing dock, after which there is nothing particularly interesting in the adjacent scenery for the first few miles, until arriving at the United States' Arsenal. This is on the east side of the canal, and is the grand depôt for the arms and ammunition of the northern parts of the union. The building has a plain uninteresting appearance, as also the adjoining village of Gibbonville. However, in this immediate neighbourhood, and opposite the magazine, is the large and flourishing town of Troy, which is about six miles north of Albany.

Troy is a place of considerable trade, with several mills of extensive manufactories, being most advantageously situated for a current of water.

The scenery in this part of the route is worthy of attention; for the lofty mountains in the rear, with a rocky and rural precipice along the canal, gives this neighbourhood a highly interesting and picturesque appearance.

The next place of interest on this canal is about two miles further, and is the junction of the Erie and Champlain Canals. The double locks of the canal at this place are deserving of attention; the masonry being wholly constructed of white marble, and of excellent workmanship. Here there is much hurry and bustle, by the meeting of the numerous boats of the respective canals; and on again progressing, the route becomes more delightful, as the splendid cataract of the Mohawk River gives animation to the scene. This cataract has a fall of about sixty feet, and is worthy of a visit from

the curious ; a little beyond this the Mohawk river is crossed by the Erie Canal, over an aqueduct of above a thousand feet in length, resting on about thirty massive stone piers and abutments. The canal now runs on the north side of the river for about ten miles, when it recrosses to the south side, over another beautiful massive aqueduct of about eight hundred feet in length. The whole scenery, from the junction of the canals to this place, is romantic in the extreme ; for the bold precipitous rocks to the north having a height of nearly two hundred feet perpendicular, and overhanging considerably the course of the canal, present an appearance, on passing under, truly terrific ; and when considered in combination with the view of the serpentine course of the adjoining Mohawk River, with its rustic banks embowered with its native forest foliage, the scene becomes highly imposing, and almost indescribable.

SCHENECTADY is the next town of importance on this route, and has been long built. It is situated on the south-east side of the Mohawk River, and is twenty-seven miles from Albany by the canal, and the passing this distance occupies eleven hours. This delay is chiefly owing to having to pass through more than twenty locks in this short route. Here it is that the railway from Albany terminates, a distance of fifteen miles, and is performed in one hour, the fare being sixty-three cents. Hence the saving of ten hours in time by the railroad route from Albany. To the admirer of nature, however, the beautiful scenery by the

canal route, more than repays him for the loss of that time which might have been saved by pursuing the railway course.

Schenectady is reported to have been built and fortified so early as the middle of the seventeenth century. It is at present a rapidly improving place, with a population of twelve thousand inhabitants; and from its advantageous situation to the railroad and canal, and from being in the midst of an extensive agricultural country, the trade is considerable.

The public buildings are neat, although the union college, which stands bordering on the town, has an odd appearance from its consisting of two distinct buildings, standing widely apart; however, it is the most respectable and best endowed seminary in the states. Here is to be seen a church, said to have been built in the reign of Queen Ann; and at this place the Mohawk River is again crossed by a wooden bridge of elegant proportions.

SCHOHARRIE CREEK is the next place, and remarkable for its wild and inhospitable appearance. The canal still continues its course next to the Mohawk River, which is wide and has a very rapid current at this place. Here is a singular rope ferry across the river. A wheel, turned by a horse, moves a rope which is stretched double across the river, and is carried round a wheel on the opposite side; a line attached to this draws the boats, and another rope keeps them in their course.

Near to this place is the village of Johnstone, once the residence of that celebrated General Sir William

Johnstone, who emigrated to America a poor Irish soldier. However, talent prevailed, and he left his extensive domains to his sons, who embraced the British cause during the revolutionary war, whereby their estates were confiscated to the United States. These brave fellows contended nobly for the cause of England, and after a long residence in British America, they found a just reward from their country.

Near this romantic spot a mountain is passed, which is likewise called 'St. Anthony's Nose,' a name apparently particularly common and pleasing to the Americans; for it is the third mountain from hence to New York which bears that name. In this mountain there is an immense deep cavern, which has not, as yet, been scientifically explored.

FORTPLAIN.—This place was once the strong-hold of the Oneida Indians; and history records a singular occurrence at this place during the wars of extermination which so fiercely raged in these wilds at that time. The old castle was fortified in the time of the revolutionary war, and was surprised by a Captain Butler, who, as an officer, was qualified for any and every act of atrocity. Whenever he conquered, he spread death and destruction amongst his enemies; he deliberately murdered his captives, turned the women into the forest, burnt their habitations; and to complete the desolation, the cattle were wantonly slaughtered: such was the destruction he poured on an adjoining village, called 'Cherry Valley.' Such acts of barbarity, however,

generally meet with a corresponding retaliation, and such was the case with Captain Butler. Unfortunately for him, after leaving this fort, and just having crossed the Mohawk River, near the Canada Creek on the opposite side, and having somewhat lingered in the rear of his army, he was overtaken by some Oneida Indians, who were allies to the Americans. The captain, seeing his danger, begged for his life, but in vain; the Indians' only reply was 'Cherry Valley,' and then instantly tomahawked him on the spot. This tribe of American Indians were most faithful and serviceable to the army of their allies, when treated kindly; and they were equally determined to avenge an insult. They had several positions of defence in this neighbourhood to take refuge in, when surprised in their native forests.

The next interesting scenery on this route, is called 'Little Falls,' and is some distance beyond the last-mentioned place. It will be found a great treat to the admirer of wild scenery; for the water-falls, with the adjacent range of irregular rocks, some of immense height and perpendicular; others ragged and thickly covered with their original foliage, give this imposing spot an extraordinary degree of interest, which is much heightened by the deep calm of the solitude being broken by the uproar of the rapids and cascades of the Mohawk River.

The improving town of UTICA is situated on the south side of the Mohawk River; it is one hundred and eight miles south-west of Albany; seventy-nine miles from

Schenectady; and two hundred and fifty-five east of Buffalo. Here there is every appearance of rapid improvements, for the public buildings are new and commodious, with every other convenience expected in a large town. Such, too, has been the rapid concourse of emigrants to this place, that in a few years it has increased from a mere village, to a town of several thousand inhabitants. The streets are particularly wide and regularly surveyed, and divided into corresponding sections as building lots. The long level of the Erie Canal, of seventy miles without a single lock, commences a few miles below this place.

After again crossing the Mohawk River, we pass innumerable log built villages, and lonely cottages peeping out through imperfect breaches in the primeval forest: for about sixty miles, the whole length shews rapid but recent acts of industry, by an irregular and coarse method of agriculture, and by the patches of cleared land being small and far apart. However, the whole line of this long canal, on both sides, will soon be cleared of its present immense forest, and give place to respectable farm-houses and cleared land, if the present rapid strides of improvement continue active a few years longer.

After this part of the route is passed, the boat will enter the town of SYRACUSE, which is one hundred and sixty-nine miles from Albany; one hundred and ninety-four from Buffalo; and ninety-nine from Rochester.— This place, like most other towns on this route, is of modern erection; and has also had the most rapid rise

and progress. It is certainly destined to be an important place, on account of its advantageous situation with respect to the extensive salt works which are situated in this immediate neighbourhood. So numerous are the salt springs, that every village, for miles, have salt works, to a more or less extent. It is calculated that more than five hundred acres of ground are covered with salt pans and low wooden sheds. The general mode here followed in the manufactory of the salt, is evaporation by solar heat. However, some of the manufacturers evaporate by artificial heat, which is considered equally as advantageous a mode as the other. The quantity of salt that is manufactured in this district annually, is nearly two million bushels, from which the State Treasury derives a considerable revenue, as every bushel pays a duty of twelve and a half cents.

At this town of Syracuse, the Oswego Canal branches off to the north from the Erie Canal, and is the only proper route for the traveller and emigrant destined direct for Upper Canada. The distance to Oswego, by the canal, is about thirty miles; being situated in the immediate neighbourhood of Lake Ontario, where steam-packets will be found daily plying to all the towns of importance approachable by navigation in Upper Canada.

From Oswego to the city of Toronto, the capital of Upper Canada, a distance of about two hundred miles on Lake Ontario; the fare is two dollars at the lowest; there being, as yet, no opposition of importance in that quarter.

The traveller or emigrant for the western states either of the Union or British America, or the tourist intending to visit the Falls of Niagara on his way to Upper Canada, will have to continue his route by the Erie Canal to Rochester; but prior to arriving at that town, the canal will pass through a long tract of wild country, which is low, swampy, and of course unhealthy. The water which overflowed it has become stagnant, because its original outlet has been destroyed by the embankment of the canal. Hence for miles the forest is killed by the stagnant water, and conveys the idea of a world of naked masts towering aloft, giving a most melancholy and dreary appearance.

ROCHESTER is ninety-five miles from Buffalo; two hundred and sixty-eight miles from Albany; four hundred and thirteen from New York; eighty-seven miles from the Falls of Niagara; and one hundred and forty-one miles from the city of Toronto.

This flourishing town may be almost termed a building of a day, for such is its most astonishingly sudden growth, that it stands unrivalled in the whole union, for it was only surveyed, and divided into town lots for building, and settled in 1812, and can now boast of a population of nearly twenty thousand inhabitants, and still continues rapidly to increase by an annual influx of European emigrants. The situation of this town is most advantageous on the Main Falls of the Genesee River, which give an unlimited water power for the erection of mills and manufactories. At present there are above twenty flour mills, and several saw mills, a

cotton factory, and several other extensive mill works, all of which are driven by water power. The aqueduct of the Erie Canal which passes over the Genesee River at this place, is a grand work of immense magnitude, and will be surveyed with interest by the traveller.

Near this place the notorious fall jumper, Sam Patch, made his last and fatal leap into the cascade of this river. Sam had twice before exhibited his extraordinary mad feats at Niagara. When he leaped at this place, it was generally believed he was in a state of intoxication, for he never rose after dropping into the water, till his body was found some time afterwards at a considerable distance down the river from the place of exhibition.

THE FALLS OF GENESEE at this place are extremely magnificent; the cascade is broad and perpendicular, and would be long remembered by the stranger, who had never witnessed the mighty flowing column of Niagara. Seven miles hence to the south is port Genesee, whence conveyance by steam-packets may be had to every port bordering on Lake Ontario.

LOCKPORT is sixty-three miles beyond Rochester, on the canal. This is an interesting place, for the canal here has a rise of sixty-two feet by a double set of locks; and immediately after overcoming this rise, the course of the canal is between two walls of solid rock of from five to forty feet high; this excavation of several miles was wholly blasted, and was a work of extraordinary labour and expense. It is a place of only a few years' existence, although steadily improving, with a present population of three thousand inhabitants; these residences

have the appearance of respectability, as indeed is the case with the whole town, which, with the extensive works already mentioned, makes this a very interesting place for a stranger to sojourn a few days.

After leaving Lockport, the next important town worthy of remark is BLACK ROCK, which is the main thoroughfare between the upper province of British America and the United States; particularly by the visitors to the Falls of Niagara. Hence every traveller for Canada must leave at this place the canal boats, and embark on board the steam-packet, to cross the River Niagara to Chippawa, a town on the Upper Canada side of the river: the distance across the River Niagara from Black Rock to Chippawa, being eighteen miles.

The town of Black Rock is three miles from Buffalo; three hundred and fifty-nine miles from Albany; five hundred and five miles from New York; seventy-eight miles from the city of Toronto; and twenty-one miles from the Falls of Niagara. Here it may be said commences Lake Erie, being situated at the eastern point, opposite to Squaw Island. The chief interest attached to this place, arises from its having been the theatre of many military operations during the last war with the American states.—According to history, this place was under the command of General Hall in 1813, when it was attacked by the British, who crossed the River Niagara during the night, and at day-break commenced operations against the place. The enemy, after a weak resistance, fled to

Buffalo ; which, in its turn, was also attacked. Again the enemy fled into the woods. The British took numerous prisoners, with immense stores of clothing, ammunition, and provisions, all of which were destroyed, there being no means of removing them. The towns also, with several ships in the harbours and on the lake, were all destroyed by fire.

Buffalo is three miles beyond Black Rock, and at the termination of the Erie Canal ; being three hundred and sixty-two miles from its commencement at Albany. The situation of this place is at the head of Buffalo Creek, on the east extremity of Lake Erie ; in a low unhealthy situation. The cholera has repeatedly made dreadful inroads amongst the inhabitants of this town ; and so late as 1835, Buffalo suffered severely, while every other town in America escaped. The entrance to this place by water is dangerous, the harbour of the lake being made insecure by a large shoal ; hence during the least boisterous weather, the small craft of the lake dare not venture out, although assisted by marks and light-houses. Whereby it often happens that the harbour is completely occupied with weather-bound ships, to the great injury to the trade of the place ; and no less so to the emigrant who intends locating in the western states. This is the main port of embarkation of travellers and emigrants to all the surrounding ports and shores of Lake Erie ; to Michigan ; Ohio ; Indiana and Illinois territories ; and all of the most western parts of Upper Canada which border on the eastern shores of Lake Erie. It is stated

that the British left but one house standing in this place, during last war : since which time there has been the most rapid progress, for the public and private buildings are commodious and handsome, particularly in the neighbourhood of the public squares ; and with a present population of above ten thousand inhabitants.

ROUTE FROM ALBANY TO MONTREAL, BY THE CHAMPLAIN CANAL.

The traveller destined for this route, will take the canal boat from Albany to Whitehall, which is the main thoroughfare for emigrants from the United States to Lower Canada; a distance of upwards of sixty miles. Fare, one dollar. After proceeding up the Erie Canal to the junction, (about eight miles distant from Albany,) the traveller will enter the Champlain Canal, which there branches off to the north, and crosses the Mohawk River a little below the Falls. The course of this canal to the junction has already been noticed, while describing the Erie Canal. The tow-path of the Champlain Canal passes over a wooden bridge at this place, of singular and handsome architecture, across the Mohawk River, in the immediate neighbourhood of which are the 'Cohoes Falls.' These water-falls are decidedly worthy of a visit from the curious; the height of the fall being more than seventy feet; which fall causes the greatest commotion in the river, the roar of which adds much to the wildness of the adjoining shores and forest. On this route there are

innumerable water-falls, competent to drive the greatest mill works. Hence of course there will be several important towns, of extensive trade. In short, Waterford is a place of this description, and adjoining the road. 'Mechanics'-Ville,' however, is the most important; having, with other works, an extensive cotton factory, with unlimited water power, or privileges, according to the American phrase; and is nine miles beyond the former place.

REMISSES HEIGHTS.—This elevated ground nearly adjoins the river, and was the theatre, during the revolutionary war, of extensive and momentous military operations between the armies of Great-Britain and the United States. On proceeding further, this route leads across several renowned battle fields, particularly 'Hoosac,' and 'Still-Water.' Here it was that General Burgoyne, with combined forces of English, Germans, and Indians, gave battle to the Americans, under the command of General Gates; exactly one month afterwards did General Burgoyne surrender this noble army of six thousand men, brave and confident. Thus, through procrastination on the part of their Generals, an army was lost, which had repeatedly encountered the enemy; but on all occasions contending against very superior numbers.

The natural scenery along this route is highly pleasing, and occasionally it becomes bold, wild, and romantic; with an intermixture of well cultivated farms, and numberless straggling log-built villages.

WHITEHALL.—Here the northern or Champlain Canal terminates, and the steam-packet navigation of Lake Champlain commences. This is an irregular, wide, and meagre looking town. However, there are some tolerable taverns and stores, and a considerable portion of trade, on account of the navigation of the canal, and its situation adjacent to the head of Lake Champlain; for the convenience of which there is a bank, and other public establishments. The bold, bluff, craggy rock, which over-towers the harbour of this place with its weather beaten brow, increases much the romantic aspect of this place. This was once in olden times a military post, the adjoining rock being once the foundation of a formidable work of defence; however, it has disappeared as a fort, being but a barren rock.

Here the traveller destined for Lower Canada, will take the steam-packet and cross Lake Champlain to St. John's, the *lake*-port of debarkation at the northern extremity of the navigation of Lake Champlain in the British province, distant one hundred and sixty miles from Whitehall. Fare, best cabin, six dollars; steerage or deck, three dollars. Immediately on leaving Whitehall, and prior to entering the lake, the steamer will ply through a narrow and beautiful river; although occasionally the progress of the packet is nearly stopped by the shallowness of the river, on passing through some extensive swamps and meadows on a muddy bottom for miles. The adjoining mural rocks which border each side of the river are lofty and bold, and still retain

upon their brows the ruins of old forts, which seem to tell a fearful tale of former times.

BURLINGTON.—This is the chief town on the lake shore. It is pleasantly situated on the eastern elevated bank, and is midway between Whitehall and St. John's, and is in the State of Vermont.

ROUSES POINT.—Here, on a small and low promontory, is a castellated fort, of strong and perpendicular stone walls, with three tiers of embrasures. Although at the present time it is apparently in a state of dilapidation. However, this fort might well command this part of the passage of the lake. A short distance from this will be observable a road cut through the forest, which is the boundary line between the British Province and the United States.

ISLE-AUX-NOIX, is another British fort, a few miles further on the east shore of the lake. This frontier post is most advantageously situated on a little island, and of course it is better qualified to intercept the passage of the lake by an enemy. The buildings of this fortress are extensive and of substantial masonry, with convenient store-houses. The officers' quarters are neat rustic buildings, as are also those of the soldiers, and are competent to accommodate a numerous garrison. The surrounding angular bastions have a strikingly formidable appearance, along the top of which are posted sentinels. The wharf or landing place of this fort is rather curious, having been built in imitation of a Chinese landing place, with a large archway topped with a royal crown.

Adjoining to the other military works, is a ship-yard for the convenience of building ships of war, for the navigation of the lake in the time of hostilities. After passing this place of arms, the lake shore becomes low, swampy, and covered with a low forest for miles in extent.

ST. JOHN'S.—Here terminates the steam-packet navigation of Lake Champlain, on the route towards Lower Canada. However, there is a shore canal some miles further towards the River St. Lawrence, for small craft. This is a well built respectable town, having every convenience of good stores and excellent taverns, with religious establishments of no mean architecture, and a custom-house, for the expedition of commerce by the route of this lake-port. The River Richelieu or Sorrel, is crossed at this place by a wooden bridge of about seven hundred yards in length, a work of much labour and skill, and of course immense expenditure.

I would advise the traveller or tourist, to perambulate across this toll bridge, to view the opposite villages, and make an excursion of moderate circuit into the adjacent district, where the greater part of the farmers are French Canadians. This will present a favourable opportunity of observing their manners, habits, and peculiarities in agricultural and domestic economy ; which, on the whole, presents a lively picture of extreme wretchedness stalking over a fertile soil and nourished by undisguised indolence. St. John's is likewise a military station. A short distance to the south of the town is a considerable embankment, with embrasures

for nearly sixty pieces of cannon, adjoining to which are several large buildings, occupied as Government store-houses. This fortress capitulated during the American revolutionary war, to the Congress General Montgomery. However, not until the British had bravely defended it for six weeks, suffering all the while the greatest privations, although from the first only weakly garrisoned. At length all prospects of succour being despaired of, they were compelled to yield to necessity and overwhelming numbers.

The next stage from this place, in the direction of Lower Canada, is direct to Laprairie, a distance of an eighteen miles' stage. Fare, by the stage-coach, one dollar and a half. The emigrants with cumbersome luggage and a family, will rather engage a light waggon, the cost of which will be probably half a dollar each individual, with a separate charge for an excess of luggage.* The first part of this stage is along the western shore of the New Chambly Canal and Richelieu River, affording the traveller a convenient opportunity of viewing the rapids and cascades of the river, which from the force of the current and the extraordinary rocky channel, form in miniature an exact resemblance of the

* It is more than probable, that before this date the railroad which connects this place with the River St. Lawrence, is completed; for at the time of the author's visit to St. John's, it was in a state of great forwardness. This improvement will alter materially the mode of travelling this part of the route; for every future emigrant will find it to his advantage to take the railroad.

rapids and cascades of the neighbouring and magnificent River St. Lawrence, which the traveller will soon perceive by ocular demonstration. After a nine miles' trip, the stage-coach stops a short time at this half way house. However, the rest at this place will be sufficiently long to allow a hasty visit of the curious traveller to an adjoining French Canadian cottage, which, as usual, will bear the features of indolence, and the land the stamp of the basest tillage. The only objects of interest observable on this route, are the beautiful French Catholic Churches, and the distant pyramidal mountains to the eastward; and likewise according with other routes in this province, will be observed innumerable wooden crosses, erected near the residences of these French Canadian Catholics; were acts of devotion are commonly performed by the passing stranger of the Romish Church.

LAPRAIRIE.—This is the last town or northern extremity of the main route from New York to Lower Canada, prior to arriving at Montreal, and is situated on the south bank of the River St. Lawrence. It is a considerable and well built place, with respectable public buildings; and with an extensive establishment of nuns, their buildings and grounds being, according to usage, surrounded by prison-looking walls. Here is a commodious wharf, and all the stir and bustle of a port of commerce: and here the traveller will find that the French language will be nearly the universal language

spoken amongst the inhabitants of this place, who are chiefly French Canadian Catholics.

From this place the traveller will embark on board a steam-packet to cross the St. Lawrence to Montreal, a distance of nine miles. Fare, one shilling. During the passage, the glittering tin-covered roofs and spires of the city of Montreal will shew to great advantage, and will excite the most lively admiration in the foreign traveller.

THE END

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