



CANADA,
NEW BRUNSWICK &c

English Miles 60-1 Degree

CONTINUATION OF
NOVA SCOTIA &c.

VIEWS OF CANADA

AND THE

COLONISTS.

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

LORD STANLEY *in the House of Commons.*

VIEWS OF CANADA

AND THE

A. Kingstone

COLONISTS :

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

BY A FOUR YEARS' RESIDENT.

' The finest Country [Upper Canada] I ever knew'.

LORD SYDENHAM.

EDINBURGH :

ADAM AND CHARLES BLACK.

LONDON : LONGMAN, BROWN, GREEN, & LONGMAN.

DUBLIN : JOHN CUMMING.

MDCCCXLIV.

Printed by A. & W. R. WILSON, 105 South Bridge,
Edinburgh.

PREFACE.

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

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

Books of travels, in a great measure composed of hasty observations, generally speaking do not satisfy the keenly practical inquiries of the numbers naturally desirous of being acquainted with particular and detailed facts. Another class of works, the compilations from those books, are necessarily similarly deficient. A third class, being written by persons

* The Rev. Joseph Angus, M.A.

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

The present publication is offered to the public as an humble attempt to add to the stock of general information possessed in relation to one of our finest colonies; and concerning which, in its various familiar aspects, and progressively changing circumstances and prospects, it is natural to suppose that every such attempt, in proportion to the variety and value of the facts, and presumed fidelity of the views presented, will be more or less acceptably received. In addition to the gratification likely to be derived by the general reader, there are large classes now in this country whom the subject particularly addresses. The numbers who have already made Canada their home, and have left behind them, among their relations and acquaintances, a share of interest in the colony; and the growing numbers, besides, naturally

desirous of benefiting their position in life, and who look to the colonies as fields offering such an opportunity—cause Canada, the nearest and most attractive of all our colonies, to be viewed with lively and increasing interest.

The writer having resided four years in Canada, and in the course of that time travelled through a great part of it, both in making tours into the interior parts, and along almost its entire extent of lake and river boundary, from Lake Superior to the Gulf of St Lawrence; and having for his own satisfaction, and the information of his friends, preserved much of his observations in regard to the features and nature of the country, the comforts, modes of life, and experiences of the inhabitants, as also concerning the general state, progress, and prospects of the colony—he has been enabled to present from full consideration, and in a familiar manner, a variety of views more or less interesting, respecting the colony and the colonists. He proceeded to Canada in the spring of 1839, having left Edinburgh in the middle of March, sailed from Liverpool towards the end of that month, and arrived at New York on the first of May, and sailing up the Hudson and through the Erie Canal, crossed at the Falls of Niagara into Canada upon the 18th May. Having satisfied himself of the prospects presented by the country, and liking it much in other respects, but especially for the proofs it afforded of possessing a wider field and fuller certainty

of rewards to active and persevering industry than in the mother-country, he determined upon entering into commercial pursuits, and continued thus engaged, with the same satisfaction with which he commenced, during the whole period of his residence. The part of the country rendered most familiar by this residence was the Western Peninsula of Canada, situated between the Lakes Ontario, Erie, and Huron, and containing half of the occupied portion of Canada; and though indisputably possessing the highest character for climate and soil, yet the least known of any part, chiefly on account of its being out of the ordinary route of travellers in making their usually hasty runs into Canada from the United States, and touching, in most instances, only at the towns of Toronto, Kingston, Montreal, and Quebec. This part of Canada has therefore been more fully dwelt upon than the others; but, at the same time, to prevent any undue bias being likely to be left upon the mind of the reader, although one of the districts is selected for the fullest description, with regard to general appearance, scenery, soils, farms, towns, amount and description of population, the success of the colonists, with views of internal economy and government—such is given more as a specimen or miniature view of Canada, having more or less especial reference to the colony as a whole; and the better to preserve this general character very full illustrative notes and appendix have been added.

In the course of the writer's first tours upon entering Canada, as well as subsequently, having become strongly impressed that the colony was very imperfectly known in Britain, the means of comforts and the general advantages it possesses in such abundance, its steady and prosperous progress towards becoming a most important and influential country—the writer experienced much satisfaction in having had the opportunity of a temporary visit to this country, to contribute what little amount of information the nature of his visit allowed him. The general reader is requested to overlook an observation here made for the sake of satisfying the not unnatural curiosity of some, which is—that he has no interest whatever in speaking well or otherwise of any part of Canada, and that in the course of collecting his information of particular facts, he has throughout scrupulously abstained from laying himself in the remotest degree under obligations to any individuals who might be supposed to be biassed by personal interests in the colony. The facts he required to be possessed of, chiefly consisting of the most recent statistical information, have been procured in a great measure from official sources in the colony; and for the purpose of authenticating or illustrating his own observations, he had recourse to the most approved published authorities. He trusts therefore the views presented will be received at least as thoroughly disinterested. The writer only regrets,

that in order to present as much as possible of desirable matter regarding Canada, in the form which would be most generally accessible—he should have been obliged to treat many subjects in a manner greatly disproportioned to their importance.

The series of Letters forming the commencement of the work was written originally for the 'Scotsman' newspaper, at the request of an esteemed friend of the writer, one of the conductors of that journal; and having been very favourably received and proved useful, as well as, it is believed, generally interesting—these letters are now reprinted, and it is hoped will present in their collected form increased interest from the material additions they have received, particularly those parts descriptive of scenery, and the various familiar aspects of the country in the stages of its progress, from the still uninhabited forest to the first openings of the pioneer settler, the half-cultivated clearances of older settlements, and the busy and more comfortable and home-like life presented by the rapidly-growing prosperous towns and villages. Numerous and closely-printed Notes contain much information both of details in regard to soil, population, and other characteristics of localities, which it is hoped will prove valuable to the practical inquirer, and also general views of subjects suggested by the text, illustrative of the condition and progress of the colony. A very full Appendix contains matter more closely applicable to the en-

ture colony, and of an essentially practical nature, particularly in regard to the rates of wages and state of trades, prices of provisions, furniture, clothing, rents; prices of lands and terms of payment, prices of farm buildings, agricultural implements, live stock, and such other useful details—presenting, as far as possible within limited space, that kind of information most desirable to be known respecting the country. The Appendix contains also condensed views of the whole of the Western Peninsula of Canada, the respective advantages and disadvantages of localities with regard to soil, situation, population, and other matters.

A main division of the work strictly embraces General Views of Canada; the general aspect of the country through its entire extent; characters of various parts both in the Upper and Lower portion of the Province; amounts of occupied and unoccupied, cultivated and uncultivated lands; a glance at the chief resources of the colony, with the progress and present amount and description of population. A statement of the affairs, and of the income and expenditure of the colony, afford occasion to present a variety of interesting details regarding its civil management, sources of revenue, and public institutions. The views of the present state and prospects of Canada, and those respecting the important subject of emigration, will, it is hoped, recommend themselves in such a manner as that, for the

sake of the subjects, and overlooking the necessarily brief notice they have received—those who have influence, directly or indirectly, in the colony or at home, may be induced to bestow upon them some measure of consideration. The leading views in both chapters, however briefly dwelt upon, are the result of close practical observation, from opportunities possessed both in this country and the colony, believed to be most favourable to the study of the subjects, and are therefore put forth for consideration with some degree of perhaps pardonable confidence.

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

EDINBURGH, November 1844.

CONTENTS.

INTRODUCTION, Pages 1 to 8.

SKETCH OF A DISTRICT IN CANADA.

PRESENTING A MINIATURE AND FAMILIAR VIEW OF THE COUNTRY
WITH ITS FARMS AND TOWNS.

FIRST LETTER.

Extent of the Old and Present Limits of the London District—Progress and Present State of Settlement—The Inhabitants, the Countries of their Origin, and their Religious Professions—The Coloured (African) Population, their Condition and Behaviour in Canada—The Indians, Oneidas, Munceys, and Chippewas in the District—Recent Settlement of Oneidas from the Mohawk Valley, United States—State of Civilisation among them—Occupations, Manners, and Dress, Pages 9 to 16.
NOTES:—Oneida Indians, and their 'Castle' in the Mohawk Valley—Runaway Slaves—Amherstburgh, their chief refuge in Canada, Pages 17 to 19.

SECOND LETTER.

Kinds and Quantities of Crops produced—Average Price of Wheat and of Agricultural Labour—State of Local Markets—Canadian Winter—Wintering Cattle—Official Returns of Stock within the District—State of Canada in regard to Markets—Hasty Observations of Travellers in drawing comparisons with the United States—Prospects of Canada—Condition of Settlers, Pages 20 to 24.
NOTES:—Port Stanley, the chief Shipping Port of the District—Climate—Canadian Winter—Wintering Cattle—Tillage and Grazing, Pages 24 to 29.

THIRD LETTER.

General Industry of the Inhabitants—Wool, Domestic Manufactures, Orchards, Dairy Produce—British Manufactures and Prices—Struggles of early Settlers—Growing Prosperity—Delusions of Emigrants—Deficiency of Information—Discouragements to be encountered—Gentlemen Farmers—Classes of Inhabitants—Limited Number of Poor—Cases of Public Begging—Flour and other Mills, and Manufactories—Distilleries, Breweries, and Taverns—Influence of Temperance Movement, Pages 30 to 45.
NOTES:—Fruits of Canada—Maple-sugar Making—Prosperous Dairy Farming—Early Dairy Farm in Canada, Pages 48 to 54.

FOURTH LETTER.

State of Education throughout Western Canada—Causes of its generally Depressed State—Act of Legislature for the Support of Schools—Provision of the Act to obviate Religious Scruples—Schools and Attendance in the London District—Collegiate Institutions in Western Canada—University of King's College, Toronto—University of Queen's College, Kingston—Victoria College, Cobourg—Courses of Instruction, Fees, and Re-

marks—Condition of Canada favourably changed in regard to Means of Education within the last few Years—No Provision for Agricultural Education, a great Want in Canada—Particular Description of the London District continued—General Appearance of the Country—Cultivated Settlement—Scene in the Bush—The Lake-shore Townships, Farms, Houses, Gardens—Harbours, Ports Stanley, Burwell, Talbot—Colonel Talbot's Residence and Settlement—Beautiful Scenery—Talbot Anniversary—Town of St Thomas, Pages 55 to 76.

NOTES :—New School Act—University Bill—American Books and Teachers in Canada—The Lake-shore Townships, Pages 76 to 81.

FIFTH LETTER.

Townships of the Interior—Scotch Settlement in Westminster—Delaware, the First Settled Township of the District—Story of its Early Settlement—First Settlement of Canada—Niagara, Ancaster, Long Point Country—Expedition of Adventurers down the River Thames—Scenery and Soil along the Banks—The Travellers Halt for Rest—A Forest Scene—Illustration of the Land-granting System of Canada in the History of Delaware—Remedy recently adopted of Taxing Unoccupied Lands—Township of London—Its First Settlement and Progress—Present Comfortable Condition of the Settlers, Pages 82 to 89.

NOTES :—Niagara—Long Point Country—Townships of the Interior, 89 to 95.

CONCLUDING LETTER.

Introduction to a View of the Town of London—The First View—Next Day's Impressions—Scene around the Inn and in the Street—A Walk, and Glance at general Features of the Town—Growth of London—First House Built—Site and Position—Plan of General Simcoe, and his Opinion respecting the Place and surrounding Country—Travellers from the 'North West'—Indian Letter Writing—Particular Description of London—Streets and Public Buildings—Mechanics' Institute, Reading Room and Library—American and English Books—Market-house—Fish and the Fishings of the great Lakes—Shops, Living, and Prices of Provisions—Rents of Houses, and Cost of Building—Wages of Tradesmen, Labourers, and Farm-servants—Concluding Remarks—Canada imperfectly known in Britain—Necessity of correct and minute Information concerning the Colonies—Present general Condition and Prospects of Canada—Persons who ought to Emigrate, Pages 96 to 114.

NOTES :—General Simcoe's Opinion and Plans—American and English Books in Canada—Imperfect Information concerning our Colonies—Lord Sydenham's Estimate of Canada—Improved Prospects of the Country—Impressions of a recent Traveller, P. 114-20.

APPENDIX TO THE LETTERS.

CONTAINING MORE PARTICULAR AND DETAILED INFORMATION.

STATISTICAL AND SUMMARY VIEW OF THE POPULATION AND RESOURCES OF THE LONDON DISTRICT.

Mode of taking the Census and Levying Taxes—Description of Property Assessed, and Estimate of Real Value—The Beginnings and Present Condition of the Colonists—Crops produced—Price of Wheat, and Cost of Transport to England—Miscellaneous Produce—Mills and Manufactories—Description of Population—Taxes, Administration of Justice—Public Offices liable to be Served by Colonists—Roads and general Improvements, Pages 121 to 138.

WAGES, RENTS, AND PRICES OF PROVISIONS.

Wages and state of Trades in Canada—House Carpenters and Joiners—Bricklayers—Stone-masons—Plasterers—Painters—Blacksmiths—Carriage makers—Wheel-wrights

—Tinsmiths—Bakers—Shoemakers—Tailors—Printers—Seamen—Apprentices—Female Employments—Farm-servants and Labourers—Scotch Farm-servants—Board and Lodging—Rents, Prices of Provisions, Pages 138 to 151.

PRICES OF LANDS, AND COST OF CLEARING WILD LAND.

Crown Lands—Clergy Reserves—Free Government Settlements of Owen Sound, &c.—Improved farms—Clearing Wild Land, Pages 151 to 162.

PRICES OF LIVE STOCK, FARM BUILDINGS, AGRICULTURAL IMPLEMENTS, AND HOUSEHOLD FURNITURE, Pages 162 to 164.

PROFITS OF TILLAGE AND GRAZING.

Cost of Clearing Ten Acres of Timbered Land, and Profits of Farming 1st, 2d, and 3d Years—Profits upon Grazing—Increase in Value of Stock, Pages 164 to 168.

THE SURROUNDING DISTRICTS.

The Talbot District—Extent of Population..Cultivated Surface..Character of Soil..Streams, Harbours, Resources, and general improvements..The District of Brock.. Towns of Ingersoll and Woodstock..Religious Bodies..Outlets for Produce..Navigation on the Grand River..The Huron District..Fertile Character of Soil..Town of Goderich, and River Maitland..Progress of Colonists in Township of Goderich..Village of Stratford on River Avon..Village of St Mary's on the Thames..Statistics of District and Price of Land, Pages 168 to 174.

NEW NORTHERN TERRITORY.

Recent Visit to this part of Canada..Proposal to open up and Settle the Territory..Extent of Territory 2,000,000 Acres..River Saugin..Importance and general Character of Country, Pages 175 to 177.

THE WESTERN DISTRICT.

Amherstburgh..Scenery of the River Detroit..Produce of Orchards..Cultivation of Tobacco..Sandwich and Windsor..Historical Recollections..Disturbances of 1837-38-39 ..Banks of Lake St Clair and River Thames..Chatham..Moravian Village..Banks of River St Clair and Village of Sarnia, Pages 177 to 188.

THE OTHER PARTS OF THE GREAT PENINSULA.

The District of Simcoe..The Home District..City of Toronto..The District of Wellington..The Gore District..Towns of Hamilton, Brantford, Paris, Dundas, and Galt..Review of the Extent and Importance of the Western Peninsula of Canada..Amount and Progress of Population..Opinion of the late Lord Sydenham on this part of Canada, Pages 188 to 198.

GENERAL VIEWS OF CANADA.

ILLUSTRATIVE OF THE COLONY'S PRESENT CONDITION AND PROSPECTS.

EXTENT, GENERAL ASPECT, POPULATION, AND RESOURCES OF THE COLONY.

General Appearance of the Country..River St Lawrence..Cities of Quebec and Montreal..Ascent of the St Lawrence to Kingston..Ottawa Country. Kingston..Lake Ontario and Bay of Quinte..Niagara River..Lakes Erie, St Clair, and Huron..St

Mary's Channel and Lake Superior..Government of Canada..Divisions of Canada..Progress and Character of Districts..Population and Amount of Cultivated Land..Amounts of Land Occupied and Unoccupied..Resources of Canada..Wheat and Flour..Exports of 1844..Working of the New Tariff..Provision Trade of Canada..Timber Trade..Fishings and Manufactures..Employment of British Shipping. British and other Imports into Canada..Banks, and Amount of Circulation,	Pages 199 to 221.
NOTE:—Statistics of British Shipping,	221

STATEMENT OF THE AFFAIRS OF CANADA.

Explanatory Remarks on Statement of Affairs..Debt and Public Works of Canada..Roads and Canals..Welland and Erie Canals..Clergy Reserves..Jesuits' Estates, School, and Trinity Funds..Public Hospitals and Lunatic Asylum,	Pages 222 to 228.
---	-------------------

INCOME AND EXPENDITURE OF CANADA.

Income of Canada for 1842..Remarks on Income..Customs, Excise, and Territorial Revenues..Bank Issues, Post-Office and Public Works..Expenditure of Canada for 1842..Remarks on Expenditure..Public Debt of Canada, and Loan for Public Works	Pages 228 to 235.
--	-------------------

VIEWS OF THE PRESENT STATE AND PROSPECTS OF CANADA.

View of the Present State of Canada..Improving Prospects of the Colony..Management of its Affairs..Improvement of Roads and Agriculture..Suggestion to Establish Experimental Farms..Political Affairs..Plan of Colonial Representation..Colonial Post-Office Management—Social State..State of Religion..Condition of Churches..Concluding Observations,	Pages 235 to 246.
---	-------------------

VIEWS ON EMIGRATION.

Practical Considerations Suggested..Evils of the Present Emigration arising from Deficiency of Information..Plan to improve Emigration by diffusing authoritative, accurate, and detailed Information in Britain,	Pages 246 to 249.
---	-------------------

PREPARATIONS FOR THE VOYAGE.

Clothing and other Articles suitable to be taken..Arrangements Provided by Vessels..Kinds of Provisions for the Voyage..Period for Sailing..Disposal of Spare Funds..Information afforded by Emigration Commissioners,	Pages 249 to 254.
--	-------------------

CHOICE OF A VESSEL.

The Passages by Quebec and New York..Government Protection to Emigrants..Passengers' Act..Emigration Agents..Rates of Passages by Emigrant Vessels, Packet-ships, and Steam-ships, and Periods of Sailing,	Pages 254 to 258.
--	-------------------

ARRIVAL AT QUEBEC, AND ROUTES THROUGH THE INTERIOR.

Arrival at Quarantine..Disembarking, and Journey onwards..Journey from Montreal to Kingston..From Kingston up Lake Ontario..Westward from Lake Ontario..Other Routes through Canada,	Pages 258 to 264.
--	-------------------

ARRIVAL AT NEW YORK & ROUTES THROUGH THE INTERIOR.

Information and Advice at New York..Voyage up the Hudson..Travelling from Albany..Fares by Erie Canal and Railroad..Travelling from Buffalo..Crossing into Canada at the Falls of Niagara,	Pages 264 to 266.
--	-------------------

INTRODUCTION.

OUR country evidently appears to be approaching a period when the colonies are to exercise, more fully than at present, a materially beneficial influence on its condition and prospects. The achievements of steam-navigation may be said to have brought those inviting territories of ours nearer to us by one-half the distance than they were formerly. Though startling the statement, it is in effect practically true, that our North American colonies are nearer to us now than Edinburgh was to London eighty years ago. In 1763 the distance between these cities was a journey of from twelve to sixteen days, performed once a-month in the only stage coach that was then in Scotland, with the exception of other two in Edinburgh, running between that city and Leith. In the present times, steam-ships have traversed the distance between the American continent and Europe within ten days; and persons leaving London may reach Canada now within the time that the monthly stage-coach performed the journey to Edinburgh in 1763. London newspapers, printed on the 3d of July 1844, and sent by the Hibernia steam-ship, which sailed from Liverpool on the following day, were received on the 20th of the same month at the town of Hamilton, Upper Canada, situated at the head of Lake Ontario, 800 miles into the interior of Canada, from the mouth of the St Lawrence,

And newspapers printed in that town of Canada on the 22d of July, and containing the news brought from England by the *Hibernia*, reached Liverpool on the 13th, and were received and read in Edinburgh on the 15th August.

One great tendency of this closer intercourse must be to make our colonies more as connected parts of the empire, and the colonists to feel less as colonists than fellow-inhabitants, bound by the same ties of common government and laws, modes of thought, and sympathies. The colonies of England—these ‘noble openings’—under such influences, cannot long remain so apart as they now do; but must become, with the more familiar knowledge of them, which growing intercourse brings, and with the flowings of a teeming population naturally following—the most attractive fields for England’s enterprise, occupied and cultivated for the most solid advantages, and the strengthening and extension of her power for the purposes of good.

But how limited our acquaintance, as yet, with even our nearest and most important colony! How many are there who entertain little else than certain vague notions respecting Canada, associating the climate, general appearance, social condition, towns, houses, and style of comforts of the country, with various degrees of exaggeration, all more or less so removed from exact truth, that the most of persons who proceed from Britain, and experience a residence in Canada, find it very unlike the country in many important respects which it is generally represented to be—being much more comfortable and home-like in its principal settlements and towns than they ever anticipated. The people of this country have had little opportunity of being made familiarly acquainted with the evidences presenting themselves from time to time of the silent steady progress the colony is making—of the settlements which a few years ago were comparative wilderness becoming changed to busy and smiling scenes of

cultivation—spots where only forests stood becoming the sites of thriving villages—and villages becoming changed to large and luxurious towns. Within the last ten years particularly, such have been prominent evidences of the progress of Canada. In 1832 the population of Upper Canada amounted to a little over 276,000, and it now has reached above 500,000, or about a fifth of the population of Scotland; and in 1842 the extent of its cultivated surface (1,751,500 acres) exceeded a third of the cultivated surface of Scotland. Montreal, the present capital of Canada, and the chief seat of the colony's commerce, from being a town about the size of Perth in Scotland in 1825, has so increased since then as to be now more than double the size of Perth, by above 4000 inhabitants. The population of Montreal in 1825 was 22,000, and by the census of the present year it contained 44,090. Toronto in Upper Canada, which was little more than a village in 1830, has now a population of about 20,000, with spacious and luxurious shops, gas-lighted and paved streets, thirteen churches and chapels, eight or ten newspapers, and returning upon its assessment rolls above 200 four-wheeled open and close carriages, gigs, and pleasure waggons—and it is only the other day that a Scottish Presbyterian congregation in Toronto gave an acceptable call to a comfortably placed clergyman in one of the large towns of Scotland, and guaranteed him an amount of stipend nearly as high as is received by the clergy of the city of Edinburgh.

The total revenue of the colony, including Upper and Lower Canada, was in 1834 a little over £265,000, and in 1842 the revenue of the colony, from Customs alone, derived from duties upon manufactured and other goods, imported chiefly from Britain and the United States, amounted just to about the total revenue of 1834, derived from all the various sources, including Excise, Territorial, Public Works, and other departments. The city of Toronto alone, collected in 1843 an amount of Customs duties upon importations from the United States just about double the total amount of such duties collected in the

whole of Upper Canada in 1834—and under a tariff imposing greatly reduced rates of duties.

Those facts, and the state and progress of things of which they are an index, the people of this country are but imperfectly acquainted with. And it is not more the towns of the colony, as may be believed—which especially, in a country like Canada, are directly dependent upon surrounding general prosperity—than the interior country parts, that the evidences of this progress present themselves. The following pages, to which the reader's notice is invited, are designed to afford some glimpses of the condition of an interior part of the colony, concerning which, although comprising one-half of the occupied, and allowedly the finest portion of Upper Canada, our best sources of information afford but vague contradictory general statements. The great Western Peninsula of Canada, upon being first visited by the late Lord Sydenham, in the course of a tour which he performed through the colony in the capacity of Governor-General, in the autumn of 1840, so almost enraptured the practical and expanded mind of that statesman as to cause him to record respecting it:—

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

This ‘ great district,’ however—this one-half of Upper Canada—already having a cultivated surface exceeding a seventh part

* Extract from Private Letter—Memoir of the Life of Lord Sydenham. London, 1843.

of the cultivated surface of Scotland, with about a twelfth part of Scotland's population—and concerning which it is most natural to suppose that the people of this country should desire to be acquainted—is as yet so imperfectly known, that when turning to consult one of the latest and most detailed accounts of Canada, and recognised as an authority, the inquirer reads those hasty chilling remarks:—

‘ Under the influence of vague and speculative hopes, they [a number of opulent settlers] have made it their ambition to plunge into the extreme west and the heart of the bush, and seemed to have imagined that the farther they placed themselves beyond every vestige of culture and civilisation, the greater advantages did they secure. A letter in 1834 states that almost all the emigrants of capital were hastening to the London district, a territory perhaps the most decidedly woodland of any in Canada. Settlers in these wilds encounter peculiar and extreme hardships, being deprived of every accommodation to which they had been accustomed, sometimes even in want of common necessaries, and in danger of starvation.’*

* * * * *

* Edinburgh Cabinet Library, Account of British America, vol. iii. p. 106.

NOTE.—The grave defects existing in the most popular works circulating in Britain respecting Canada, are prominently apparent to those acquainted with the colony. Not to speak of the absurd views entertained regarding the social state, climate, and other important particulars, two illustrations of this imperfect knowledge of the colony from matters of fact may be brought forward—not, however, that they should in the least degree reflect discredit upon the parties, who, desirous of diffusing information, circulate such matter unknowing it to be faulty. In a publication upon Canada, forming part of a deservedly popular series, bearing the date of 1842, it is stated respecting Montreal, the present capital of Canada, that ‘ There are no wharfs, and the ships and steamboats sail close to the

The district so directly spoken of happens to be the very one selected, belonging to the Western Peninsula of Canada, for the purpose of presenting a specimen or miniature view of the country, and the statements given being based on official statistical information, and the view presented being sketched from the experience of a four years' residence, an opportunity is afforded to inquirers satisfying themselves of the truth of the observation, that in this country we know far too little of Canada.

The Western Peninsula of Canada, stretching westward from Toronto, near the upper extremity of Lake Ontario, and having Lake Erie forming its southern boundary, and the Rivers Detroit and St Clair, and the Lakes St Clair and Huron its western and northern boundary—comprises of occupied territory nine districts and part of a tenth; in all, 144 townships, of the eighteen districts, and 273 townships into which Upper Canada is at present divided. Those districts of the peninsula, each embracing from six to twenty-six townships, and each township consisting of 61,600 acres, are all more or less separately glanced at in such a manner as to present within limited space much desirable information. Besides this occupied portion of the region—of about 9,000,000 acres—a large and important

bank of the river, where there is deep water.' Now, *so long ago as 1832, a line of beautiful and substantial stone-wharfs was begun to be built along the St Lawrence in front of the town, and the harbour of Montreal is believed to be equal, if not superior, to any in North America!* The same account of Canada, alluding to the fine public edifices of the city of Quebec, mentions among the rest the Castle of St Louis being 'a prominent object on the summit of the rock.' Now, the Castle of St Louis—this certainly once prominent and celebrated building, long the residence of governors—*was wholly burned to the ground in the year 1834, and has never been rebuilt!* Among the latest travellers in Canada, Mr Buckingham may be mentioned as having fallen into several awkward errors.

territory, amounting to 2,000,000 acres, lying along the eastern shore of Lake Huron, and south of the Georgian Bay, has received what slight notice the information yet possessed regarding it afforded. This territory, which is as yet almost wholly unoccupied, has been recently visited, and understood to be contemplated by Government to be soon set apart and opened up by roads for settlement. The abundance of room there is, however, in the already constituted districts of the peninsula for the flowings of emigration, however large, for numbers of years to come, may be inferred from the fact of there being only about 754,000 acres as yet under cultivation, a large amount, indeed, taking into account the period of settlement, and the circumstances of the settlers; but small compared to the several millions of acres yet to cultivate, and every one of which, without exception, perhaps, susceptible of cultivation.

Before here taking leave of the reader, in order to invite his further attention to the sketch of the interesting district selected for affording fuller and more familiar views respecting the colonists, and of the ordinary appearances in regard to scenery and modes of life presented in this part of the colony—it may be as well, in justice to the whole subject of the important portion of Canada thus introduced, to refer to an acknowledged high authority as to the particular character of its soil and climate. M. Bouchette was Surveyor-General of Lower Canada, and was employed officially on an inspecting tour over the province.

‘The whole tract,’ says Bouchette, in his work on the British Dominions in North America, ‘is alluvial in its formation, and chiefly consists of a stratum of black and sometimes yellow loam; above which is deposited, when in a state of nature, a rich and deep vegetable mould, the substratum beneath the bed of loam being generally a tenacious grey or blue clay,

which in some parts appears at the surface, and, intermixed with sand, constitutes the super-soil.' — 'The forests are remarkable for the sturdy growth, the variety, and the rich foliage of their trees. Out of the long list of their different species, the following may be selected as being of most frequent occurrence : maple, beech, oak, basswood, ash, elm, hickory, walnut, butternut, chestnut, cherry, birch, cedar, and pine, and their several varieties.'—Regarding climate, the same authority observes, 'Situated between the parallels of 42 deg. and 45 deg. 30 min. north latitude, it has the advantage of extending further south than any portion of the British North American possessions, and hence enjoys in an eminent degree a superior fertility of soil and milder temperature of climate.'

SKETCH OF A DISTRICT IN CANADA.

PRESENTING A MINIATURE AND FAMILIAR
VIEW OF THE COUNTRY WITH ITS
FARMS AND TOWNS.

S K E T C H
OF A
D I S T R I C T I N C A N A D A.

FIRST LETTER.

Extent of the Old and Present Limits of the London District—Progress and Present State of Settlement—The Inhabitants, the Countries of their Origin, and their Religious Professions—The Coloured (African) Population, their Condition and Behaviour in Canada—The Indians, Oneidas, Munceys, and Chippewas in the District—Recent Settlement of Oneidas from the Mohawk Valley, United States—State of Civilisation among them—Occupations, Manners, and Dress.

NOTES :—Oneida Indians, and their ‘ Castle ’ in the Mohawk Valley—Runaway Slaves—Amherstburgh, their chief refuge in Canada.

LONDON, CANADA, 1843.

I WILL now write you something about our London here. This central portion of the great western peninsula of Canada, though universally acknowledged to be the finest part of the province, and mentioned in books treating of the country as being ‘ the garden-land of Canada,’ has, as you are aware, been very little visited by travellers; and I know of no publication to which I can refer you for any detailed account of this important and interesting district of country.

The old limits of the London district, which have been altered within the last seven years, embraced three counties, Middlesex, Oxford, and Norfolk, besides the large block of land known as the Huron tract—the whole comprising fifty townships, covering a surface of 3204 square miles, or about a tenth of the size of all Scotland, including the Orkney, Shetland, and Western Islands, and which now show upon the assessor's rolls upwards of one million and a quarter of occupied acres—being more than five times the number of acres in all Mid-Lothian, cultivated, uncultivated, and uncultivable together.

This great extent of land cuts quite through the centre of the rich peninsula formed by the Lakes Ontario, Erie, St. Clair, and Huron, and stretches from the banks of Lake Erie to the southern shore of Lake Huron. The soils are of great variety, from the light and stronger brown sand, with its oak or pine, lying chiefly along the shores of Lake Erie and in spots near the rivers, to the heavier clay and rich black loams, with their maple, beech, and other hard woods in the interior. In 1835 this district, not including the Huron tract, had a population of 39,468, possessing 143,061 acres of cultivated land, 4963 horses, and 13,720 milch cows; and the latest published official returns show that in 1841 there were 52,397 inhabitants, possessing 213,516 cultivated acres, 8609 horses, and 19,831 milch cows—being an increase since 1835 of 12,829 inhabitants, 70,455 cultivated acres, 3646 horses, and 6111 milch cows. Comparing the population in 1832, which was 28,841, with that of 1842, estimated at about 57,000, this part of Canada appears to have doubled its population within ten years. This is the London district, as it is still laid down in books professing to give an account of the country. But a change took place some time since.

The old limits of the London district have been gradually reduced with the increase of population, as the distance, in instances above 60 miles, for jurors and others attending the

courts and other business in the district towns, became two inconvenient.

The county of Norfolk, having seven townships, lying east and south of London, was the first disjoined, and erected into what is now the Talbot district—with its district-town of Simcoe, distant about seven miles from Port Dover on Lake Erie.

The county of Oxford, with ten townships lying east of London, was about four years ago erected into the district of Brock, having Woodstock for its district town. More recently (about two years ago), the Huron tract, with eighteen townships, and having Goderich for its chief town, which is sixty miles north of London on Lake Huron, was erected into the district of Huron; and boasts of one of the finest soils to be found perhaps in Canada.

What now constitutes the London district is the remaining third county of Middlesex, having fifteen townships, and London—our London on the Thames—as its district town. The population of these townships in 1835 was 21,158, possessing 70,033 cultivated acres, and the assessed valuation of land and other property was £265,351 currency, or about £212,000 sterling. [Cultivated land is valued at 20s. currency, or about 16s. sterling, and wild land at about 3s. 3d. sterling an acre—considerably under real value.] In 1841 the population was 27,050, possessing 101,586 cultivated acres, the valuation of which and other property exceeded £294,000 sterling—which shows an increase, during the six years, of inhabitants about 6000, cultivated land 31,553 acres, and of assessed property £82,000.

I have before me a copy of the unpublished official returns of the district for 1842, to be laid before the Provincial Parliament at the ensuing session; and as this document presents a variety of curious details, some of which, I doubt not, you would feel interested in knowing, I will subjoin a few. First, as regards the kind of population composing the district of London, there are—

Natives of England,	.	.	.	2828
.... Scotland,	.	.	.	2979
.... Ireland,	.	.	.	3085
.... Canada,	.	.	.	18,200
.... Do., of French origin,	.	.	.	71
.... United States,	.	.	.	2225
.... Continent of Europe,	.	.	.	269
Total population (1842),				29,657

The various religious sects number chiefly—

Church of England,	.	.	.	6320
.... Scotland,	.	.	.	4199
.... Rome,	.	.	.	1222
British Wesleyan Methodists,	.	.	.	1508
Canadian do. do.	.	.	.	1372
Episcopal do. do.	.	.	.	1475
Presbyterians not in connection with the Church of Scotland,				1769
Congregationalists,	.	.	.	585
Baptists and Anabaptists,	.	.	.	3279
Other sects,	.	.	.	583

The remainder are made up of other denominations; as members of the Dutch Reformed Church, Moravians, Menonists, and Mormons—of which last there are only nine persons residing in one township. I may, however, remark, that implicit dependence is not always placed on this department of the census, errors being suspected to occur. The population connected with the Churches of England, Scotland, and Rome, and the seceders from the Church of Scotland and other Presbyterians, and also the Methodists and Baptists, are pretty fairly divided throughout the district. The other sects chiefly reside together in various localities.

Of the African, or coloured population, as they are generally called, who are chiefly, if not altogether, from the United States, and a considerable portion of them liberated or runaway slaves, there are 223 males, and 77 females—a proportion which of itself tells something of the manner of their coming

here. Having had little or no opportunities of gaining even the first elements of education or correct moral training, the greater part of these people find only employment of the most inferior kind. Those who have not been able to procure land live about the towns, generally gaining a subsistence by cutting wood for fuel. There are, indeed, honourable exceptions, evincing enterprise, intelligence, and respectability—yet much prejudice exists regarding the coloured man even in Canada. But you in Britain, I think, too harshly condemn this prejudice, both as shown in the United States and here, not understanding sufficiently the various points of this question of difference. Do not think from this, however, I am one of the prejudiced. I find them generally civil and respectful, and any differences they may have I am more inclined to palliate than blame them for, and I wonder only they are not worse.

The Indians, of whom there are two distinct settlements in the district about twenty miles from London upon the banks of the Thames, are not, I believe, included in the census. One of these settlements forms part of the tribe of Oneidas, who emigrated about three years ago from the Mohawk Valley in the United States, and purchased this large tract they now possess on the Thames. Many of them have built comfortable houses, and are beginning to raise around them cultivated fields. A division of this tribe emigrated to Green Bay, on Lake Michigan, in the United States, but I believe the greater number came to Canada. Some part of the tribe yet remaining in the Mohawk Valley are expected, I have heard, to join the party of their brethren on the Thames, on completing the arrangements in the disposal of their lands. Then the whole tribe will have parted with their old inheritance there, where they had long grown their maize and smoked their calumet, to be pushed westward by still another sweep of the tide of advancing civilisation. You remember it is one of those Oneidas that Campbell finely brings into his poem of 'Gertrude of

Wyoming,' where the scene is laid in the valley of the Susquehanna :—

' And summer was the tide, and sweet the hour,
 When sire and daughter saw, with fleet descent,
 An Indian from his bark approach their bower,
 Of buskined limb and swarthy lineament ;
 The red wild feathers on his brow were blent,
 And bracelets bound the arm that helped to light
 A boy, who seem'd, as he beside him went,
 Of Christian vesture and complexion bright,
 Led by his dusky guide, like morning brought by night.'

These Oneidas on the Thames are many of them stately looking men, staid almost to cold haughtiness in their demeanour, reserved in their manner and conversation, using few words, which, with their erect manly bearing, lustrous black eye, and browned complexion, impart to these best specimens of the tribe a striking dignity. The females are fairer in their complexion—more so than the most of Indian women in Canada—the features less strongly marked—in make lighter yet robust, manners soft and simple to extreme, having an archslyness at times, and subdued smile, or light clear laugh, especially when together, and delighting to parry all attempts to lead them into talk. Though few can use English like the men, who mostly have it broken, and also sparingly use it, even those of the women who can, incline rather to their natural shyness and reserve. Their dress is a blanket, or square of blue broad cloth, worn as a shawl ; a printed cotton short-gown of showy pattern, falling loosely a little below the waist ; a petticoat of dark blue or green cloth, reaching only low enough fully to show their pantelets or leggins of like cloth or colour, fitting close upon the ankle, and embroidered down the out-seam upon a stripe of lively green or scarlet silk, with varied coloured beads. They usually have no covering on their heads ; their jetty black hair is simply braided in front, and made to lie evenly down behind, smooth and glossy ; and

their blanket, or cloth shawl, brought fully up to the neck, is wrapped tightly around, and not unfrequently displaying a well-rounded form. You have here a little sketch of an Indian belle. You may fancy, additionally, rather small hands with lots of silver rings, and small feet tightly fitted with dressed deer-skin moccasins, neatly made by themselves, with showy silk binding and bead embroidery. Some, too, like our own aspiring fair equestrians, carry their head beneath a gentleman's beaver, and 'all around their hat' rows of light silver ornaments. These specimens of the Oneidas I have alluded to are the more respectable of the tribe; there are others tawdry and dirty enough, though, I should say that, as a whole, they are amongst the most orderly and comfortable-looking Indians living in the settled parts of Canada.

These Oneidas live on the south side of the river, where there are sloping and high banks heavily timbered, and a rich soil. Opposite to them, commencing in a gentle valley, then rising on a high steep bank, is the settlement of some other Indian tribes, the Munceys and Chippewas, in their old village of Munceytown. They have here a large tract of the best of land, with several good farms and houses; their missionary station, with chapel, school, and preacher's residence. Their preacher is himself an Indian, of respectable attainments in knowledge, and of whom, I daresay, you have heard. He is well known as Peter Jones, who, upon one, if not two occasions, when he went to England, had the honour of being presented to her Majesty. He delights frequently to revert to this honour, and relates with extreme minuteness and amusing simplicity the details of the ceremony; the humour with which he does this forming a singular contrast to his general austere and dignified bearing. Mr Jones is esteemed as an excellent man, has done much good among the Indians, and exerts great influence over their conduct and habits. Both tribes, Oneidas and Munceys, though not to be called civilised, are nevertheless wonderfully regular in their habits, perfectly inof-

fensive, and are never known to show the least signs of the savage character formerly attributed to them. At the hunting season some of the more restless, indeed, set off to the most unfrequented parts of the woods, and, during the snow and frost of winter, encamp for weeks till they have gathered their sleigh-load of deer skins and venison—the latter being preserved by the hard frost. When packing up their slender camp, and driven by their small poorly-fed horses, but as hardy as themselves, they may be seen moving into London in high spirits to dispose of their capture. The wives and children usually accompany them, and several shaggy, ugly, and lean, but sharp-looking dogs—all which, with blankets, kettles, and other camp utensils, are bundled together in the sleigh. The venison they often sell exceedingly low; I have seen it bought for 2d. and even 1d. a-pound, and our Canadian London is generally plentifully supplied with it during winter.

But I must close with the Indians now. Respecting their numbers in the London district, in these two settlements on the Thames, quite off all main roads, and removed from other settlers, I can only make a rough estimate, and think there may be somewhere about a thousand—the Oneidas numbering the most.

Having sketched to you this district, so far as regards its size, extent of cultivation, amount and increase of population and property, the various countries whence the inhabitants come, and the religious beliefs they profess, together with a slight notice of the coloured people and Indians, forming, you perceive, a small and isolated proportion, I must now think of closing this letter. In my next I will give you some statements respecting the kinds, qualities, and quantities of the crops raised in the district last year. Also the amounts and kinds of live stock, and of the products of miscellaneous industry, as domestic cloth, maple sugar, and the like; so that with this, and other information of a substantial and accurate description, yourself and friends may be able to form a pretty correct opinion re-

specting this district, which may be taken as a specimen of the capabilities of Canada, and the condition of the settlers.

NOTES.

THE ONEIDA INDIANS.

'The Northern Traveller,' a work published at New York in 1826, in describing the route along the Erie Canal, has the following notice of the tribe of Oneidas, and their residence in the valley of the Mohawk. 'Oneida Castle,' it may be mentioned, is situated between the towns of Utica and Syracuse, 140 miles west of Albany:—

'ONEIDA CASTLE is a village on the confines of a tract of reserved land belonging to the Indians of the Oneida nation. The principal residences of most of the Indians in this part of the country were formerly fortified in a manner corresponding with their ideas of warfare, and hence the name of castle attached to this village.

'The Oneidas were one of the original Five Nations, which form so conspicuous a figure in the history of the state of New York. The best and most interesting account of them will be found in Colden's history, to which valuable work the curious reader is referred. They formerly resided, says that author, on the shores of the St Lawrence, near where Montreal now stands; but, being driven from their country by the Adirondacks, a powerful and warlike nation, wandered towards the south-west, and settled along the lakes of New York, where they now live. This occurred before the arrival of any Europeans in this part of the continent, and when the French came to Quebec, in 1603, they held their present abode. On the St Lawrence they had been cultivators of the ground, but, after their expulsion, they turned their attention to warlike deeds with so much success, that they finally triumphed over their enemies the Adirondacks, and almost exterminated them. Their power and influence, at the time of the settlement of New York and New England, were extended far and wide. They held the Delawares in subjection in Pennsylvania and Delaware; the Cherokees in South Carolina sought their friendship; and all the country between the Hudson and Connecticut rivers was tributary to them. They must have been at that time extremely numerous. But since then their decrease has been great; for, besides the losses they

have sustained in wars, and the diseases brought upon them by civilised vices, many of their young men have left their native country to go and join the tribes who still preserve some portion of their original habits and independence; and there are supposed to be only 8000 now in this state.

‘The ancient Council Grove of the Oneidas, where all the public business of the nation has been, for many years, transacted, is formed of 27 fine butternut trees, which, in the summer season, from a little distance, present a beautiful and regular mass of verdure. It was carefully fenced in, until within a few years, and kept clear of all brush, fallen limbs, and other obstructions, but has now become a mere thoroughfare.

‘In the scattering village about half a mile beyond, there are several decent and comfortable frame-houses inhabited by Indian families, whose habits have risen to a higher grade than most of the nation, although many of them are gradually improving, by betaking themselves to agriculture. A handsome school-house has been erected at the same place, the frame of which was made and raised under the direction of a young Indian, from what he had learnt by watching the progress of the builders employed several years before on his brother’s house.

‘The Oneida nation derived their name from a white stone on a hill five miles southerly from this place, to which they long paid a superstitious worship. The word ‘Oneida,’ in their language, signifies *a stone on a high hill*. Many of them were idolaters until within a short time; but, a few years ago, the nation renounced their ancient superstitious rites, and declared in favour of Christianity.

‘Brothertown and Stockbridge are two villages, a few miles southeasterly, situated on part of the Old Oneida reservation, granted to some of their scattered Indian brethren from Pennsylvania and New England. New Stockbridge, until recently, was the residence of the Stockbridge tribe, who came by an invitation from the Oneidas some years ago. They had Christian ministers among them long before they removed from Stockbridge in Massachusetts. Most of them now reside at Green Bay, on land given them by the Menominies, a nation with whom they are on the most friendly terms, and are adopting, to a good extent, the arts of civilised life. They have invited the Oneidas to join them. The Brothertown Indians have been collected from all the remnants of tribes in New England and Long Island, and practise comparatively few of the Indian customs.’

RUNAWAY SLAVES.

‘I recognised in one of the waiters of the hotel an active and rather intelligent coloured man, partly white, whom I had met in the summer of 1841 at Amherstburgh—a town famed as the great landing-place and asylum for runaway slaves from the adjacent states. This individual

was then engaged completing his duties of 'slave-pilot' to a band of four good looking, rather well dressed, young men, who, through the instrumentality of this 'pilot,' had just effected their escape from their 'proprietor,' a Dr G——, of Maryland I think. These young men had been musicians, composing an instrumental band, employed in a public tea-garden belonging to Dr G. The band was occasionally 'hired out,' when not required in the garden, and it was one of these occasions they made use of to effect their escape. Dr G., it seems, had closely pursued 'his property,' as it was only a day or so after the touching of our boasted ground which changes *slaves to men*, that he landed on the Amherstburgh wharf from an American steam-boat, inconsolable for his loss, which he estimated at 'some thousands of dollars.' The American boat lay about two days at Amherstburgh, ready, if by any means the runaways could have been got aboard, to carry them off. So much was retrieved by the pursuit, that, through persuasive means, the Dr went away with one of his '*dear boys*,' as he indulged in calling them while imploring them with tears to return. Some weeks after, another of them was taken back, and conveyed to Dr G. by a *white inhabitant of Canada*, as was currently reported, though, I must say, I never could fully assure myself that such could really be the case.—*Private Letter.*

[Amherstburgh is situated at the lower extremity of the Detroit River, where it opens into Lake Erie, about eighteen miles below the American city of Detroit, state of Michigan. It is one of the oldest settlements in Western Canada; and in connection with its military fort (Fort Malden) is associated with some of the more stirring incidents in the last war with America. The situation of the post caused it to be looked upon as the key to our relations with the Western Indians. Runaway slaves from the United States seem to have taken refuge in this place, and the country adjoining, at an early period in the settlement of Canada. These coloured people are a good deal engaged in growing and preparing tobacco for the Montreal market; and have a church and school-house in the small but pleasantly situated town.]

SECOND LETTER.

Kinds and Quantities of Crops produced—Average price of Wheat and of Agricultural Labour—State of Local Markets—Canadian Winter—Wintering Cattle—Official Returns of Stock within the District—State of Canada in regard to Markets—Hasty Observations of Travellers in drawing comparisons with the United States—Prospects of Canada—Condition of Settlers.

NOTES :—Port Stanley, the chief Shipping Port of the District—Climate—Canadian Winter—Wintering Cattle—Tillage and Grazing.

LONDON, CANADA, 1843.

I PROMISED you in my last letter to give the kinds and quantities of crops produced in the district last year, upon the 109,706 cultivated acres by the population of 29,657. So here as follows :—

	Bushels.		Bushels.
Wheat, :	246,045	Pease, .	112,734
Barley, :	16,075	Indian Corn, .	79,851
Rye, :	10,162	Buck Wheat, .	23,558
Oats, :	224,769	Potatoes, .	268,619

The average price of wheat throughout the district during the season is estimated at 3s. to 3s. 3d. a bushel, or about 24s. to 26s. a quarter; and the price of agricultural labour a day throughout the year at 2s. 6d.—all sterling money. Wheat generally brings ready cash in the market towns, as at London, St Thomas, and Port Stanley on Lake Erie, which is the chief shipping port of the district, and is twenty-five miles distant from London. Much of the other produce is also sold

for cash ; but markets for these are not so ready, and there is a considerable deal disposed of with difficulty even in exchange for store goods. There are buyers, indeed, who, for speculation, will purchase at under prices ; but usually the farmers who come to the towns with their loads will rather endure difficulty and delay to the last than sell on such terms, by having, as they say, ‘ the price that is going ’ broken down. I state the matter thus that you may form some idea of our markets here, and of the buyers and sellers. Turnips and hay are grown to some extent, particularly hay, of which large quantities are disposed of for the troops stationed at London. Owing to the last unusually long and severe winter, good hay was selling in London at L.4 sterling a ton, which, a month or so before, was about its usual price of L.1, 15s. and L.2, or about 3d. a stone. Winter was about a month later in leaving us this last time, it being somewhere in the end of April until the sun came in his warmth and melted the snows, and brought signs of spring. Many settlers who had not taken the precaution to have reserves of fodder—having sold too much, or not husbanded it cautiously enough—lost numbers of cattle. Only one winter like it had been remembered, I think, by those longest in the country. But do not think too *coldly* of Canada for all this. You need not at all, I assure you. I had neither toes, nose, nor ears frozen, nor did I hear of any—oh, no ! Why, the few bitterest days we had I could go abroad in our keen yet dry and bracing air, with as little, if not less, inconvenience, and having the same clothing as you would in your own miserably damp, chilly, foggy days in Edinburgh. And then, the tingle, tingle of our sleigh-bells, ringing merrily on the ear. Bless you all, a Canadian winter ! You do not know it. But more fully of all this some other time :

I was to tell you of the live stock owned in the district. So here are the official returns for 1842 :—

Neat Cattle,	.	47,678	|	Sheep,	.	.	43,327
Horses,	.	7232	|	Hogs,	.	.	2929

This number of neat or black cattle consists, most likely for the most part, of milch cows, and of the oxen used in agricultural labour. Canada, though affording to every class of the population a superabundant supply of butcher meat of all sorts, beef, mutton, lamb, and veal, and of a quality such as agreeably disappoints strangers arriving in the country; still comparatively little attention, except among the best farmers, is bestowed in the care and feed of cattle. I have frequently seen milch cows browsing in the woods, making their best from the branches of trees and shrubs, in the dead of winter, or straggling about the towns, and picking what they could by stealth from the farmers' hay-waggons, or otherwise. I do not wish you to think this the rule; but it is to an extent as would much surprise you—I know it would your Ayrshire farmers, who pay so commendable attention to the general comfort, cleanliness, and food of their milch cows. The too common neglect with regard to the shelter and supply of prepared food in winter for the cow here, would cause these best of dairy-farmers to inquire how cows kept thus could be worth keeping at all. He would say, I am sure, that his own cows kept in such a manner, instead of a source of profit, would be a dead loss. Nevertheless, we must be cautious where we lay blame, and avoid the sweeping censures the enterprise of the people of Canada have had at the hands of post-haste travellers and superficial observers of the state of things in this country. We have no market, such as Ayrshire has, to excite emulation and competition among producers to the furthest possible point. Nor have we as yet, in comparison to the United States (so frequently put forward), the proportion of populous and wealthy cities, with old-established and completely organised channels of communication and intercourse. This country is young, and imperfectly known; yet, doubling its population in about half the time of the United States—in course of some little time longer, when its capabilities are fuller into notice, and communication and intercourse more developed for its markets,

Canada may give little opportunity for even the most superficial comparisons. Even now, though the people by no means boast of their wealth, let us look, for instance, at the statistics of this London district. There exists real property to the extent that were every man, woman, and child in the district to have a fair division, they would have nearly two cattle and two sheep a-piece; also four acres of cultivated land, and a horse among every four. Or say, for every family consisting of four persons, there would be between six and eight cattle, the same number of sheep, one horse, and sixteen cultivated acres. And let it be kept in mind (and in this, perhaps, consists the main value of the illustration), that this real property has arisen by manual industry, chiefly within a space of time allotted to a single generation. I do not overlook the objection which may be stated to this, that these district shareholders would, as a matter to be expected, become the less fortunate holders of shares of the farmer's debts. As regards this, what of these exists are chiefly owing, I have the conviction, within the district, and therefore among the inhabitants themselves. What is owing to the merchants for British and other goods, deducting what the merchants themselves possess in real property, may be met by other property, which, in buildings and other substantial shapes, are excepted from our division scheme. Another object for having introduced this view is, that you may have a familiar idea of the general comfort which you might suppose should exist in this state of a country. Other statistics, which I will give you as we go along, will farther illustrate the existing state of things here.

The horses of this country are, I think, better looking and more active, though not so large, as your work-horses in England or Scotland—more like your carriage-horses in make and spirit, and are besides very tractable and good natured. They are capable of undergoing great fatigue and hardship in long journeys and bad roads. The four-wheeled waggons we use instead of carts allow them scope for their active and mettle spirit. With

regard to sheep, we keep steadily improving the breeds, and can show fair specimens of various sorts, particularly Leicesters and Southdowns, the latter of which are believed to thrive well in Canada. The price of sheep here is from 4s. for common, to 16s., and even as high as L.2, for best breeds. Work-horses, L.8 to L.10; milch cows, L.2, 15s. to L.4; good oxen may be stated at L.12 a-yoke.

But information grows as I proceed faster than I had thought it would ere I began writing to you; and, rather than tire you with long letters, I will reserve for my next other items of wealth and domestic industry of the inhabitants of the district.

NOTES.

PORT STANLEY.

Port Stanley is beautifully situated at the mouth of Kettle Creek, which is the outlet of the finest grain country on Lake Erie, and is the port at which are entered all goods for Talbot Street, twenty miles east and west of it, for St Thomas, London, Delaware, and the adjacent countries, and when completed as a harbour, with a plank road to London, may be expected to yield three times the revenue it has ever yet produced. The amount of the collections at this port during the last three years is as follows:—In 1840, L.454, 9s. 9d.; in 1841, L.829, 6s. 8d.; in 1842, L.505, 11s.; but, under the management of the new collector, Mr Richard Smith, and with an improved harbour, I have no doubt the amount will be doubled next year. Mr S. has collected L.834 during the last quarter, nearly double the whole sum in 1842.—*Commissioner of Customs' Report, Oct. 27, 1843.*

[The above collections of duties on imports from the United States are stated in provincial currency, which roughly may be reduced to sterling by deducting a fifth. The guinea is rated in Canada at 24s. 4d. currency. The exact rule to reduce this currency into sterling, is to multiply by 60 and divide by 73. To convert sterling into currency add 1-5th to the sterling amount, and 1-12th to the 1-5th.]

CLIMATE.

'The climate of Upper Canada is very changeable, but certainly peculiarly healthy. Out of two regiments now stationed at London, only six men are in hospital.'—*Emigration Commissioners' Information*, 1842.

The subject of climate being of importance, and generally much misunderstood in Britain, the opinions of one or two other authorities, with remarks, are subjoined.

Joseph Bouchette, Esq., a native of Canada, who held the post of Surveyor-General of Lower Canada, and whose elaborate and expensive work on the British dominions in North America, published in two volumes, folio, London, 1831, is considered a chief authority, thus writes regarding the climate of his native country. He may, perhaps, be over-enthusiastic in its favour, for estimating strictly the climate of the greater portion of North America, and the estimate may extend in some degree to Canada, its tendency, though it may not be immediate, is considered to impair, in some respects, rather than sustain or improve the race of inhabitants from the British islands. The more equable and moist climate of Britain, preserved, in a great measure, by the surrounding ocean, may be believed to be more conducive to comfort at least, and also both to mental and bodily energy, than the more dry, and in some degree parching climate of America. We do not see so frequently the fresh healthful glow of countenance there; but, on the other hand, the inhabitants, those of Canada at least, are believed to be more exempt from colds and other diseases, frequently produced by the raw damp atmosphere and keen easterly winds more prevalent in Britain. With this qualification, which we have thought it proper to give, we quote the opinion of Bouchette:—

'In point of salubrity no climate in the world can perhaps be found to exceed that of Canada, which is not only a stranger naturally to contagious disorders, or fatal epidemics, but extremely conducive to longevity. In the early periods of the settlement of the upper province the fever and ague were indeed prevalent; but, as the cause of this local affection was gradually removed by the draining of marshes in the progress of cultivation, it has almost entirely disappeared.'

A Government Report, which was laid before a select committee of the House of Commons in 1823, thus estimates the climate of Upper Canada:—

'The climate of Upper Canada is considerably milder than that of the lower province, and the winter shorter in the same proportion. In both these respects it improves as you proceed westward,—so much so, that although the frost generally commences in November at its eastern extremity, and continues in that neighbourhood till the middle of April, it rarely commences on the shores of Lake Erie before Christmas, and it

usually disappears between the 25th of March and the 1st of April. On a comparison with the climate of Great Britain, the heat in the summer months is somewhat greater, but never oppressive, as it is always accompanied with light breezes. There is less rain than in England, but it falls at more regular periods, generally in the spring and autumn. The winter cold, though it exceeds that of the British isles, is the less sensibly felt, in consequence of its dryness, and seldom continues intense for more than three days together, owing to the constant fluctuation of the wind between the north-west and south-west points.'

[The winters in the vicinity of Lake Erie and westward, as along the River Detroit, though milder, and not so long as in other parts of Canada, the frosts may yet be said to set in earlier than mentioned in the above official statement. Snow requisite for sleighing does not generally fall until Christmas, or later; the average depth of snow, in Upper Canada may be estimated between eighteen inches and two feet. The public reports of the inhabitants of townships bordering on Lake Erie, furnished to Mr Robert Gourlay for his valuable work regarding the early condition of Canada [two volumes, 8vo, London, 1822], generally agree in stating, that cattle are put out to pasture from the first to the middle of April, and stabled, or taken into yard, about the beginning of December. Sleighing lasts generally about two months, chiefly during January and February. Ploughing commences about the middle of April, and reaping about the latter end of July, or beginning of August; winter wheat is usually sown in September.]

CANADIAN WINTER.

The Canadian winter, as the inhabitants in general employ themselves, is hailed rather as the season of increased enjoyment, than dreaded as the same degree of cold would be in Europe. Agricultural labours being at this season suspended, the roads being hardened by the frost, and the rivers and lakes in general covered with ice, the *sleigh* or the *cariole* is got ready all over the country, and now riding abroad upon business or pleasure commences; visits are paid by friends or neighbours, opening both provinces to each other by a simultaneous movement; so that the season is, by this agreeable custom, often made to resemble rather a sort of busy jubilee than the period of dreary seclusion that we should otherwise suppose it. Wrapped in furs and warm clothing, and seated in their sleighs drawn by a single pair of horses, the farmer and his wife will travel over the snow some sixty or seventy miles a-day with but little fatigue; and what with the bracing clearness of the winter air, the cloudlessness of the skies, the picturesque appearance often exhibited by the ice-crystalised forests, the rapidity of

the movement, and the great numbers of equipages and vehicles of all sorts to be met with on the ordinary roads, conveying persons similarly employed at this time of the year, this kind of pastime is universally represented as most agreeable.—*The Canadas, by A. Picken, from Documents furnished by the late John Galt, Esq.*

‘ An Emigrant Farmer of Twenty Years’ Experience’ [in Lower Canada] thus records his opinion of the winter in that quarter, where it is allowedly more severe than in the upper or western portion of the province :—

‘ The length and severity of our winters, of which so much is said, form generally the chief, if not the only argument ever attempted to be used against this part of the country ; and, to look only at the state of the thermometer and the depth of snow, it would appear rather a formidable one ; but the thermometer and our feelings do not unfrequently measure heat and cold, especially the latter, very differently.—I have actually suffered more from cold in England, while closely shut up in a mail coach, during a night in July, when the thermometer could not be so low as the freezing point, than ever I suffered in this country when it has been near zero : and this is easily accounted for by the fact, that, in the one case, the atmosphere was saturated with moisture, while in the other it was dry. From which it would appear that our feelings, as far as the cold is concerned, would correspond more nearly with the range of the hydrometer than with that of the thermometer. As to the snow ; its depth and long continuance on the ground are such a convenience and benefit to the farmer, that he is anxious for its coming, and sorry when it leaves him ; it also acts as manure, and pulverises the land, superseding, in a great measure, the necessity of fallowing. Half at least of what is said about this climate, has no other foundation than what is to be found in the imagination and credulity of travellers, according to these, to be frost-bitten is of so frequent occurrence as to become the subject of a necessary and almost daily salutation, ‘ Sir, your nose is frozen !’ I have been a farmer in this very severe climate upwards of twenty years, and have never seen nor heard of a single instance of material suffering from the cold. The length of our winter, too, has been much exaggerated : while now writing, this 29th November, 1827, my cattle are out grazing night and day, not yet having had any snow, and scarcely any frost : I have sometimes not been obliged to take them in or to feed them till a few days before Christmas, though this is rarely the case : and by the middle of April we commence sowing our grain, so that our winter is, on an average, not of more than four or five months’ duration, instead of six or seven, as people have been led to suppose.’—*The Emigrant to North America.*

[In bringing together authorities in order to aid in correcting the very false notions prevalent in Britain with regard to the climate of Canada, opportunity is here taken to recommend to those interested, and who may not have yet perused the really useful book of the emigrant farmer quoted above. It is a cheap publication, and will be found useful as sketching the experience of a settler's life in Lower Canada. It shows what may be accomplished by well-directed industry, even in that part of Canada generally considered to be unfavourable for agricultural operations. Some shrewd general remarks respecting Upper Canada, from letters of an Ayrshire emigrant, have latterly been incorporated with the publication.]

WINTERING CATTLE.

The past has been one of the most severe winters ever felt in Canada ; and, from present appearances, we would suppose but little will be done on the land before the first of May. At this period last year [April 17] the thrush and the robin were delighting us with their melodies—the plough-boy was merrily whistling after his well-trained pair of horses—the gardener was preparing his salad beds and transplanting fruit trees—and the markets were even supplied with the early description of vegetables—and, in short, all nature was rejoicing at the return of spring, when she might clothe herself in her rich and variegated costumes. We are told by some of the oldest settlers that, about forty years ago, the winter was as long and severe as the present, and the snow was fully as deep as at this period ; and yet grain and roots of every description ripened well. This has been unquestionably a severe winter on live stock. The common practice among most of the Canadian farmers is to provide nothing but straw for their cattle and sheep for winter food ; and the cry which we hear so much about at present is only an *echo* of the old story of hard winters and scarcity of food for stock. At the first of February much stock were dying from the same cause ; up to that period the winter was mild, and the fault must be attached to the owners of such stock. Let the farmers seed down one-half their farms with cultivated grasses, and plan their business so that they will have good fat pastures for their stock through the summer months, and an abundance of excellent hay and roots for winter feed ; and, instead of making *straw* the sole dependence, use it copiously for bedding the stock, to keep them from freezing to death. If farming will not pay in this way it will not in any other. One of the principal errors of the present mode of Canadian husbandry is this ; it requires pretty much all that is raised in the summer to winter through a few head of cattle, and to sustain the inmates of the household in comfort—we may almost say idleness. If a species of employment could be introduced, from which the proceeds of the winter months could be turned

to as profitable an account as summer, the business of a farmer might then be made respectable. The dressing of hemp and flax would afford this employment; and we hope that immediate action will be taken on the subject, and that societies may be organised for the purpose of trying the experiment, and introducing the most improved method of preparing the fibre of these plants for the British market. Much in this way may be done the present year, if only men of influence and capital would study the best interests of the province, and lead the *van* in the introduction of those improvements.—*British American Cultivator, Toronto, 1843.*

TILLAGE AND GRAZING.

‘ In the present imperfect mode of farming in this province, the *science* being little understood or attended to—and as grazing *exclusively* has not been tried—it may perhaps be difficult to speak with any certainty as to the comparative profits of tillage and grazing. Many farmers, however, are of opinion that the advantages of the latter are not sufficiently understood, and recommend its adoption.’—*Emigration Commissioners’ Information, 1842.*

[See the Notes to the Third Letter, ‘ Prosperous Dairy Farming,’ ‘ Early Dairy Farm in Canada,’ also the Appendix, which contains detailed information respecting profits on tillage and grazing.]

THIRD LETTER.

General Industry of the Inhabitants—Wool, Domestic Manufactures, Orchards, Dairy Produce—British Manufactures and Prices—Struggles of early Settlers—Growing Prosperity—Delusions of Emigrants—Deficiency of Information—Discouragements to be encountered—Gentlemen Farmers—Classes of Inhabitants—Limited Number of Poor—Cases of Public Begging—Flour and other Mills, and Manufactories—Distilleries, Breweries, and Taverns—Influence of Temperance Movement.

NOTES.—Fruits of Canada—Maple-sugar Making — Prosperous Dairy Farming—Early Dairy Farm in Canada.

LONDON, CANADA, 1843.

I NOW lay before you an enumeration of the miscellaneous items of industry, from the official returns for the past year, along with additions and remarks supplied from my own observation:—

The produce within the district in 1842 was, of

Wool, lbs.,	99,484
Fulled woollen cloth, domestic manufacture, yds.,	28,999
Linen, cotton, or other thin cloth, do. do.,	10,769
Flannel, or other woollen cloth not fulled, do. do.,	69,287
Maple-sugar, lbs.,	398,452
Hives of bees kept,	4314

Under this head of general industry may be added the pro-

duce of orchards. Large quantities of apples, plums, and some pears, also peaches from the shores of Lake Erie, all make up a considerable share in the receipts of those farmers who have good orchards. It is right pleasant, as you may fancy, in riding through any ordinarily industrious and thriving settlement, to see these goodly-looking orchards, adding so much to the appearance, as they must do to the comforts, of the adjoining farm-house. One would almost suppose, too, that a row, at least of the trees, of these pleasant orchards had been set apart, in the kindly spirit which some good people have had in digging wells, and planting shady trees along the highways,—to refresh and cheer the traveller. The tempting apples reach their laden branches quite over the slight wooden rail fence of five feet or so, and were it not—(alas for the marring of our pleasant fancyings!)—that forward stage-drivers, teamsters, and rascally boys, plunder wholesale, instead of contentedly pulling their passing apple, and so have thus brought the practice into scandal, I might have had it to note, as some travellers have done, that fruits were so plenty in America that people need never disturb their pockets, but only use the free-will gifts of the road-side. The unsuspecting early settlers seem never to have dreamed in their primitive times, when all had land for the asking, and orchards for the planting, of forward teamsters and rascally boys. But we digress from our enumeration of the items of rural industry. After orchards may be mentioned poultry, which forms another item. Turkeys, geese, and especially the common domestic fowls, are much more generally used than at home, and a considerable number are sold in the towns. Cheese, butter, and eggs, ought to show fully as conspicuously as any of the unenumerated articles in the returns, yet not much cheese is made hereabouts—comparatively little in Canada—and the quality, generally speaking, though I would not say indifferent, I never really could well boast of; still I have seen some very fair samples indeed. A good deal is consumed, which is brought from the United States. From

Ohio we have it very fair. English cheese is also used to a little extent. The butter, though some of it is really as good as you could wish, as a whole, however, it does not approach the quality it might be, from not having as yet received the necessary share of attention in Canada; pasturage here being, I suppose, too rank and new, and the cows allowed to feed so much in the bush among various sorts of weeds. There has not, it is true, been any encouraging market for its exportation until the recent favourable alterations in the tariff, and which goes, in some measure, to explain the rather general inattention there has existed in the preparation of this important item of farm produce. There has been in some seasons a good deal bought by the store-keepers, but the lowness of price only tempting them to buy—at times as low as 3d. a-pound, paid in store goods—and this the store-keeper salted and packed for the Montreal market.

Wool, you will observe, forms rather an important item for this country, there being nearly 100,000 lbs. produced in this district. It is chiefly used in the manufacture of coarse cloth for men's wear, stuff for women's gowns, men's socks or half hose, women's stockings, and flannels, besides yarn and worsted for various purposes. The cloth for the farmers, and their sons' everyday wear, is such as was once very generally used in Scotland, and is sometimes yet, but more so about the time the Ayrshire bard 'went whistling at the plough.' The prevalent colours are blue, dark brown, and sheep's grey. The stuff for women's coarse gowns is a kind of linsey-woolsey of cotton warp and woollen weft, and is of a darkish and not unbecoming colour and appearance. Though not anything like generally used, owing to the low price of British printed cottons now, yet being very durable, it is still frequently to be seen worn by the thrifty housewives of the backwoods. Regarding the low price of British goods here, I may remark, that both in men and women's apparel prices are almost as reasonable as in Britain—I mean in the towns, at such stores where the trade is car-

ried on entirely, or chiefly, for cash, and the lowest cash prices charged. You can buy good broadcloths from 18s. to 20s.; cassimeres, 8s. to 10s.; moleskins, 1s. 6d. to 3s. a-yard; good printed cottons for ladies' dresses, 7d. to 9d.; bleached shirtings, 5d. to 8d.; good plain g.os de Naples, 2s. 6d. to 3s. 6d.; 6-4th British merinoes, 2s. 3d. to 3s., and so on.

Strangers almost invariably are pleasingly disappointed at being enabled to purchase clothing and other goods in the westernmost parts of Canada at a very moderate advance upon the same prices which they used to pay at home; and those who have trusted to their old-fashioned 'guide books,' and locked up some share of their much-needed money in a year or two's stock of gowns, coats, linens, &c., are, as may be fancied, not a little annoyed. A pleasant consequence of these moderate prices is the generally free consumption of British fabrics among all classes, especially among the female portion of families; and it is also worthy of note, that every succeeding year shows a demand in the shops for still better fabrics, and an increasing consumption of such. Those merchants and shippers in Britain, who have profitably practised upon a current opinion, that lots or 'jobs' of cast-aside and inferior goods were well enough, and just what were suited, for the colony, must have already found, in many cases to their loss, that such can no longer be a thriving trade, carried out in the wholesale manner it once was. When there were scarcely any roads to the towns, and towns themselves had but feeble existence, and little or no money in the country, people then were glad to get anything. Is it not hard to believe with you, what I have over and over again been told by numbers of respectable old settlers, that many a bushel of wheat they have exchanged for the single yard of plain factory cotton! And think you what the toils of the bush-farmers must then have been for even the first necessary, food, when, almost shoeless, not unfrequently, thongs of bark alone holding the sole and body of the shoe together, these Robinson Crusoes of Canada would have had to

fight their way thus through the bush-tracks, some twenty miles or more, with what grain they could carry on their backs to the distant mill to get ground, or to exchange part of it for some positive necessary. This is no imagining like De Foe's Crusoe, but scrupulous fact, which has been told to me by those whose word I could trust, and who had themselves experienced exactly as stated.

As an instance of the changing state of things, even within the period of the last few years, When I first knew this town here, four years ago, there was only one store, I think, where carpeting could be had, and then you would have had indifferent choice; now, there are seven or eight principal shops, all keeping a stock of carpeting, and you would have no need to complain of want of variety in kind, quality, or pattern, from common, which can be had at 2s. 6d. a-yard, to that usually sold as best Brussels, which is to be had at 5s. When such change has been in a place of only sixteen years' growth, what further more cheering improvement may we not expect in another sixteen years or so? All was forest where this town stands, so lately as the year 1827; and the whole township, composed of a square of about twelve miles, contained only two families in 1817. It is, indeed, true, that the influence of the military stationed here since 1838, and the circulation of their pay, have in a good measure occasioned these improved appearances, but only in *measure*, as in other towns of Western Canada, such as Hamilton, eighty miles east of this, at the head of Lake Ontario, where this influence was absent, the agreeable change I have alluded to, indicating the progress of the country, in being able to increase the comforts of its population, is also strikingly observable. The great bulk of our farming population, however, who are hardy, frugal, plain-living people, I would have you to bear in mind, do not aspire to such pleasant home conveniences as those just mentioned. The growing taste is limited as yet among the few, and it is chiefly among the more prosperous of the town population that the improve-

ment has most shown itself. Still, you know how town-folks are easier led to show their improved circumstances than their less ambitious and more plain-sailing country neighbours, who will rather lay out their odd savings for the purpose of hiring labour to add to or improve their cultivated fields, or to buy an hundred acres more land to set down a son upon, or to give away, as dowry, with a daughter. Here, again, you must not be led to entertain the idea that, even in Canada, though favoured greatly in many material respects, it is easy, and a matter of course, for farmers thus to set agoing in life their sons or daughters. Only so far true it is, that such fatherly generosity is not an uncommon occurrence. And with people, too, who never at home, among your press of population, could have hoped to enjoy anything like such gratification, dear to parents' heart.

Persons proposing coming to this country, in whatever line of life, must prepare themselves for many unpleasant realities that seldom find their way into friendly letters, and which are either altogether amissing or very exaggeratedly displayed in travellers' books. Many of these annoyances, it is true, are of a nature not easily told, and among so many solid comforts too they are soon forgotten. Numbers of sensible enough people, who, of course, must be aware—if they may not have experienced the fact, seem yet to overlook it, that every change in life is found to bring a state of things always a good deal different from what we had expected. We find the change much better or else much worse than our minds, with false hopes or fears, had caused us to look upon it. If worse, the state of things often receive the blame due to our own delusions; and hence our colonies have been so sadly sinned against; and they have fared, too, it is true, about as ill from the opposite delusion. People have looked upon them (and all too long this has been the case among a large class) as a kind of out-of-the-world wild-fields of banishment—their going there as gloomy expatriation, to suffer from dismally chilling snows or scorching suns—

among dreary forests, bears, rattle-snakes, and such like—all so much fudge-talk, which receives so forcible chastisement and most marked light treatment, when people see the real existences with their own eyes, that it has caused this opposite extreme to be run into, of painting the pleasing disappointment most glowingly—all indeed too much so. And so you see how, chiefly from want of dispassionate and properly-based information, serious errors have been bred, and confusion and disappointments, and grievous drawbacks inflicted upon the prosperity of the colonies, and the wholesome and good work of colonisation; and, as a matter of course, your home population and the resources of the empire have not escaped a share of the consequences.

I do indeed hope, most sincerely, that this imperfect state of things will not long continue now. The people—especially the prudent, calculating, cautious, and not least valuable portion of them—require more minute particulars than the well-meant, but too general information of the presently constituted Emigration Board afford. Such indeed is acceptable so far as it goes; yet to effect larger good more detail is wanted. But to the main course of my letter, again, which has been somewhat interrupted, though I daresay that you pardon, and may even perhaps not unacceptably receive, such digressions as I have ventured upon. I am anxious that these letters should give you no false views of this country, but rather dispel such; and they may perhaps suggest, at least, to your mind what sort of a real existence Canada is, and how colonists fare in it. In writing you of the comforts of our farmers here—with their own free farms, light taxes, and plenty of beef, bread, and wool—there is a part of their life which cannot, consistently with truth, be left out of view, and which may serve as a hint to many who, simply enough, frequently are led to overlook such. When I allude chiefly to the train of annoyances from which no calling nor station, nor people of any country are exempt, and which the Canadian farmer has, as he best knows himself, his full enough share,

you will at once allow I have approached ground which, whether or no can be truthfully imagined, cannot at all be easily described. There are other things not so easily to be borne by many as these common annoyances, and persons would do well to think how they can bear them, or afford to cast them aside: there is that partial and comparative breaking-up of old associations and forming others anew in a new world, as in a sense this is called. And yet, after all, everything considered (and there always *are* weighty considerations, calling to be balanced with such things as associations, though these oftentimes are nothing light)—in choosing a home in the colonies we but go to settle ourselves amid communities composed of our countrymen, perhaps countymen, and it may be, as it not unfrequently is, townsfolks; and so it is, you may conceive, at worst, but merely a *partial* and *comparative* breaking of associations. Families will sometimes experience more of this, in removing from the Lothians to Perth or Aberdeenshires, not to speak of from Scotland to any part of England, or from either to the so-much bepraised and fashionable countries of the European continent, amid strange laws and strange languages. But I will now allude specifically to some of our drawbacks here, these annoyances I hinted at. There is the farmer's scrapings, and often sickening and wearisome enough scrapings, for money, in a country where money is scarce, though, as I have told you, money is to be had almost always for wheat, and some times for other things, even here so far west. It is not easy for those who have not been used to the like, or indeed for any one, to have a day's life worried out, as, for instance, by bringing in a load of hay to market, and have all sorts of prices bid you for it, except that at which you believe you can afford it, and sometimes, it may be, no price at all; and when night approaches, reminding you to move homewards, it is hard, don't you think, to take your old load back again, or be forced to sell to the man who had only offered you little more than half price, and whom, you have thought, watched you as prey

as night began to fall—all too-knowing, that you would prefer yielding rather than take your load home again through sorry roads. This is a vexing, but a true picture of a state of things to be classed among our drawbacks here ; and all who think they could not make up their minds to such, and other rough things, which gentlemen-farmers at home know little or nothing of, would do well to pause before they think of roughing it in Canada. Captain ——, who bartered his half-pay for a settlement in Canada, I have frequently heard bitterly complain ; and, being all unused to the like, it was indeed painful to hear him tell how his hands and neck would be blistered while toiling in the field during very hot days, neither able to afford abandoning the work nor to hire labour ; the manner in which farming is carried on, the general price of produce, and scarcity of money not allowing such, it is conceived. This class of settlers, were I to venture my opinion, However much they may have secured a kind of independence for themselves and families, have not, I would think, added to what they were wont to call ‘ comforts,’ and as the world with them would interpret the phrase. Hardier and more venturesome spirits of the class who have laid aside the finer spun notions of the changling phrase, ‘ comfort,’ do assure themselves, I know, that they have more of genuine comfort than ever before they enjoyed. Some even may fancy themselves, I daresay, and perhaps they are not farthest from the right, to be full happy and truly dignified in likening themselves, for want of exacter parallel, to those ancient heroes of Roman story, Cincinnatus, Curius Dentatus, and others of like fame, with their patches of farms of mere seven acres. You remember the experience of that delightful writer, the authoress of the ‘ Backwoods of Canada,’ herself accustomed to the refinements of home life :—‘ I must freely confess to you,’ writes this lady from Canada, ‘ that I do prize and enjoy my present liberty in this country exceedingly ; in this we possess an advantage over you, and over those that inhabit the towns and villages in *this* country, where I see a ridiculous

attempt to keep up an appearance that is quite foreign to the situation of those that practise it. It is foolish,' continues she, 'to launch out in a style of life that every one knows cannot be maintained; rather ought such persons to rejoice in the consciousness that they can, if they please, live according to their circumstances, without being the less regarded for the practice of prudence, economy, and industry. Now, we *bush-settlers* are more independent: we do what we like; we dress as we find most suitable and most convenient; we are totally without the fear of any Mr or Mrs Grundy; and having shaken off the trammels of Grundyism, we laugh at the absurdity of those who voluntarily forge afresh and hug their chains.'

Leaving for the present, now, these *pros* and *cons* of Canada life, let us revert to our task of inspecting the picture of domestic industry of the inhabitants of this district, selected for our useful matter-of-fact purpose. Continuing, then, the subject of the domestic manufactures of the inhabitants. Many of these home-made articles, woollen hose, flannel, and men's coarse cloth, are not only made use of by the farmers' families themselves, but a considerable surplus is exchanged by the family at the stores for other goods, as prints, silks, muslins, shirtings, and the like. The storekeeper has a demand every winter for much of these manufactures, particularly for the cloth, both by those farmers who may not have made any, and by tradesmen and people of good means who wear this frequently for trousers and over-coats. It usually sells from 4s. to 5s. and 6s., and I have seen some of fine wool, having had more than ordinary care at the hands of the domestic spinner and weaver, and being well dressed, bringing, in an instance, I remember, 7s. a yard; though warm British tweed cloths, fully better looking, can be had from 4s. to 5s. The home-made is preferred for its greater warmth and durability. And there may be something, too, of that laudable pride for one's own manufacture to account for this preference, which, until the people can readily sell their wool, will continue to be indulged, even should

British fabrics become much lower. The domestic flannel, rather rough to the feel and appearance, its wearing quality being chiefly the object, is much used for men's working shirts, and is both made of all wool and of half cotton. Large quantities of knitted woollen socks are made in the farmer's families, which are exchanged in the stores for other goods. There is usually a good demand for the socks in the stores, they being generally preferred by all classes to the imported ones. They are superior both in fineness and quantity of wool to the Aberdeen knitted hose usually imported here; their price is from 1s. to 1s. 6d. a pair. Besides the occupations of spinning and knitting their wool, and sometimes weaving, which engage the leisure of the industrious farmer's wives and their daughters, straw-hat making is another branch of domestic industry carried on to some extent. Several thousands are brought into the stores every summer; the straw is taken from the farmer's own fields, and is used both split and whole, and much of it is very well prepared and neatly plaited. These home-made straws, with low crown and broad brim, you may see sported with very becoming grace, having their black, green, or straw, inch and half ribbon band, by our old men and young men, misses and children. The price of these varies from 1s. to 2s. 6d. Plain and bronzed Leghorn hats are also imported from New York, and are sold from 5s. to 10s. That you may not think our heat so oppressive as so force this light wear, many of our gents never doff their black beaver; and numbers of people, during summer and winter, through the whole year round continue wearing the same ordinary clothing, just as you may see numbers of people do at home—though a considerably greater proportion, indeed, change their dress here, preferring comfort and convenience more, and fashion and appearance less, than you do in your less active and more closely packed communities. And the climate, besides, it is true, gives a fair enough excuse.

You may have heard that in Canada the farmers believe

they cannot afford to hire agricultural labour regularly as you do at home. You will regret with me that such is generally the case. The number of male farm servants shown to be employed in the district in 1842 is only 65; of other male servants in private families, 111. These last I would believe chiefly to be employed in the care of horses, collecting and cutting wood for fuel, and the general work of a family. The number of female servants in private families is 210; persons engaged in trade or commerce, 311. I will now give you an important statement, more illustrative of what we are than anything I have as yet perhaps told you—that is, the number of persons subsisting on alms, which is ten! Ten persons only in a population of 30,000—one pauper only for every 3000! And even this amount of pauperism not real perhaps; at least, I should say, of a different nature, arising from other causes, than yours—chiefly from four causes, I should suppose: first, extreme intemperate habits; old age distant from relations; physical disability in like circumstances; and lastly, it may be a depraved choice, attended sometimes by some one or more of the three other causes. But this is a good deal conjecture, owing to the subject engaging so little attention, and in the humiliating forms in which you have it, being almost excluded from observation. During the four years I have been in Western Canada, I have scarcely met a case of the low beggary which is so pitifully prominent with you. Of cases which I can call to mind, I will tell you two which occurred this last winter. One cold morning, a woman poorly clad, with a sickly-looking child in her arms, entered a shop and begged assistance. She had lost her husband, she said, and was travelling in search of him, and her child was ill and in want of food. The shopkeeper on the instant told the case to a few of the neighbours, and the result was a contribution of a little money, an article or two of clothing, and a supply of food. In about an hour or so after this, the woman was observed in the open street, half-sitting half-lying upon the

ground, in a state of intoxication, and with her poor sick babe uncared for, and the loaves of bread she had received scattered on the road. The other case was that of a man who represented himself as a weaver from Paisley, who had come to Canada the previous season with his family, and had been unable to procure employment; and that his wife, whom he had lodged some miles distant, was confined, and in want of several necessaries. The man's appearance and story being trusted, he received on the spot some few articles necessary in the circumstances he had represented; and, by being recommended for further assistance, a trifle of money was collected for him. Perhaps you have anticipated the result—it was afterwards believed to have been so—a case of deception. In this country, you perceive, there is this so different from you, we are apt to be more liberal and doubt less when assistance is asked—indications certainly favourable of the state of society.

There are instances of subscription papers being presented by the neighbours of some family or individuals who have met with a calamity, as fire or long sickness; and these are ever attended to with prompt liberality. The societies so general throughout Canada, under the names of St George's, St Andrew's, and St Patrick's, composed of individuals immediately or remotely connected with the three kingdoms, have done much good by relieving accidental suffering, or assisting the emigrant whose means may have become exhausted in the search for employment. There is another class of cases where assistance is required, and which occurs in the towns during long and severe winters among the families of labourers out of work, with means run short, and many, from being strangers, wanting also credit, or confidence to ask it. A supply of labour greater than the demand collecting at a certain place, would easily account for this were other as likely causes wanting, as sickness, accidents, or unfrugal or worse habits. Generally throughout Western Canada these cases prevail to no great extent, and are usually promptly and liberally re-

lieved. At Quebec and Montreal, the first landing points of emigration, and where the winters are so much longer and severer, the case is very different, and attention to such destitution becomes a subject of considerable public importance.

I must now draw this rather lengthened letter to a conclusion, by presenting you with the remaining more prominent statistics of the district.

Of the mills and other manufactories, there are grist or flour mills, 31—being always one, and in cases three or four, in each township, with from one to two run of stone each. To these mills the farmers take their wheat to be ground into flour—little wheat comparatively being converted into flour here for exportation—the wheat being generally shipped from Port Stanley for Montreal direct, or for St Catherine's on the Welland Canal to be floured. Besides these mills there are—2 oatmeal mills, 1 barley mill, 25 thrashing mills, 59 saw mills, 5 oil mills, 7 fulling mills, 11 carding mills, 2 paper mills, 2 iron works, 11 tanneries, 1 pot and pearl ash manufactory, 9 other manufactories. So much for this enumeration of busy industry; what follows partakes of a doubtful nature—I allude to distilleries, breweries, and taverns. There are 6 distilleries, 7 breweries, 100 taverns or houses of public entertainment, and 45 stores where spirituous liquors are sold. The consumption of spirituous liquors in Canada—which, owing to the low price and the easy means of the people, was formerly large—has been, within these few years, greatly reduced by the action of Temperance Societies, which have had great influence here among all classes except the wealthier circles, where, as at home, I suppose, though not to the extent formerly, drinking usages are still generally countenanced.

The number of 100 taverns above stated, as existing within this district of London in Upper Canada, may be partly accounted for by explaining, that owing to the great deal of travelling in waggons and on horseback in Canada, taverns are situated every seven or eight miles, perhaps throughout the

country generally on an average of every six miles or so, along the roads for the accommodation of feeding and watering horses, and rest and food for the traveller.

Not unfrequently, however, many of them are the resort of the least industrious individuals residing in the vicinity, who, in hours through the day, as well as during the evenings, seek the grosser excitements which intoxicating liquors, party politics, and gaming, all too temptingly furnish. Yet these roadside taverns may be said to be harmless compared with those so prevalent in many of the villages and towns, the number of which, one is constrained to observe, is nowadays complimentary to the discretion, to say the least, of the majority of the bench of magistracy licensing them. Appointed for the peace and happiness of their respective communities, one would suppose that the generally respectable and intelligent members of this body might so far moderately aid exertions employed so unquestionably for the benefit of society,—for the discouragement of indolent and other vicious habits, and promoting comfort among a population.

I can fancy I hear you say, ‘How is it that in a country such as Canada is represented to be, all classes of the population so comparatively easy in their circumstances, the vice of indulging in intoxicating liquors has been carried to the extent as to require such efforts for its suppression? One may readily conceive how in the case of over-crowded Britain—rife with well-directed aims and hopes struck down and ruthlessly blasted, amid keen competitions and upturnings of over-done trades and over-stocked professions, and the cold closed doors presenting themselves to hapless despairing poverty—the tempting cup which drowns, though but for the moment, the mind’s rankling and withering cares, may be so all too frequently and disregardingly, as it is despairingly seized upon!’ True what you say—and besides, your population have not had stretched out to them freely enough the blessings of a well-based education, and the other lesser, yet in a sense as necessary, means of

cheerful recreation, for their physical as well as mental health and enjoyment.

Canada, though provided from an early period with some kind of national schools, yet with a widely scattered and comparatively poor population, though abundantly possessed of the material necessities of life, has never been completely able to extend a beneficial, solid education over its far-stretched and thinly-peopled territory. And the mass of the population were thus left to seek from other sources the gratification naturally required to lighten and relieve their monotonous round of toil, and their isolated dwellings in the bush. With well regulated minds, the happy results of either well self-taught or good school education, such lives as colonists here have had, no people might be supposed freer from temptations. Yet chiefly has it been for want of a good education, the difficulty, not to say the almost impossibility, of obtaining liberally either the means of self-acquiring elementary, or gratifying acquired knowledge, through the medium of really useful and substantial books or other ways; and the circumstances of the country, besides, presenting no strong necessity calling for instruction to preserve any keen competition among the bulk of the population—such sources of gratification as were within easy reach too readily supplied a place among a people, as the native class of Canadian farmers are here, being naturally social, kindly disposed, and hospitable.

But perhaps not among the least numerous portion of the population who have had immoderate recourse to drinking usages, and from partly similar circumstances, were a class of colonists chiefly from among the middle classes of home society, who, entering this country with a little money, though in many cases with an assumption of no little consequence in their manners and intercourse, affecting superiority among a people unused to allow such to mere assumption or rank—these people, finding their position so altered in this country, too frequently and readily seek, among a restricted circle, the gratification of

the *over-social* board. Individuals, too, from among every class, may be found to whom the above applies, who, from contracted notions of some fancied superiority to most people around them, prejudices of country, and such like, make their settlement in any new country necessarily disagreeable to themselves, as it is offensive to others and comparatively useless, if not prejudicial, to the social and general well-being of their adopted abode. All who may think of coming to this country would do well to weigh the considerations suggested by these slight allusions to the state of society most prevalent in the newer portions at least of Canada, and in some respects the application extends to the entire country.

You must not allow your imagination, however, to colour things more than I have perhaps fully enough suggested them to you. Canada is every year vastly improving; so that the Canada of ten years' ago is quite another country than the Canada of this present 1843; and every year almost brings with it its improvements or cheering promises. Society, with the gradually bettering circumstances of the population, and the flow of emigration from Britain, these several years past, has conspicuously improved; the state of education begins to receive increasing attention; agricultural associations are springing up in every part; the resources of the country and details of improvement are more attended to by the Government Executive, which has confessedly become more efficient since the civil outbreak directed the attention of the Home Government to remedy a confused state of things, and to extend to the colony—what the colonists gratefully acknowledge (more particularly in the recent tariff measures for their benefit)—tokens of a decidedly friendly and honourable desire to cement closer the ties which connect for common well-being Colonies and Empire.

The Montreal Temperance Society, which may be termed the parent of temperance societies in Canada, has been surprisingly successful, owing in great measure to the unwearied

zeal of its philanthropic leaders in awakening public attention, and extending its influence over the entire province. From the annual report of this society for 1843, the number of persons in Canada who have pledged themselves to abstain from, and generally discountenance, intoxicating liquors, is estimated at 100,000. One of the Society's secretaries, Mr R. D. Wadsworth, while on a tour through the country last year, travelled about 1500 miles, and delivered nearly 100 addresses, and added over 1000 names to the pledge; and the immediate result of all the Society's agencies during a period of eighteen months, up to February last, is reported to be above 800 meetings held, and 17,000 members enrolled. There are at least seven or eight of the clergymen of Montreal connected with this extensively useful and philanthropic society, among whom are the Presbyterian ministers, the Revs. Henry Esson and William Taylor, and the Theological Professor of the Congregational body, the Rev. J. J. Carruthers. The President of the Society is John Dougall, Esq., an enterprising and wealthy merchant of Montreal, who, from the early movements of temperance in Canada, has been distinguished for his zealous efforts, which have largely contributed towards the successes achieved by the Montreal and other societies throughout the province. The most successful and influential society in Western Canada, and second, perhaps, only to the Montreal one, is in operation at Toronto. One of the most pleasing facts connected with the movements of temperance during the past year in Canada is the progress made among the Irish and French Roman Catholics, under the direction of a number of their priests. The Irish Roman Catholic Society in Montreal numbers between 5000 and 6000, nearly 3000 of whom have pledged themselves to the principle of total abstinence. A society lately formed by the Roman Catholic Bishop numbers 1400 of total abstinence members. The influence of such movements, in a country where intoxicating liquor is so temptingly low priced, as in the instance of native whisky, which

sells in parts of Canada at one shilling a gallon, and among a people who, by reason of the generally depressed state of education, have not as yet acquired sufficient taste for the more refined enjoyments—may readily be believed by you to be of no slight importance to the moral well-being of our rapidly increasing communities. To give you one specific instance of the good effects of this temperance movement, I will select the case of Quebec—from the extent and nature of its trade and population, the least moral of the towns of Canada. The police department of Quebec had on record, for 1842, between 300 and 400 fewer cases of public drunkenness than occurred during the previous year 1841; and the keeper of the public jail reported that the committals had diminished nearly fifty per cent.

In my next letter I will tell you something of the state of education—and speak of the townships, the villages, and the town of London—and such topics which may suggest themselves as likely to interest you.

NOTES.

FRUITS OF CANADA.

‘ In my garden [at Toronto, on Lake Ontario, writes Sir Richard Bonycastle in 1841] I had the following varieties of fruit, from which the customary gifts of Pomona, in Upper Canada, in favourable situations, may be inferred :—Of apples, the golden pippin, not so good as in England, but healthier; the pomme-de-neige, a ruddy-streaked apple, with white flesh, and very sweet and pleasant, but which will not keep long, and hence its name; the snow-apple, keeping sound only until winter snows; the bourossou, a russet and highly flavoured keeping apple; the pomme-gris, or grey apple, also excellent; with many other varieties of inferior kinds, such as codlings, little red-streaks, &c.

The pears were of two kinds, one the little early yellow, and the other a small hard one, but neither good.

Of plums, there were the greengage, and egg plum, the bullace, the common blue and the common yellow plum, but none of them possessing the taste of those in France or England, and more fit for preserves than for the table.

Of grapes I had only the Isabella, and these were not productive, requiring in this climate great care and management.

Of cherries, the Kentish and the Morello; the sour Kentish is, however, the common fruit of the country, and very little pains has been taken to improve the stock.

Raspberries, red and white; gooseberries, large and small, rough and smooth-skinned; the red, the white, and the black currant, were in profusion, and yielded abundantly.

Of strawberries, there were several of the European varieties, but they have not the rich flavour of their originals; in fact, the wild Canadian strawberry, though smaller, is better, and makes a richer preserve.—*The Canadas in 1841.*

MAPLE-SUGAR MAKING.

The writer of the 'Backwoods of Canada,' a lady, who emigrated with her husband to Canada about ten years ago, thus describes the process of sugar-making from the stately and ornamental, as well as useful, maple-tree, which, in clumps or groves, called a 'maple bush,' is found growing as part of the forest on almost every farm in Canada. The tree, commonly known as the plane-tree in this country, being of the same species, closely resembles in appearance the sugar maple-tree.

'But I must now tell you of our sugar-making, in which I take rather an active part. Our experiment was on a very limited scale, having but one kettle, besides two iron tripods; but it was sufficient to initiate us in the art and mystery of boiling the sap into molasses, and finally the molasses down to sugar.

The first thing to be done in tapping the maples, is to provide little troughs to catch the sap as it flows: these are merely pieces of pine-tree, hollowed with the axe. The tapping the tree is done by cutting a gash in the bark, or boring a hole with an auger. The former plan, as being most readily performed, is that most usually practised. A slightly hollowed piece of cedar or elder is then inserted, so as to slant downwards and direct the sap into the trough; I have even seen a flat chip made the conductor. Ours were managed according to rule, you may be sure. The sap runs most freely after a frosty night, followed by a bright warm day; it should be collected during the day in a barrel or large trough, capable

of holding all that can be boiled down the same evening; it should not stand more than twenty-four hours, as it is apt to ferment, and will not grain well unless fresh.

My husband, with an Irish lad, began collecting the sap the last week in March. A pole was fixed across two forked stakes, strong enough to bear the weight of the big kettle. Their employment during the day was emptying the troughs, and chopping wood to supply the fires. In the evening they lit the fires and began boiling down the sap.

It was a pretty and picturesque sight to see the sugar-boilers, with their bright log fire among the trees, now stirring up the blazing pile, now throwing in the liquid, and stirring it down with a big ladle. When the fire grew fierce, it boiled and foamed up in the kettle, and they had to throw in fresh sap to keep it from running over.

When the sap begins to thicken into molasses, it is then brought to the sugar-boiler to be finished. The process is simple; it only requires attention to skimming and keeping the mass from boiling over, till it has arrived at the sugaring point, which is ascertained by dropping a little into cold water. When it is near the proper consistency, the kettle or pot becomes full of yellow froth, that dimples and rises in large bubbles from beneath. These throw out puffs of steam, and when the molasses is in this stage, it is nearly converted into sugar. Those who pay great attention to keeping the liquid free from scum, and understand the precise sugaring point, will produce an article little if at all inferior to muscadavo.

In general you see the maple-sugar in large cakes, like bees' wax, close and compact, without showing the crystallisation; but it looks more beautiful when the grain is coarse and sparkling, and the sugar is broken in rough masses like sugar-candy.

The sugar is rolled or scraped down with a knife for use, as it takes long to dissolve in the tea without this preparation. I superintended the last part of the process, that of boiling the molasses down to sugar; and, considering it was a first attempt, and without any experienced person to direct me, otherwise than the information I obtained from ———, I succeeded tolerably well, and produced some sugar of a fine sparkling grain and good colour. Besides the sugar, I made about three gallons of molasses, which proved a great comfort to us, forming a nice ingredient in cakes, and an excellent sauce for puddings.'—*Backwoods of Canada*.

[The accomplished writer of this instructive and interesting book, who settled in Canada, as will be remembered, in 1832, still resides, which may give pleasure to many readers to know, amid the scenery she has so attractively described, near Rice Lake in the Newcastle district, situated between Lakes Ontario and Huron, and occasionally delights with her

elegant and facile pen a large circle of readers in Canada, by contributing to a tasteful Canadian Monthly, the 'Literary Garland' of Montreal.]

PROSPEROUS DAIRY FARMING.

The subjoined is extracted from the May number for 1843 of the 'British American Cultivator,' a highly-respectable monthly periodical, published at Toronto, Upper Canada, and, until very recently, edited by Mr W. Evans of Montreal, a gentleman whose well-known services to the agriculture of Canada can hardly be estimated too highly. Mr Evans' treatises on Canadian agriculture are acknowledged authorities in Britain, and are quoted in the volumes of the 'Edinburgh Cabinet Library' upon British America, by Hugh Murray, Esq., and in the publications of the Government Board of Emigration Commissioners. The British American Cultivator was, in 1843, the only periodical published in Canada devoted exclusively to the interests of agriculture, and came into existence so recently as January 1842. Previous to that period the farmers of Canada were indebted to United States' publications. Since the commencement of 1844, a second agricultural periodical has appeared in Canada, and, under the management of Mr Evans, is published at Montreal, and addressed more directly, it is understood, to the interests of Lower Canada. The 'Canada Temperance Advocate,' under the superintendence of a body of gentlemen, zealously interested in the welfare of Canada, besides the primary object of its advocacy, also devotes a regular portion of its extensively circulated pages in the promotion of agriculture and education. And, for the better effecting its praiseworthy objects, it extends its means in awarding premiums for the production of essays on particular subjects; among the latest of these prize essays, is one on the best method of Managing a Bush Farm, which appeared in July 1843.

The 'Cultivator' published at Toronto, numbers among its contributors the best known and most spirited agriculturists in Canada, one of whom is the Honourable Adam Ferguson, late of Woodhill, Scotland; and among its correspondents in England are Mr P. L. Simmonds, London, and Mr John Hannam of North Deighton, Yorkshire, who gained the premium of fifty sovereigns, awarded by the Highland Society of Scotland for the 'Report of Experiments on the Effects of Special Manures,' published in the Society's Transactions, March 1844. The Cultivator is now edited by its proprietor, Mr W. G. Edmundson, an intelligent and respectable practical agriculturist.

'The most profitable business for Canadian farmers,' says the Cultivator, 'is the making of butter and cheese. But little has been done in the production of these articles, and consequently there will be much room for improvement. In ninety-nine cases out of a hundred, the pro-

ceeds from the small surplus which the Canadian farmers have to sell of the above articles, go as a perquisite to the farmer's wife. It is not our business to find fault with such an arrangement, but we would just remind our brother-farmers of a fact which came under our notice a few weeks since. A Yorkshire farmer, who rents a farm seven miles north of this city [Toronto], and pays an annual rent of fifty pounds, informed us that he only keeps *ten* cows, and the profits from which, together with the sale of calves, pays the whole of his rent, and leaves a balance in the bargain. We examined his stock, and found them in comfortable winter-quarters, with an abundance of good hay, and cut oats, sheaf and bran before them, and a good supply of clean straw under their feet for bedding. This farmer comes to town once a week regularly, with butter and other produce from his well-cultivated farm; he also supplies a number of families with butter, cheese, &c., and sends his bill once a twelve month—and by furnishing a good article, and observing strict punctuality, he always obtains the top price. This same individual came to this country twelve years since, without any means, and by dint of perseverance and superior skill, he can now boast of having thousands of dollars out on interest, and by most of his neighbours is considered independent. The circumstance is fresh in our recollection when the same individual astonished the *natives*, about ten years since, in the astonishing yield of 40 bushels of wheat per acre on a field of 12 acres, which field was thought incapable of producing 10 bushel per acre.—*British American Cultivator*, May, 1843.

[The Home District, where this Yorkshire farmer is situated, is believed to stand the first in Canada, in respect of the improved cultivated condition of its farms, and respectability and intelligence of its farmers; and its having, besides, the flourishing town of Toronto for a market,—these circumstances favourably recommend it to individuals wishing to settle in the most improved and generally advantageous localities of the country. Toronto, which, in 1817, was computed to have had only 1200 inhabitants, and, in 1830, somewhere between 4000 and 5000, now numbers about 20,000 of a population. The price of land is of course higher than in the generally less favourable, though more fertile parts of the province, further west. Yet all along the shores of Lake Ontario, embracing that extensive and beautiful inlet of the lake, the Bay of Quinte, and also the very pleasant district of Niagara, at the head of the lake, partly watered by the Niagara River,—all this stretch of country, having a freer navigation to the sea, and having mostly old and well-improved settlements, offers no small inducements, especially to those having the means to purchase cultivated farms, which are always to be had, and usually with the addition of substantial and comfortable houses, and orchards.

EARLY DAIRY FARM IN CANADA.

Mr John Backhouse, a farmer from the North Riding of Yorkshire, sold his stock and farming utensils, and, with the proceeds, amounting to 500 guineas, proceeded with his family to Canada, in the summer of 1793, —the colony of Upper Canada having been then only ten years settled, and under the administration of its first lieutenant-governor, General Simcoe. Mr Backhouse received an introductory letter from his friend, General Hale, to Governor Simcoe; and after spending a short time at Philadelphia and New York, he entered Canada in 1794. The letter from which the following extract is taken, was addressed to Robert Gourlay, Esq. in 1817, while that gentleman was engaged collecting information for his account of the country. The letter is dated from Walsingham, a township then in the Old London district, but now within the separate district of Talbot. This township of Walsingham is situated upon the shore of Lake Erie, near the lower part of that lake, and joins the present London district at its most easterly township, Bayham. It forms part of a track commonly called in Canada, the Long Point Country, possessing a soil chiefly of a lightish sandy loam, intermixed with clay, and accounted among the most pleasant parts of Canada, it having been one of the first spots chosen by the body of United Empire Loyalists, who went into Canada, and received grants of land, under the protection of the British crown, at the period of the American Revolution. Mr Backhouse, in his letter of 1817, thus wrote:—

‘ I arrived at Niagara the 23th of July 1794, and was kindly received by the governor; by this time I had spent the principal part of the money I had brought with me; for out of 500, I had left upwards of 300 guineas in notes, to be collected by a relation who was in business, but was shortly bankrupt after I left England, and I never received a shilling. By this time I became acquainted with the late Hon. Robert Hamilton, to whom I made my situation known, who instantly became my warm friend and supporter. From him I rented a farm for seven years, for which I paid him 100 dollars per annum. He lent me money to buy 20 cows, which cost 500 dollars. I had but one dollar left when I began farming; my meat, grain for bread, seed for the land, farming utensils, &c. were all procured by me on a promise of payment in September, which amounted to about 500 dollars. I began making cheese the first of May 1795, which succeeded beyond my expectation; I seldom had in my dairy room any cheese that was more than three months old; sold all I made for seven years, at $\frac{1}{2}$ dol. per lb., except one ton, which I sold, in 1802, for $\frac{1}{2}$ dol. per lb. The field is still open: the price and market as good as ever. A dairy of 20 cows, well attended, will make the following amount, viz. :—

	Dollars.
Cheese through the summer season, .	1200
Loose butter throughout the year, .	100
Twenty calves reared to the last November, .	100
Fifteen pigs fed with whey,	150
	—
Total profit one year, .	1550

Grass-fed beef here far exceeds our expectation the first sight we have of this country; cattle will fat as well, and tallow better than in many parts of England. On being first assured of this by some of my countrymen, I did not credit the report, and, determined to know by experience, I turned two lean oxen into a small field, two acres and a half, the 10th day of April; they had no other pasture nor feed of any kind; and were killed the last day of November:—the four quarters of the first weighed 820 lb. and had 125 lb. tallow, the four quarters of the second weighed 785 lb. and had 115 lb. tallow. I then winter fattened four wethers, which were worth in the fall four dols. per head; and they made me 18½ dols. per head. Winter feeding of cattle or sheep may be practised here with success, and will leave large profits; but the principal objection to winter feeding is the want of labour; yet turnips can be raised here without any manure, or even ploughing. Clear off new land, sow the seed the latter part of June, or beginning of July, and you get a crop of turnips without hoeing or any more trouble, and of as good quality as I ever saw.'

[The price of dairy, as also other produce, at the period of the early settlement of Canada (as it is yet not unfrequently in the early stages of isolated new settlements), has been usually materially higher than the general average price now, and these many years back. The market price of butter in the towns of Western Canada may be stated to be usually about from 5d. to 8d. per lb. fresh, and salted at slightly lower prices—that exported having averaged in Britain in 1843 about from 4½d. to 6d., and the small quantity of cheese exported rated about from 3d. to 5d. The finer sorts of American cheese bringing good prices in Britain, holds out encouragement to Canada dairy farmers.]

FOURTH LETTER.

State of Education throughout Western Canada—Causes of its generally Depressed State—Act of Legislature for the Support of Schools—Provision of the Act to obviate Religious Scruples—Schools and Attendance in the London District—Collegiate Institutions in Western Canada—University of King's College, Toronto—University of Queen's College, Kingston—Victoria College, Cobourg—Courses of Instruction, Fees, and Remarks—Condition of Canada favourably changed in regard to Means of Education within the last few Years—No Provision for Agricultural Education, a great Want in Canada—Particular Description of the London District continued—General Appearance of the Country—Cultivated Settlement—Scene in the Bush—The Lake-Shore Townships, Farms, Houses, Gardens—Harbours, Ports Stanley, Burwell, Talbot—Colonel Talbot's Residence and Settlement—Beautiful Scenery—Talbot Anniversary—Town of St Thomas.

NOTES:—New School Act—University Bill—American Books and Teachers in Canada—The Lake-Shore Townships.

LONDON, CANADA, 1843.

EDUCATION, notwithstanding legislative efforts which have existed from an early period in the settlement of Western Canada to the present time, continues still in a very unsatisfactory state. This is no doubt much owing to the great stretch of country, thinly populated, and without sufficient means to plant and support the large number of schools required in a country so situated during its early stages of existence. Among a great proportion of the population, too, comprising chiefly a class of the older settlers, and the humbler class of emigrants

from Britain, the benefits of education are but indifferently appreciated; and where there is found, as is the case in the country parts, joined with this apathy, some foundation for indulging it, on account of long and bad roads for the children, and also the early value of their services in the work of the farm, it is not much matter of surprise to see the roadside school-house thinly attended and the schoolmaster not at all an individual the best qualified for his duties. I do not remember an instance of having journeyed through the country without witnessing evidences of this depressed state of education. A school-house is approached entirely closed for want of encouragement to support even the most ordinary sort of teacher; another is found, supported, by a scanty allowance, some pains-living industrious woman, an imperfectly self-educated youth, or a worn-out but well-disposed old man. Exceptions, I know there are, of men in their vigour, and possessing qualifications, devoting their lives to the ill-requited task of schoolmaster. The respectability ever attaching in some degree, even in the least encouraging circumstances, to the office, and the exemption its duties afford from the rougher forms of toil, which usually attract individuals to the occupation more than the mere reward of money wages, have perhaps contributed less in Canada than in most countries to advance education. Here, in almost every other kind of occupation, wages are moderately high, and the ultimate reward to persevering industry a degree of independence, a consequence of which state of things is, that a comparatively limited competition, and of an indifferent kind, is presented for the all too poorly remunerated and dependent office of teacher. Our older settled neighbours on the frontier, the Americans, having a fuller share of the class, whose inclinations prefer the office, provided it can afford tolerable livelihood, Canada has mostly all along had from this source a large supply of teachers. So far as the merest rudiments of education, reading, writing, and so forth, are concerned, the country may be said to be indebted to American teachers; but when you come to reflect that Americans naturally

enough brought with them democratic principles, joined with virulent dislikes of the monarchial principles of government, and being many of them men not always scrupulous of the use they made of their influence, it is not too much to say that, in a political view, the employment of such teachers in a British colony must be productive of harm. It is most likely, however, that the greater number of such appointments have been less a matter of choice than of necessity with the people, and to whom the political view, when it was at all considered, gave little if any uneasiness. Having spoken thus generally of the most prominent circumstances affecting the progress of education throughout the country parts, I will merely now remark with respect to the towns, that the state of things, as might be expected, is there more favourable. I will now present to you some outline of details.

I mentioned that the Government have all along employed means to support education, but Canada being a young colony, possessed of only partial ability in the form of money to extend educational benefits over a large surface of thinly-peopled country, the results of these efforts have as yet been correspondingly partial. The law which at present supports public instruction throughout Canada was passed in the legislative session of 1841. It provides that the proceeds of land, already, or which may hereafter be granted by the Legislature or other authority, should be created into a permanent fund for the support of common schools, to be known as the common-school fund. It sets aside the sum of £50,000 currency a-year to be apportioned among the municipal districts of the country, the number of which districts in Western Canada being, as you know, seventeen. The District Councils—those popularly elected municipal bodies, which were established by Lord Sydenham, and may be likened to your town councils, only presiding over the interests of more extended territories—these bodies are for the purposes of this School Act, constituted Boards of Education, and are directed to divide the lesser divisions of their districts, the townships or

parishes, into more minute divisions, to be called school districts, and to apportion among these the district share of the school fund, allowing to each township or parish a sum not exceeding £10 for the purchase of books, and also to assess the inhabitants for building a school house, and to make an annual report of their proceedings. Besides the district councils there are subsidiary bodies, called common-school commissioners, elected by the townships or parishes, for the purpose of carrying on the more local machinery of the Act. These commissioners are from five to seven in number, and the duties appointed them are various and minute. They select a site for a school house, estimate the expense of building, appoint and remove teachers, regulate the course of study and the books to be used, and establish general rules for the conduct of the schools, and communicate them in writing to the teachers. Two or more of them are to visit each school in their township or parish once a month at least; and they are directed to report annually to the district council respecting the state of the school, number and proficiency of scholars, and the character and ability of the teachers, and other matters of interest. Besides these two bodies, the district councils and the commissioners, there is a chief superintendent appointed by the governor, whose duty is to apportion the general funds among the municipal districts, according to the number of children, from five to sixteen years of age, to visit the districts annually, and examine the condition of the schools, to prepare forms for reports, to address suggestions which may introduce uniformity into the system, and to receive the several district reports, and to submit an annual report of his own to the governor, representing the general condition and working of the system. Such is a kind of skeleton view of the most prominent machinery of our common school system of education in Canada.

Those warring grounds, which mostly in every country are found to throw impediments in the way of almost every conceivable system of popular instruction—the religious scruples of the

various sects—are thus disposed of here:—Whenever the inhabitants of any township or parish, professing a religious faith different from that of the majority of the inhabitants, shall dissent from the arrangement of the commissioners, with reference to any school, the dissentients signifying such to the district council; with names of persons elected by them as trustees, such trustees, conforming to the duties of commissioners, are allowed to establish and maintain schools, and to receive a share of the general funds. The value of a provision of this kind is no less liberal than important in a country inhabited such as Canada is by people from many various countries, and professing every variety of creed; indeed, it is not possible to expect a system of public instruction to be successfully carried on without liberal concessions to opinions and creeds, provided always that the leading objects and design of education recognised by all be steadily kept in view. Besides the commissioners and trustees for the country, there are, for incorporated towns and cities, from six to fourteen persons appointed by the governor as Boards of Examiners, who shall exercise a check upon the powers of the local incorporations in the election of teachers. These boards consist of an equal number of Catholics and Protestants, and dividing themselves into two departments, one over the schools attended by Catholic children, the other over the Protestant schools, they exercise the privileges of regulating the schools and courses of study in the same manner as the commissioners and trustees do in the country schools. The total amount of fees paid by children attending the common schools is 1s. 3d. currency, or 1s. sterling a-month; and 10 poor children in each school district are allowed exemption from this sum. You perceive, now, that we have a recognised basis of public instruction, which, if imperfect in some of its details, as allowedly it is at present, and insufficient to confer all the benefits desired, may yet in time be the means of bestowing advantages solid and lasting, of which Canada may have reason to be proud.

In 1838—the population of Western Canada at which period was 450,000—there were over 800 common schools, and the number of children receiving instruction in these was estimated at 24,000, which shows 1 pupil for every 18 inhabitants receiving public instruction. In Scotland the proportion, as you are aware, was, in 1834, 1 in 10 ; in Switzerland, 1 in 5 ; and in Prussia, 1 in 6. Of European countries, France and Ireland come nearest to the proportion in Canada—the former having 1 pupil in 17 inhabitants, and the latter 1 in 18. 1838, however, was a disturbed year in Canada by reason of the civil outbreaks, which then, and for sometime after, unhinged the tone and action of society. Statistics since that time would present a more favourable account. The present School Act of 1841, however, owing to imperfections in its details, still keeps matters behind. It was a piece of well-meant but hasty legislation—the bill apparently having been hastily drawn up, and it is known to have been hastily passed amid the bustle at the close of a session.

This district of London, containing over 9000 children between the ages of five and sixteen years, receives about £1000 sterling of the common-school fund. To make up an equal sum, the district council assess the inhabitants to the amount of three-fourths of a penny upon every pound value of their property, besides the fee of 1s. a-quarter required from each scholar. Owing to the misapprehension caused by the imperfect detail of the Act, out of 177 school districts in the municipal district of London, above 50 of these have their schools closed, and the attendance in the remaining 120 amounts to about 4000 scholars. The common branches of reading, writing, and arithmetic, are chiefly taught in the common schools of the country. The towns supply chiefly the higher branches. The district or high school in the town of London is conducted by a head master and assistant. There are, besides, in the towns, young ladies' boarding and day schools, conducted by respectable and accomplished families, where the usual solid and ornamental branches are taught as with yourselves in Britain,

Board and tuition in these schools are frequently charged about £5 a-quarter, or from £20 to £25 a year.

Having presented you with this outline of the means of general education, I will now only very briefly allude to the collegiate education within the western division of the colony.

In Western Canada, there are already established—the University at Toronto, which includes King's College and Upper Canada College, the University of Queen's College situated at Kingston, and Victoria College at Cobourg. The first of these, the Toronto University, is liberally endowed from public lands; the value of its assets in 1839 amounting to above £319,000 currency, £246,000 of which belonged to King's College, and the remainder, of above £72,000, to Upper Canada College. The estimate of the annual income of the University for 1839 amounted to above £8000. This University was founded in the province when the Church of England was considered to be the established colonial church; and its affairs have been chiefly under the control of that Church, but the large proportion of Presbyterians, Wesleyan Methodists, and other respectable bodies, increasing in numbers and influence, and gaining ascendancy in the popular Legislature, this restricted control has been modified since the original charter was granted, and it is probable that recent efforts to throw aside remaining restrictions will be successful. The building of King's College is at present in operation, situated within pleasantly laid out grounds, and promises to be a fine structure of hewn stone, and to prove a chief ornament to the fast growing, and comparatively wealthy city of Toronto. Upper Canada College has been some years in operation; besides the Principal, the Rev. John M^cCaul, L.L.D., there are four professors for the mathematics and classics, and six masters for the preparatory school, for French and for geometrical and ornamental drawing. The fees for day pupils at the preparatory school are £6 currency a-year; at the college, £9; and boarders pay in all £30 currency, or about £25 sterling; ornamental drawing, being an optional branch, is charged extra, about 16s. a-quarter. About two years ago there were

160 pupils in attendance at Upper Canada College. The University of Queen's College, situated at Kingston, received its charter in 1841, as an institution in connection with the Church of Scotland, and to be conducted as nearly after the model of the Scottish Universities as the circumstances of the country would permit. The principal is the Rev. Dr Liddell, late of Edinburgh, who teaches Theology, Church History, and Hebrew, and there are to be four other professors. Those at present are the Rev. P. C. Campbell, M.A., Edinburgh, Professor of Classical Literature, and the Rev. James Williamson, M.A., Edinburgh, Professor of Mathematics and Natural Philosophy.

The matriculation fee is £1 currency, or about 16s. sterling, and the fees for each of the classes £2 currency. The students may either board out, or they are received into the families of the professors. The funds for the support of this Scottish University in Canada, as we may term it, were chiefly procured by subscription. The subscriptions in Canada amounted to £15,000, with donations in lands equal in value to £1200; in Britain there were subscribed £1500, and the Colonial Committee of the Church of Scotland engaged to provide £5000 towards the payment of the salary of the principal, the nomination of the principal being vested in this committee. Besides the above resources the University has a claim upon King's College to the amount of £1000 a-year, and it is expected that a liberal grant or endowment will be allowed by the Legislature of Canada. The buildings of Queen's College are designed to cost £15,000. The institution, which opened its first session in 1840, is at present provided with temporary accommodation. Victoria College, founded at Cobourg, in connection with the Wesleyan Methodist Conference, was opened two years ago. It is under the superintendence of five professors, and includes both a preparatory school and college. In this institution are taught the elementary branches, the Classics, French, Algebra, Mathematics, Conic Sections, Rhetoric, Natural History, Natural Theology; and

courses of lectures are delivered on Chemistry, Natural Philosophy, Classical and Biblical Literature. There is a commercial department, intended for boys and young men, who have made some progress in elementary studies, but who are not to engage in the Classical course—a very commendable feature in an institution of this kind, as it is so well adapted to the circumstances of a country like Canada. The pupils of this department have a thorough preparation imparted to them for active business, either as merchants, engineers, or mechanics. The charges of tuition at Victoria College are for the term of 11 weeks—regular division, £2 currency; junior division, £1, 10s.; preparatory school, £1; commercial department, £1, 5s. Board is charged separately, £22, 5s. currency a-year. This institution, previous to its incorporation as a college, was invested with a corporate character as an academy in 1836, and its history is remarkable as being ‘the first institution of the kind established by Royal Charter, unconnected with the Church of England, throughout the British Colonies.’ The college is assisted by votes of the Colonial Legislature. The principal is the Rev. Egerton Ryerson, D.D.

Such is a sketch of the means of education in Western Canada, and I hope the particulars may not have tired you. I might have been fuller, but at the risk of being all too lengthy and tedious, and more brief, but that might have been comparatively useless and unintelligible. The rise of these collegiate institutions, which we have glanced at, all within the period of a very few years, is an index of the growing condition of this country, and of a stage in its advancement which very many at home are not aware, I dare say, of its having reached. All along the shores of Lake Ontario, where these advanced educational institutions are now in active operation, there appeared, within living remembrance, an unbroken line to the waters’ edge of drear silent forest. The gay city of Toronto—with its wealthy shops, stately and crowded churches, paved and gas-lighted streets, public walks, societies, clubs, charitable institutions,

and its 20,000 inhabitants, entitling it to the name of 'Queen City of the Lake'—was, but some ten years ago, the small town of York, with 4000 or 5000—'dirty little York' as it was called—so you perceive what was Canada in your Geographies is very different from Canada as now existing.

In leaving the subject of education, one is led to make the remark, how singular it is, that, in a country so purely agricultural as Canada, which may fitly enough be compared to one great farm, the trades and professions being but the employed agents of the farmers, there is not in one of its educational institutions means provided for any instruction either in the theory or practice of agriculture. The obvious consequence is, that this important art suffers—and it is indeed far behind in Canada—and being more carried on at hap-hazard than otherwise, its legitimate dignity is greatly lost in mere drudgery, uninformed and prejudiced. People, whose circumstances will at all allow it, are led to give their sons what is termed a liberal education, which most frequently means, spending some years upon Latin and Greek, and their being able, in most cases, in after-life, to decline *penna*, and conjugate *amo*, instead of much more honourably, as well as interestingly, employing those most precious years to investigate the properties of the hidden wealth, which a bounteous Providence has scattered around them for their benefit and pleasure, and their country's prosperity—in its soils and appliances, plants, flowers, forests, rocks and minerals. Geology and agricultural chemistry, with their stores of wonders and wealth-producing facts, the ever-interesting and healthful details of rural husbandry, enlightened by science, are all as yet overlooked, where we might most expect they would hold prominent station. It may be, and every friend of Canada may well wish, that the day will arrive soon, when professorships of agriculture will be considered indispensable in the Universities, model farms become common in every district, and those elements be taught in the schools, which the future farmer will carry through life, to dignify and

make honourable, as well as more prosperous, the occupation on which depends the permanent welfare of his country. We may then see farming, in a great measure, relieved from being so mere a drudgery, and the ambition which over-crowds the towns with unsuccessful lawyers, doctors, and shopkeepers, be more naturally and successfully directed to the pursuit of an enlightened agriculture, healthful and interesting, as it is calculated to be honourable and dignified, and on which so much of the future existence of the country, as either wealthy, happy, or great, most surely ultimately depends.

Having thus taken a view of the state of education throughout Upper or Western Canada, we will now return to the sketch of our district.

In my letters heretofore, having treated of the district generally, I shall now come to the townships—or, to familiarise the term to you, we may call them parishes—the number of which in the London district, if you remember, I mentioned to be fifteen. Six of these are situated on the banks of Lake Erie, and lay just about midway up the lake, upon the broadest part of it. Though having in parts close on the lake a somewhat light soil, these townships raise excellent wheat crops. Their names, commencing at the westernmost, are Aldborough, Dunwich, Southwold, Yarmouth, Malahide, and Bayham. I remember being greatly gratified, in the course of a tour I made through these townships in the summer of 1839, by the lively appearances of cultivation and rising villages constantly striking my attention, where, within living remembrance, wild forests used only to be seen. The Talbot or lake-shore road, which follows the line of the lake—commencing at its foot near Fort Erie, and extending to Amherstburgh at its head and onwards—runs through these townships, and an almost constant succession of the settlers' farms fronting each side of the road meet the traveller's eye.

The usual scene which the country parts present to one newly arrived in Canada is strikingly novel. You find your-

self in a large long opening, or 'clearance,' of about a mile in width, bounded on each side as far as the eye reaches by the tall dark forest, serving as a kind of bold magnificent fringe to the more tame, cultivated, yet somewhat rough-like scene between, with its fields, some of them dotted with 'stumps' like so many dark stone boulders scattered over, at distances from 10 to 20 feet apart, and there is the temporary zig-zag rail-fences of these square fields; and then almost close upon each side of the wide road of about 60 feet, and placed at intervals of every quarter mile or less, rise the settlers' farm-houses, with their huge wooden barns in which they house all their grain; and there is the primitive, rather rough, unmade road itself, on which you are travelling through this all so novel scene, choosing betimes a more level, grassy bit of this broad road for more easy travel, now wearying your eyes on the long strange vista of the rude forest fringed scene—now admiring a neat white painted cottage of an enterprising settler, with its shrubbery and flowers—again vexed, meeting a slovenly-looking log-house of some equally indolent people, with the weather-beaten straw-hats mending, with their way, the broken windows, and neglected children sprawling about the doors. Next you pass the humble little school-house, and the unpretending plain religious meeting-house. Here the eye falls on one slight but touchingly interesting object, a solitary grave-slab (of wood, not *stone*), meekly rising from the lowly grave-mound near an old established looking settler's homestead, its simple lettered story upon the white painted board telling of one or more breaches in the family since it came there; and further onward, again, in a quiet hollow nook by a clear running stream, you come upon a neatly-fenced square plot, waving with long grass, and the plain and humble monuments, all new-like and of late date, and, but as yet, thinly sprinkled over it. Such is the kind of scene which you often meet in this young New World country.

Should it be a newer or more backward settlement you visit,

instead of the wide-cultivated opening and comfortable farm-houses here and there, this changed scene, of rougher forest road, with the trees, tall and close, upon each side of you, will only present now and then, at long intervals, the sign of any sort of dwelling. You come all of a sudden upon some little log-house or shanty, and around it the small plot of an acre or so of a 'clearance.' The settler has but commenced to fight his way in this wild 'bush.' As you pass, you are all eyes to survey the curious scene,—the pent-up little beginning of a farm, scarce having enough of the breath and light of day amid that over-hanging and surrounding dense forest. Yet, again, looking closer, you do not think, after all, the hermit-place either so lonely or so gloomy as you might suppose. The light smoke curling up from the humble wooden house, the laugh of the children playing about, the chimes or rather sweet clinking of the cow-bell, and, uppermost sound and lightsomest sight of all, the doughty vigorous strokes of the settler's axe making the woods all around to ring, or quake, as you would think, in affright of their impending fate. This little 'clearance,' as they call it, what a very medley of confusion it is! Stately trees, of beech and elm, that have fallen, with their great green branches broken, spreading their unwieldy lengths across the plot, amid freshly-topped 'stumps,' and lopped branches, and masses of trunks, lying about in all directions, and of all sizes. One would think that the bushman, ere he made a 'clearance' of this yet, would have enough to do. But he has encouragements cheerfully to persevere. You observe among the fallen trees, and confusion of branches, and remains of trunks, the vigorous fresh appearance of the grass, the scatterings of luxuriant wild-flowers, and even the weeds—all which tell, along with the great growth of those beeches, elms, and maples, of the fertility of the soil—did even the small patches of torn surface not show you the rich black mould itself. So cheered with all this and more, the stout-hearted axeman will cut up, and collect into heaps, and burn this confusion of wood,

and in no long time, too, will make a thorough 'clearance ;' and thus enlarging his plot, and fighting his way into the woods, his hopes will be kept up respecting the future farm, and its reward to him in after years, for his own toilsome beginnings, and the family's privations and hermitage in the 'bush.' Having so noted the more prominent features of the secluded scene, pursuing your journey, you find yourself once more between the boundary of forest close upon each side. And when, amid other thoughts, you have at length allowed to pass from your mind the clearance of the bold and hardy bush-settler, you have suddenly your attention arrested to listen to a slow rustling noise, in the distance backward, as if among the leaves high over-head in the forest—it is one of the trees falling beneath our settler's axe: the rustling among the leaves and lesser branches continues on the ear, and becomes more rapid and distinct, and next a crash-crash-ing among the larger branches as it goes, making way for itself through all obstacles, till—resounding through the whole forest—the giant thundering falls, awakening all the echoes.

Advancing onwards again between the solitary woods, your observation is restricted to note the lesser, yet not always unpleasing detail, which the forest-road furnishes. Having got into a tract of 'pine woods,' we may continue for miles without seeing a house, there being little in the light sandy soil, which pine trees ever indicate to invite settlers, and, besides, the resinous roots of the pine remain so many years in the ground until they decay, to the great annoyance of the farmer. A border of scrubby brushwood, and younger trees of several sorts, stretch along each side of the road, and give relief to the dark towering pines, rising with their straight and massy trunks to the height of from 100 to 150 feet! Some of them you may perceive by the numerous tapped holes from the bill of the wood-pecker, like riddlings of buck-shot against the forest giants, which tell of long age and the decay going on within the great trunks. And hear, the hollow tap-tap of the strong-billed

bird, himself hopping pertly round and round the trees, in the pride of his gay coat of purple and white, and glossy black. Among the slender trees of the bush-road border—which has been formed on each side of the road by there having been a line of pines removed to admit the free circulation of air—there is a clustering of the wild May cherry, with its small white flowers in full blossom; and young shrubby pines, larches and cedars interspersed, appearing above the long grass; clumps of light poplar, the tiny leaves fresh blown, and fluttering in the gentle, almost still, air; the more robust balsam poplar, called here the balm of Gilead tree for the repute of its buds, an infusion of which being esteemed as a bitter; and, scattering among all, are various sorts of bushes, brambles, and raspberries; and a little off the edge of the road, free from the intrusion of trampling feet, there is the wild-bush lily in its pure white, and now and then, more or less, tinted with delicate peach hue; and nearer to the road and shielding itself, close by the stump of an old pine, that brave little flower, showing itself early and near to trodden paths, the wild violet, or heart's ease. Such is a specimen of the kind of road-side objects with which, in the new interior parts of Canada, you have to gratify your observation in the manner you best can as you journey along.

You may meet at times laden waggons with merchandise for the country stores onwards in the interior, or returning with loads of wheat or other produce, to one of the Lake harbours. Or the object you meet may be an antiquated lumbering stage-coach, lurching amid the deep ruts, or wending slowly through the heavy sand of the roads, or thump thumping over the succession of round logs, laid crossways, forming the 'corduroy-road,' or, it may be, winding up the side of a deep ravine, the chief of the passengers out walking, to ease the horses, and to stretch themselves; or the mail-stage, for such it is with its four fine animals of horses, may be scudding along upon some smooth even surface, the young driver-lad whistling and talking to his horses, calling each by its name, and smacking about, and

curving, in the pride of his art, his long-lash whip. You will meet with few foot passengers, possibly a Scotch ploughman or tradesman, with knapsack or bundle upon his staff, and slung over his shoulder, travelling in search of employment. Or you may meet a Highland family from Argyleshire (there being many of them in Canada, and comfortably settled), trudging cheerfully on their way—some of them walking, and some riding—to join some friends, who wrote home to them of their well-doing, and invited them out. The father and one of the eldest sons, travel a little way a-head of the rest, who, seated on the top of a waggon above their baggage of huge chests, barrels, and bedding, are coming up behind. Now this family, who perhaps in Argyleshire could only manage to scrape the barest subsistence, will, most probably—before ten years pass, if sober and persevering, and though they may have next to nothing to begin with now—be proprietors of a good farm, yielding them all comfortable subsistence.

But it is time now I were thinking how long I have digressed from our more immediate subject, these townships of the London district, situated along the shore of Lake Erie, which we were surveying.

The size of farms throughout Canada is generally about 200 acres, and a great number of the settlers have from 40 to 50 acres, and some 100 acres, under cultivation, with convenient barns and comfortable houses. The most populous of our Lake Erie townships is Yarmouth, which contains about 4000 inhabitants, who own above 16,000 acres of cultivated land, upwards of 600 horses, above 1000 horned cattle, and about 1500 milch cows. The description of houses of almost all is that which, in the absence of brick or stone, is considered in Canada most comfortable and respectable—the frame-house. The squatter's shanty, you know, is of rough round logs plastered with clay or lime; the next improvement is the squared log-house, and most comfortable dwellings these are, fully as much, I believe, as any stone house can be. But the respectable frame-house is the

family's ambition, and no wonder, for with its white or stone painted appearance, and not unfrequently its verandah, with creeping vines and flowers, and shrubbery in the small front plot, it looks really respectable and pleasant. You may see such a picture frequently in the towns where the houses belong to merchants, successful tradesmen, and others in easy circumstances; but I am sorry that it is only here and there met in the country, in instances of the more enterprising or more fortunate than the majority of their neighbours. The regret is frequently expressed that Canadian farmers do not show greater taste for flowers, and keep the exterior of their houses and their gardens neater, and more ornamental, than is generally done. I join in the regret as much as any can, but wherever there is explanation it ought to follow the blame, and in this case the latter attaches more to circumstances than individuals. In a young and wild country, where a man had to battle with the forest for his bread, and not until arriving at, or being beyond middle age, he finds himself more at ease, is he greatly blameable that he does not exercise a taste which he never before had opportunities to cultivate? There is something, too, in this, that in old countries, where most people are content 'to have the two ends of the year meet,' with a moderate round of comforts, the mind has more repose, and the inclination consequently greater, to cultivate the tastes and lesser pleasures. In young and rapidly rising countries, the chances of gain being greater, and each successive step of success being but an added stimulus to the mind, it thus becomes too much engrossed in larger views to attend to the detail of taste and the undergrowth of pleasures, which are attendant on more settled and older communities. Canada, however, already is fast improving in this respect. There was established about two years ago, on the outskirts of the town of London, a pretty fairly stocked nursery by two intelligent and spirited Englishmen; and this (the first thing of the kind, if I am not mistaken, in this western part of Canada) now supplies the inhabitants with the most approved varieties of fruit-trees, shrubs, and flowers.

The lake-shore townships we were speaking of, are favoured with as good natural harbours as there are along the whole north shore of Lake Erie—the best, perhaps, if we except the Grand River near the foot, and the Rondeau towards the head of the lake. Port Stanley, in the township of Southwold, is the chief harbour of the district. Its distance from the town of London, you will remember I mentioned, was twenty-five miles. It is situated at the mouth of a narrow but rather full and deep stream, where it approaches the lake, and cuts the high sand-banks. Substantial stone piers are now being completed at the expense of the province; and the present little village, with its half-dozen shops, church, and mills, bids fair—should it not be cramped by the narrow policy of those holding the land on its site—to be at no distant time a place of considerable importance. The revenue from duties on imports from the United States, collected here in 1839, ranked the fourth largest in the Upper Province, having amounted to £1163 currency, or upwards of £900 sterling. Toronto, which collected nearly £5000 sterling, was the highest, and next, Kingston and Hamilton. A steam-boat runs regularly between Port Stanley and the opposite American port of Buffalo, thus affording a good means of conveyance for the numbers of persons who take the New York route for Canada, proceeding up the Hudson river to Albany, and thence to Buffalo by canal or railroad. Having started from New York in a morning by steam-boat to Albany, and choosing the railroad to Buffalo, persons may find themselves on the third day in the London district in Canada.

The other harbours of the district are Port Burwell in Bayham township, and Port Talbot in Dunwich; the first situated down and the other up the lake from Port Stanley. Port Burwell is an agreeably situated village upon the elevated banks of the lake, with a full deep stream, having prettily wooded banks, flowing past it. This stream, called the Big Otter Creek, is navigable, with a depth of twelve feet, for about two miles

up, where there is the small village of Vienna, situated in a winding and pleasant valley. There are several mills here, and a lumbering business is carried on with the United States by means of schooners, which take their cargoes of pine boards to the opposite port of Cleveland, in the state of Ohio. Port Talbot, as you may know, is in the vicinity of the residence of the celebrated and eccentric Colonel Talbot, to whose exertions and example, since he settled in a wilderness here about forty years ago, considerable merit is due for the change the scene has undergone into clusterings of farms and villages. This spot of the Colonel's residence is romantic and beautifully situated—one possessing greater natural beauties, and more reminding me of the sites of the finest seats at home, than any I had seen in Canada. It was a delightful summer day on which I visited it; and entering by a prepossessing gateway leading off the good main road, I found myself in a spacious, noble-looking avenue. As far as I could see, there was the wide road with its grassy margin, and overhanging and bordering each side was the luxuriant and shady recesses of the tall, deep, old forest. I dropped the reins on my pony's neck, and the exquisite imagery of some of those rich portions of Spencer's Faëry Queen flowing on my recollection, translated this far western spot of young Canada into a scene of hallowed old English ground:—

' A shady grove * * *
 Whose lofty trees, 'yclad with summer's pride,
 Did spread so broad, that heaven's light did hide.'

Here, methought, might have been the fair Una, when

' One day, nigh weary of the irksome way,
 From her unhasty beast she did alight;
 And on the grass her dainty limbs did lay,
 In secret shadow, far from all men's sight;
 From her fair hair her fillet she undight,
 And laid her stole aside: her angel's face,
 As the great eye of Heaven, shined bright,
 And made a sunshine in the shady place;
 Did never mortal eye behold such heavenly grace.'

Having reached a winding of the avenue, I was led by a gentle ascent and crescent-sweep to a view of the open grounds, where sheep and horned cattle were grazing in numbers. Descending into a flat grassy vale through which a stream flowed, I crossed a bridge; and on gaining the top of the opposite bank, a range of a fine park presented itself, and at its extremity, overlooking the lake, I perceived the dwelling of the old Colonel. I was struck by the grand view of the lake here; in a little I found myself standing on the edge of the lofty and steep bank overlooking the expanse of waters, without speck or ruffle, as they were that day, and a light haze bounding the farthest view. The slight motion of the lake laving the foot of the bank was all—as I stood some moments entranced by the scene, with its calm stillness—that fell upon the ear. While turning towards the humble hermit-dwelling of the man with bold heart and nerve, who had subdued a mighty wilderness, and saw growing up around him the beginnings of a new country he had aided so to plant—the flitting fancies of an imagination winging into the far future, presented, instead of the homely cottage, a magnificent mansion, and all detail in keeping with the noble-looking grounds, and the grandeur of the expanded lake. I thought I could conceive, too, looking along its shores, the distant rising of smoke as if from a mighty city. But the views vanished, and the regret came instead—who has not had such a regret?—that one could not live to see the full growth of those beginnings, he could only, when having to part with them for ever, witness the early healthful promises.

I directed my steps towards the exceedingly plain dwelling of the Colonel, who, with his man Jaffrey, I found at home. You have heard, I daresay, something of Colonel Talbot's gruff manners and eccentric habits, and you have had the kindly-hearted Mrs Jameson represent him more favourably. I dislike being the retailer of gossip where it serves no worth purpose, but in its spirit and tendency causing imperfect details

to take the place of fuller and healthier views. This I know best of Colonel Talbot, that the two chief towns of the district, London and St Thomas, vie with each other which shall most worthily celebrate the anniversary of his birth. In London this past winter we had a gay ball in honour of the event, at which townspeople and country folks of all parties, joined by the officers of two regiments comprising the garrison, kept it merrily up, and the old man himself—I daresay over seventy now—tripped about as lightly as any. The good people of St Thomas and around it, which is more in the neighbourhood of the Colonel, never miss ‘The Talbot Anniversary’ a single year, but keep the day as one specially marked out.

I trust that you forgive me this long digression, and I assure you the subject is one which a sketch of the London district ought well to bear, and would be imperfect without. Indeed the name, beside *the* Talbot, is one much connected with the earliest histories of the district. It was a Talbot, and of Irish birth too, who first settled London township.

With a passing notice now of St Thomas, the chief town of the Lake-shore townships, I will have to close this rather lengthy letter.

St Thomas, in Southwold township, occupies an elevated platform, formed by the steep banks of the Kettle Creek, and is distant eight miles from Port Stanley, and seventeen from London. The population may be about a thousand. There are several churches, numbers of good shops, and the agencies of two banks are established. There was a disastrous fire occurred in it the winter before last, which destroyed a portion of the most valuable quarter of the town, in the chief street where business is carried on; but it will be the means, most likely, of substituting brick buildings for wooden. One very large brick building has been erected for a store by Mr John M’Kay, who came from Scotland a number of years ago, and settled here. Mr M’Kay’s store, which is completed in the most substantial manner, with stone-built cellars, fire-proof

safes, and in general appearance much like your own town shops, is the largest, I believe, in the district, and affords some token of the growth and enterprise of this quarter of Western Canada.

Having not overtaken the townships of the interior, I shall have to defer some notice of them to my next letter.

NOTES.

NEW SCHOOL ACT

A new Act for the support of common school education in Western Canada, which passed during the last session of the Colonial Legislature, remedies the more obvious defects of the measure of 1841. This Act, besides, contemplates the establishment of a provincial normal, and county model schools, for the training of teachers, and for the diffusion of a uniform system of teaching throughout the country. It also provides for the appointment of a superintendent of education in each county and town, besides continuing the office of Chief Superintendent for Western Canada. The duties of these county and town superintendents chiefly consist in exercising a general supervision of the schools within their jurisdiction, and acting as a check upon school trustees in the appointment of teachers. Having a reference to the employment of United States citizens as teachers in Canada, which prevailed to a considerable extent in the province, the local superintendents are not allowed 'to grant any certificate to any person as a teacher of a common school, who shall not be a natural born or naturalised subject of her Majesty.' A result of this new act will be a general improvement in the state of education throughout Canada. From recent intelligence received, the authorities empowered to superintend the working of the measure are actively astir, and efficient teachers appear to be much wanted. The warden of the London district, John Wilson, Esq., an enlightened friend of education, in an address opening the last May session of the District Council, stated, that in setting schools of a respectable class in operation, much difficulty has

been experienced in procuring efficient teachers, and if the same demand for them exists in other parts of the province, we cannot obtain good ones for more than half our schools. To obviate this difficulty, I have to suggest the propriety of establishing at once a Model School, such as the Act contemplates, in which instruction will be given almost free to any number of persons having for their object the acquisition of such an education as will qualify them for teachers.'

UNIVERSITY BILL.

In connection with the remark made respecting the probability of the restrictive character of the charter of the University of King's College being modified, it may be mentioned that a bill was introduced during the same last session of the Provincial Legislature, which passed the New School Act, and under the auspices of the Government—the principle of which, it is said, 'has been approved of by the leading members of the various denominations in Upper Canada, and by the great body of the population, including many intelligent and liberal-minded members of the Church of England.' The measure met also with considerable opposition, and has for the present been postponed.

AMERICAN BOOKS AND TEACHERS IN CANADA.

While travelling between the towns of Cobourg, situated on Lake Ontario, and Belleville, at the head of the Bay of Quinte, I had an opportunity of coming in contact with a young man, who, in the course of conversation, became known to me as a citizen of the State of New York, and a teacher of one of our Government common schools in Canada. It was a pleasant May morning, when, having started from the neat, quiet-looking town of Cobourg, in the light open mail waggon, with a pair of horses, I found the only companion of my journey, besides the driver, was a young man, who, from his appearance, might be from 18 to 22 years of age. After having busily occupied myself observing with satisfaction the substantial and respectable stone-built houses and pretty church, which adorn the eastern end of the town we were passing through, and the well-cultivated country beyond, with its ornamental scattering of trees, so unlike this new country, and so like home, I was recalled from my busy train of observations by an animated conversation between the driver and my fellow passenger. The topic was the Toronto races, which had just taken place, and from which my fellow passenger was now returning, after having, as it appeared, taken particularly minute interest in them. He was describing to the driver the various horses which ran, with their respective successes or failures, and all with such easy minuteness, and use of the phraseology common to the turf and the stable,

that I was tempted to speculate within myself as to what profession or employment my companion belonged to. He had in his talk and general manner that pert vivacity which uneducated Americans show, and was rather respectably dressed, somewhat between the style of a farmer's son in his best suit, and a town's youth in easy circumstances. My curiosity was soon set at rest, for my fellow traveller proved to be a communicative young American, and, like the generality of his countrymen, conversed respecting his own affairs in a very free manner, and became rather an agreeable road-companion. He belonged, as he mentioned, to the State of New York, and had come to Canada upon a visit to his friends; and farther on in conversation, it appeared that, by the advice of his friends, he had consented to become a teacher in Canada, in which capacity, in one of the Government common schools of a neighbouring township, he had been for some time acting. Making inquiries respecting the result of his experience and observation, which his occupation might have afforded, I was very particular to watch (from what I frequently before heard rumoured regarding the matter) what this young man would tell me of the nature of the books used in his school. The result proved what, indeed, I had feared it would—they were all pure American publications in print and authorship; most probably the same kind of works which had been used by the youth himself at the Government schools of the neighbouring Republic, in the State of New York:—American spelling-books, American grammars, American dictionaries, American histories,—some one's *History of the United States, from the discovery of Columbus to the conclusion of the last war with Great Britain in 1815, with continuation, &c., to the Presidency of —, &c. &c.* While this catalogue of the course of instruction for some portion of the youth of our British provinces was being gone over, I could not help, as one naturally might, being led into a train of unpleasant feelings and curious speculation. I felt relieved, however, by considering that the case was now-a-days not so bad as it once was, and that the growing spirit and intelligence, shown in various forms of improvement in the country, would most likely soon be able to remedy a state of things which substituted a knowledge, and, in some degree, a regard for political institutions, of a character very opposite to those which should prevail and be cherished in this noble colony. To understand fully the objections to persons from the United States teaching in Canada, and to their books being used, it is to be remembered, among other considerations, that in the books of geography and maps of the Republic, its own territories, to even its small villages, are minutely described and displayed on a scale of disproportioned advantage to the little known and undescribed stripe of their frontier country, Canada; that in the histories which the United States people have most in use, there are an undue and peculiarly

strong, though it may be a natural enough, bias to their own institutions, and a conspicuous illiberality to our monarchical principles, which they threw aside, and against which their still too popular war party take frequent opportunities to rail;—and that in the mass of their literature there is observable an imperfect and a vitiated taste, corrupting, with rashly coined words, the vigour and beauty of the language. The influence to which the schools of our colony have been exposed from all this, and in the absence of other books and other teachers than Canada has had all too long, may very easily be conceived. And had it not been that the use of either United States teachers or books more arose from necessity than any free choice, and has been somewhat counteracted by the very hearty dislikes and prejudices being not altogether one-sided—as such near neighbours have pretty uninterruptedly kept up their mutual enmity ever since the violent and bloody quarrels of the old revolutionary and last wars—individuals who know Canada would not have to note, as they cannot but do, the attachment and determined loyalty which, under many disadvantages, the people of Canada display towards the constitution and crown of England.

THE LAKE-SHORE TOWNSHIPS.

The range of these six townships of the London district, lying along the shore of Lake Erie, occupying a line of fifty miles or more, about midway up the lake, each having a frontage of from five to ten miles, and extending backwards from ten to twelve miles,—contains a population of between 11,000 and 12,000, with 52,000 acres of cultivated land. Along the line there are five natural creeks or harbours, and a spacious bay, Alborough Bay; yet the only good safe artificial harbour at present in a complete state of repair is Port Stanley. The River Thames forms the northern boundary of the two most westerly townships, Alborough and Dunwich, and part of Southwold.

ALDBOROUGH.—The population of this township is about 700, about 500 of whom are returned in the census as belonging to the Church of Scotland [in 1841]; the rest are chiefly Baptists and Methodists. The occupied land amounts to about 16,000 acres, above 3000 of which are under cultivation. The soil is described as being of first quality, marly and sandy alternately, and well timbered with maple, beech, elm, black walnut, and other woods as are the received test of good soils.

DUNWICH.—Has a population a little above 700, the larger half of whom are Baptists and members of the Church of England. The number of occupied acres is above 28,000, not quite 3000 of which are under cultivation. It is in this township Colonel Talbot has his residence, upon the fine high bank, of about 120 feet overlooking the lake, and

where he first settled in 1803, 'at which time there was not a white inhabitant within sixty miles on the east, and seventy-five miles on the west.' It was not until 1809-10, however, that the Provincial Executive were prevailed to lay open the country for settlement, and then only partially. The soil, like that of Aldborough, is described as being of the first quality. Mr Richards, a Government Commissioner, travelling through it in 1830, and writing to Sir George Murray, then Colonial Secretary, speaks thus of it:—'From Otter Creek [in Bayham the easternmost township of the district] to Colonel Talbot's, the lands and crops were as fine as possible, and the growth of the woods of the very first quality.' Owing, most probably, however, to the large grant or reserve allowed to Colonel Talbot for his services in settling the surrounding country, the population of Dunwich township has not much increased since 1817, when there were computed to be 500 inhabitants. There are some quarries of limestone, and good earth for brick.

SOUTHWOLD.—Population a little above 2000, stated in the official returns as being composed pretty equally of the various religious bodies, but the census is believed to be imperfect in this respect, a return of the whole not being made. A large proportion of the inhabitants are native Canadians, many of Dutch origin, with a considerable number of English and other Europeans. The fine stream of Kettle Creek, upon which Port Stanley and the town of St Thomas is situated, runs through this township. Soil similar to Dunwich and Aldborough, marly, and diversified with sandy loam and clay alternately. There are above 48,000 occupied acres, above 14,000 of which are cultivated.

YARMOUTH.—Population nearly 4000; occupied acres above 57,000, above 16,000 of which are cultivated. A similar remark respecting the origin of the inhabitants applies to this township as to those of Southwold. Soil, black sandy loam; timbered with beech, maple, black and white walnut, oak, ash, cherry, &c. Well watered with fine streams.

MALAHIDE.—Population a little over 2000, the greater number Methodists, Baptists, and members of the Church of England. Above 160 are returned as Quakers; a considerable proportion are Americans. Occupied acres above 43,000, above 9000 of which are cultivated. Soil, loam and clay, and well watered. Catfish Creek, a deep full stream, for some distance from its mouth, runs through this township; and the village of Jamestown is situated near it in a very pretty hollow, where there used to be many mills employed. There are within the township four flour and eleven saw mills. There is a great deal of uncultivated or forest land belonging to absentee proprietors in Malahide, and this circumstance has retarded its settlement and cultivation. A considerable proportion of the

inhabitants are Americans, engaged in the timber trade, which trade chiefly employs the saw mills.

BAYHAM.—Population about the same as Malahide, being a little above 2000, the greater proportion of whom are returned as belonging to the Church of England, Methodists and Baptists, with about 200 Presbyterians, and several Quakers. Occupied acres above 36,000, 6000 of which are cultivated. Soil not quite so good in parts as in the other townships, yet a good deal of loam and clay. Of the timber grown there are large quantities of pine, but also maple, ash, black walnut, different kinds of oak, chestnut, and cherry. The fine streams of the Little and Great Otter run through Bayham, and the agreeably situated village of Port Burwell is placed at the mouth of the latter, upon the high banks of the lake. The situation of Port Burwell is allowed to be much more pleasant for a town than any other place on Lake Erie; and from the fulness of the stream, a finer harbour, it is believed, could be formed than even at Port Stanley. But it is said that a short-sighted, illiberal policy with the proprietors of land at Port Burwell and its vicinity has hindered the growth of the locality; the indifferent quality of much of the land would no doubt too greatly operate. A large trade in pine timber, sawn into boards, is capable of being carried on here, for the supply of the opposite State of Ohio, about 60 or 70 miles across the lake.

The total number of occupied acres in these townships is 230,000, 52,000 of which, it has been stated, are under cultivation. Calculating each township to contain the average quantity of 61,600 acres, these townships will contain in all about 370,000 acres; so that there yet remains to be occupied between 100,000 and 200,000 acres. The amount of the official valuation of property within the townships is about £190,000 currency, or upwards of £155,000 sterling. The real value will probably amount to at least between £200,000 and £300,000 sterling, and the whole amount of assessed taxes paid by these eleven or twelve thousand inhabitants does not reach to £1000, or is only about 1s. 6d. a-year to each inhabitant; and the greater part of this is expended for local purposes within the district by the popularly elected body of the District Council. The Government of Canada is chiefly supported by a customs' duty of 5 per cent. levied upon British goods imported, and also a moderate duty upon imports from the United States.

FIFTH LETTER.

Townships of the Interior—Scotch Settlement in Westminster—Delaware, the First Settled Township of the District—Story of its Early Settlement—First Settlement of Canada—Niagara, Ancaster, Long Point Country—Expedition of Adventurers down the River Thames—Scenery and Soil along the Banks—The Travellers halt for rest—A Forest Scene—Illustration of the Land-granting System of Canada in the History of Delaware—Remedy recently adopted of Taxing Unoccupied Lands—Township of London—Its First Settlement and Progress—Present Comfortable Condition of the Settlers.

NOTES:—Niagara—Long Point Country—Townships of the Interior.

LONDON, CANADA, 1843.

I GAVE you some account in my last of the six townships of this district which stretch along the shore of Lake Erie. These we called the lake-shore townships—the remaining nine, the district being composed of fifteen, we will, for the sake of greater distinctness, name the townships of the interior. Of these I will now proceed to give some slight notices, for I fear lest I stray too much into detail, and should weary you even on a subject so interesting as that of this new country.

Immediately back from the six lake townships, and commencing at the westernmost, are Mosa, Ekfrid, Carradoc,

Delaware, Westminster, and Dorchester; and the remaining three, back of these again, are Adelaide, Lobo, and London. The most populous of these first six, which compose the middle range of the district, and possessing, perhaps, the richest soil, is Westminster. This township received its first inhabitants in 1811; in 1817 there were 107 houses and 428 people. The last published official returns for 1841 show a population of 2680, possessing 12,059 cultivated acres, 800 oxen and horned cattle from two to four years old, 1117 milch cows, and 444 horses, besides four grist mills, two saw mills, three distilleries, and two stores; but in giving these two last, the distilleries and stores, the vicinity of the town of London is to be taken into account, the south branch of the River Thames flowing past the town, being the northern boundary of Westminster. The assessed valuation of property within the township (a valuation much under the *real* one, as you remember I formerly stated) is about £30,000 sterling. The soil for the most part is of a marly loam, the surface undulating, in places gradually rising to upwards of 100 feet, I would say, above the level of the Thames. One part of this township is settled wholly by inhabitants from Scotland, and receives the name of the Scotch settlement. This settlement forms the greater part of a respectable congregation in connection with the United Associate Synod of Scotland, who meet in the town of London under the pastoral charge of the Rev. William Proudfoot, who formerly held a ministerial charge in the Carse of Gowrie in Perthshire, and has resided in this quarter with his large family these many years.

The next in the middle range of townships inviting attention is Delaware. This is the oldest township in the district, the first settlers having entered it in 1795. The village of Delaware is one of the prettiest spots in all Canada. It is situated on the great provincial road, fourteen miles south-west of London, and has been the scene of many a merry pic-nic party made up from the families of the garrison and the town.

Connected with the first settlement of Delaware, there is a dash of romantic novelty which will somewhat interest you, who, like myself, delight to preserve those characteristic circumstances in the settlement of a new country. Upper Canada, you know, first began to be peopled in 1784—the whole of it then was one vast forest. Niagara, situated on that finely salubrious neck of land between the head of Lake Ontario and the foot of Lake Erie, was one of the first settlements, as was also a similarly favoured tract of country some little way up Lake Erie, included now in the Talbot district, and familiarly called Long Point country. These two places were among the first foot-holds of the early settlers. The next stepplings forth into the interior were directed to the spot where now stands the pleasantly situated village of Ancaster, seven miles west of Hamilton, at the head of Lake Ontario. Soon after this first settlement of Ancaster, some members of the families who had removed there, pushing young men, conceived an expedition still farther into the country. The love of adventure, and the novelty of exploring a new country, would readily favour the idea of a trading speculation with the Indians; and off on this errand set the party westward, with some stores of tobacco, whiskey, calicoes, knives, and trinkets. Having reached so far as Oxford, on one of the branches of the River Thames, east of London, they determined proceeding down the river in a canoe; and so loosening their well-laden little bark to the current, away went the adventurers adown the winding and rapid Thames, beautifully wooded along its banks, the tangling brushwood and graceful sweeping willow overhanging its many bends and pleasant nooks. Steering around many a lengthened curve, and by the small, low, wooded islands—some like clumps of trees alone rising from the water—now between banks, with their bold steepes of rich black and clayey loam, crowned by the luxuriant forest; next would open the fertile flats of meadow-land, more thinly wooded with the stately and widely branching sycamore, and here and

there willows and bushes of alder, with the wild vine twining about them, then bending over and dipping into the margin of the clear lively stream. Tired of the watchful steering and tending of their course down a rapid stream, without opportunity sufficient to mark the wild and stately luxuriance of the scenery, telling them of a wondrously rich soil, the adventurers naturally thought of halting for rest. So, fastening their canoe by the bank, the next moment they stood upon the threshold of the stately and shady olden woods—the towering forest—its far sombre and stilly depths, vaulted by the thick intertwining branches high above, seeming like some mighty temple, the rays of sun-light here and there flickering on the lower leaves of the less and bushier trees, or shooting in narrow streams down some massy trunk. Our tired adventurers seated themselves most likely upon one of the many old fallen trees, scattered like benches about, as if inviting to rest and contemplation within the shady temple—some newly fallen, others mouldering, so that touching them, like a friable clod, they scatter into powder; others again—and those the forest wanderer loves much—with their thick elastic coatings of dry green moss, offering an easy seat across a clear cool spring—sometimes so small as nearly to be hidden—gurgling and playing lively through its miniature course of fallen leaves, and at times having even sand and pebbles for its diminutive bed. Upon one of these old mossy trunks our wanderers may have rested, the wild flowers around them appearing from amid the thickly-strewn leaves and long thin grass. Who would not have delighted to rest in such a place? The pillared, vaulted, and sombre forest, with its streaks of light and masses of shade—its carpet of leaves, and grass, and varied wild flowers—its mossy seats, and purling streams—a scene awakening sensations at once pleasing and grand. You are charmed by the attractive novelty—you love the flowers, the streams, and the grandeur of the whole rising around you, and far over head, in its vast and calm solitariness, imposes the mind with pro-

foundest awe. Our wanderers, accustomed to such scenes, were most likely simply to experience (besides impressions of of the richness of the soil) a grateful rest, and, it might be also, sensations of their solitariness in such a place, where for miles and miles around them all was forest—deep solitary forest—without a white footstep. Continuing their course, they would pass many a spot *now* enlivened by dwellings and cleared farms, and the din of mill-machinery; among others, the rising table land on which now stands the town of London, unthinking, it might be, as they looked upon the high banks, crowned and covered all backward by heavy forest—that here some of them would live to see, as they did, this spot, the site of churches, shops, and a thousand or two busy inhabitants. Having reached the *Forks* (as the locality was long called, before a house of the town was built, and even since, by old settlers, from the two branches of the river joining under the high west bank), they would then glide more smoothly upon the fuller stream, and keeping on their way, till fifteen or twenty miles further down, they made a halt. It was at one of the loveliest river nooks one could wish to linger by. It was the site of the present village of Delaware, admired by all for the beauty of its situation. The traveller along the main road from London westward, all at once meets the river in a curving open valley; the opposite side high and wooded, and spreading from the foot of this rising bank are flats of meadow land, with scatterings of willows, poplars, and thorns; then the river in the midst, almost close beneath the village on the near side, flowing gently, full, and clear, with its shining, unbroken, glassy surface. Such was the spot the adventurers chose as a sort of head-quarters in their Indian traffic. Finding it convenient for profitable trade in disposing of manufactured stores in exchange for furs, and doubtless influenced, too, by the natural attractions of the place for a settlement, the result was an invitation to their friends, the

older folks, at Ancaster, who soon joined them, and so commenced the settlement of Delaware.

This you may call the story of the foundation-laying of the present London district. I had the facts from a respectable worthy old settler, whose family were among those very first settlers of Upper Canada at Niagara, and were also among the first in the London district. The widow of one of these first settlers of Delaware, one of our adventurous explorers, still lives near or within the village. I have before me a printed report of the proceedings of a meeting of the inhabitants of this and adjoining townships in 1817, at which the widow S——'s husband, 'the Squire,' as he was called, was chairman. This document affords a very striking illustration of the great evil committed in the early settlement of this country by the profuse mode of granting lands. From what we have said of Delaware being still nothing more than a small village, there being in 1841 not 400 inhabitants in the whole township, and from what has been incidentally noticed of the thriving progress of London and the township of Westminster, it is instructive to note, from the proceedings of these primitive settlers, how well they foresaw the effect of this land granting, which has since, in so marked a manner, retarded the settlement and general prosperity of the province. The calm and courteous temper with which the evil is pointed out, and a remedy proposed, attract admiration; and though it were for nothing else than to afford this commentary upon the character of these first settlers of Canada, I may be excused giving you this brief extract of their proceedings:—

'The greater part of the lands which constitute the township of Delaware were granted many years ago to persons not resident in this part of the province; or are crown and clergy reserves, which have been, and still continue to be, an insurmountable obstacle to the formation of a compact settlement in it. In the township of Westminster, no lands have as yet

been granted but to actual settlers. And if that system is pursued by the Government, it will, no doubt, soon form a most delightful, populous, and wealthy settlement.

‘The principal part of the township of Dorchester, which is not composed of clergy reserves, has been granted to persons not resident in this part of the province; and there does not appear to be any probability that it will be settled soon, unless men of capital purchase.

‘If his Majesty’s Government should grant or dispose of the crown and clergy reserves to actual settlers, and the Colonial Legislature should lay a tax upon the lands of absentees, so as to induce them to sell or contribute to the improvement of roads, &c., we are of opinion that the province in general would be more prosperous and happy.’

Dorchester, here alluded to, has had the same fate as Delaware—the returns of 1841 showing that township not to have 3000 cultivated acres, and only 620 inhabitants. [Townships on an average contain over 60,000 acres.] Dorchester is the township on the east as Delaware is on the west of Westminster. I am glad to perceive that Mr Buller’s recent speech in the House of Commons attracts so much attention in Canada, and hope that it may be the means of producing some decided good in relieving the country from this pressure upon its industry and general prosperity, and increasing its attractiveness to British enterprise and capital. The new authorities of District Municipal Councils, you are aware, have had powers to tax wild lands to a certain amount, which will have the effect of forcing, in a measure, a speedier distribution of these lands among persons who will cultivate them. Should the powers of the District Councils be found not full enough, it is likely that these powers may be extended.

The township of London—the most prominent, though among the latest settled, in the district—next claims our attention. In 1817, there were only two families living in this

township, and now the population may be stated at nearly 7000—having 90,000 acres of land, 17,000 of which are cultivated. The first regular settlement commenced in 1818, under Mr Talbot, a gentleman from Ireland, accompanied by several of his countrymen, for whom he obtained from Government free grants of land, and a free passage to Montreal. In 1829, seven years after settlement, the township contained a population of 2415, with 5941 acres of cleared land; in 1834, it had increased to 5051, with 12,841 cleared acres; and in 1841, it was 6257. These two last-mentioned periods include the town; but in 1841 the township alone had a population of over 4000. A son of the founder, writing in 1834 respecting this township, gave this account of the colonists who emigrated with his father:—‘Scarcely an individual who accompanied Mr Talbot to this country was possessed of more than £100, and many on their arrival in this township had not more than £50; yet of all those persons there is scarcely one that is not now wholly independent, in the possession of fine farms, of an abundance of stock, and in the enjoyment of all the comforts and many of the luxuries of life.’ The surface of this township is agreeably undulating, being broken into table lands by the branches of the Thames and smaller streams coursing their rapid and clear waters through it, and by a succession of gentle wave-like rollings. The soil may generally be characterised as a rich loam; hundreds of acres particularly so, occurring along the lower banks or flats of the river, these flats to all appearance having been a former and wider channel; there are again other exceptions, such as one part of the high land on which London is built, where sand prevails, and where pine and the straggling scrubby oak have grown. London township, on the whole, I would say, is both agreeable in its features and fertile.

Although not having overtaken the town of London, I will not lengthen this letter, but will reserve the subject for my next, which will form the concluding letter of the series.

NOTES.

NIAGARA.

The town of Niagara, formerly named Newark, was the first capital of Upper Canada, it having been there that General Simcoe, the first Lieutenant-governor of the province, opened the first Parliament, on the 18th September 1792. The district of Niagara, in shape nearly an oblong square, is situated between the two lakes, Erie and Ontario, and its eastern boundary is watered by the Niagara River, which, from its entrance into Lake Ontario, at the town of Niagara, to the outlet of Lake Erie, at Fort Erie, is a distance of 33 miles. The famous Falls, which have given their name to the district, are 13 miles distant from the town. The strait or river of Niagara, not to speak of the one stupendous feature, presents much both of grandeur and picturesque beauty. At the commencement of the river, receiving into its channel a body of waters from Erie and the other great lakes, to the extent of 700,000 tons a minute, the breadth is about two miles, and contracting and expanding betimes, now closing to one mile, now bending out to three, and then, at nearly half-way to the Falls, it divides its course, encircling a body of land of about 17,000 acres, forms 'Owanungah,' or, as it is commonly called, Grand Island, where the breadth, measuring across this island, is eight miles. Below this it measures again three miles, and having a smooth glassy surface, like to the peacefullest lake—then it narrows to less than a mile, expands again to a mile and half, and, at the next narrowing, of three quarters of a mile, the mass of collected waters, here broken and rapid, opposed and divided by islands, and tossing on a bed of rough ledging rocks—having now assumed their mightiest energy and fury—thundering roll, roaring and enwrapt in foam, over the cragged cliffs, and down the hundred and sixty feet and more, whitening the vast broad sheet of stupendous precipice. It is as if the bed of great waters had cracked beneath their weight, and the waters above, in frightful unconsciousness of their fate in following, continued ever hoarsely roaring as they hurled tumbling down to the dread abyss. The circling white clouds of foam and spray, denser around the depths and lighter as they rise, veiling and serving an unceasing incense amid the deep muffled murmuring roar, impart completeness to the grandeur. Closer observation presents features of the scene displaying the most perfect and pleasing repose. The light showers of ever-continued spray—wetting the rocks, the grass, bushes, and trees—acted on by the

rays of the bright sun, form over the chasm the span of the rainbow; and the green fresh foliage is crowning and clustering about the rocky cliffs; and, the eye falling on the depths below, there, removed but slightly from the boiling foaming surge, part of the waters have expended their roar and their turmoil, and, in their deep and beautiful blue, in eddies around the rocky edges of the shore, they lave playfully and in quiet, murmuring softly as they ever again kiss the foot of the bank, and the tips of long grass hanging over as if to woo the greeting;—all this to the observant eye makes Niagara not more a scene of striking grandeur than of calm softest beauty. The banks above the Falls vary in character as the stream does in breadth—now low, grassy, and lawn-like—now bold, high, and steep. Beyond the Falls, and for six miles down the river, they are bolder, loftier, more rugged, and uneven. When emerging from their restrained course of these six miles, between overhanging rocks and a rough bed, the waters make their appearance at the village of Queenston, with a light and peculiar blue; and now broad, majestic, and even in their course, for thirteen miles, between banks sloping, regular, and smooth, and a country smiling and cultivated, they join Lake Ontario at the town of Niagara.

It was most natural that a district of country with features so remarkable, and inviting also in its climate and soil, should be among the first chosen by the early settlers of Canada. In 1784, the year following the ratification of the peace, which concluded the unnatural war between Great Britain and her old colonies, and established the present United States, the first colonists of Upper Canada, who had remained steadfast in their attachment to, and fought under, the Crown, entered this new colony, and settled in the district of Niagara. That noted corps, the theme of many an incident in the Revolutionary contest, and well known as 'Butler's Rangers,' are said to have been the first settlers in Niagara; and in the succeeding year of 1785, they were followed by emigrants from the States of New Jersey, Pennsylvania, and New York. The Niagara district is composed of two counties, having twenty-three townships, and a population of a little over 38,000, and 150,000 acres of land under cultivation. In 1842, the district produced 249,000 bushels of wheat, 42,000 bushels of barley, 289,000 bushels of oats, 9000 bushels of rye, 96,000 bushels of pease, 48,000 bushels of Indian corn, 69,000 bushels of buckwheat, and 304,000 bushels of potatoes. The live stock in that year comprised 35,000 neat cattle, 54,000 sheep, 33,000 hogs, and 10,000 horses. The varieties of soil are sand, clay, and black and yellow loam. The townships fronting Lakes Ontario and Erie, and along the banks of the Grand River, are chiefly composed of clay and loam; and the township of Niagara, fronting both on the river and on Lake Ontario,

though the most advantageously situated, is believed to have generally the lightest soil. That great public work of Canada, the Welland Canal, unites the Lakes Ontario and Erie, completing the great chain of internal navigation by intersecting the Niagara district. A good deal of the land through which this canal flows being low and marshy is not at all healthy, and the soil cold, and good water not easily procured. With these exceptions, the district, generally speaking, is exceedingly inviting, not only in natural beauties, but in climate, soil, and other advantages.

The vicinity of the Ouse or Grand River, the banks of which, some miles up the country, being chiefly undulating and finely wooded, and the stream deep and broad at the entrance into Lake Erie, and navigable for a number of miles, unites the advantages of pleasing scenery and a fertile soil.

LONG POINT COUNTRY.

This tract of country, now included in the Talbot district, derives its name from a singularly narrow and long point of land, which stretches out into Lake Erie to the distance of nearly *TWENTY miles*. It is not two hundred yards wide at its broadest part, and all along its lengthened stretch each side has its narrow strip of sandy beach, and the line between is covered with trees. Previous to 1828, or thereabouts, vessels navigating Lake Erie encountered considerable danger in stormy weather when having to double this promontory, and its headland was long without a lighthouse. At the bottom of the fine bay, called Long Point Bay, which it forms, there used to be a passage, when the waters of the lake were high, for small boats through a small brook; and when the lake waters were low, batteaux were hauled over the slender isthmus. About that period, of 1828, a contract was entered into between the Government and an individual to form a cut or canal through this barrier to navigation; and it happened, as I heard the story, that during the night preceding the day on which the contractor had made his arrangements for beginning the undertaking, a violent storm had arisen on the lake, which rendered all his preparations unnecessary. On proceeding in the morning with his men to the scene of their intended operations, he saw with astonishment that the fury of the winds and waves had made a clear, wide, and deep breach, and the peninsula changed into an island! The writer sailed through the passage in a steam-vessel (the *Kent*, of the town of Chatham, on the River Thames) in the early part of the summer 1843, and the channel was then about one mile in width. 'Long Point Country,' around the bay, appeared well cultivated and luxuriant, and, with the exception of low flats adjoining the neck of the old peninsula, the banks were agreeably elevated and sloped towards the lake. Among

the passengers which the steam-vessel landed here, were a family of four grown persons, three brothers and a sister, from Wiltshire, who had been invited from England to join two other brothers, who had come to Canada, and purchased a farm in this neighbourhood the preceding season. The Kent had on board another family she had brought from Buffalo, and who were landed at Port Stanley. They were from Buckinghamshire, and consisted of husband and wife, with four or five children, and a grandmother. They were on their way also to join friends—a brother of the man, who was settled as a farmer in the township of Carradoc, and whose comfortable-looking and apparently well-managed farm I had observed some days before, in travelling between London and Chatham—and I had the pleasure of telling the family this, after their long voyage from England, and now nearing their anxiously thought-of destination.

THE TOWNSHIPS OF THE INTERIOR.

The banks of the great lakes and the navigable rivers were very naturally the first settled parts of Canada. Situated along the great highways of water communication, the want of roads was less felt, and the climate, tempered by the wide-spread surface of adjacent waters, preventing the occasional early and late frosts of spring and autumn, favoured vegetation and the production of fruits—the peach and even the vine being cultivated in parts near the lakes, where a distance only of some miles into the back country would be unfavourable to the attempt. Such disadvantages of the back country are found counterbalanced, in a great proportion of instances, by a richer soil, and generally lower prices of the lands; for, although the soil frequently be not so heavy along the shores, the country, being longer settled and cultivated, besides its other advantages, the tendency is to raise the value of lands. The small proportion of people of capital and great enterprise emigrating to Canada, compared with the number who consider themselves fortunate to secure lands at almost any rate, accounts for the fact of large tracts of land, much of it very superior, lying yet uncultivated along every lake and river of Canada. And in parts of the interior again, with improved roads, large tracts are thickly settled, well cultivated, and nursing within their circles thriving villages and towns.

The townships of the London district, in the second range from Lake Erie, and forming the middle range of the district, corresponding to the number lying along the shore of the lake, are six.

MOSA—Is the westernmost, and immediately in the rear of the lake township, Aldborough. The River Thames runs along its south-east border, and the River Sydenham, formerly known as the Big Bear Creek, bounds it on the north-west. The population amounts to 1146, above 600

of whom are returned as belonging to the Church of Scotland [in 1841], nearly 200 to the Church of England, about 250 as Methodists of British connexion, and 140 Baptists. The number of occupied acres is 22,000, of which 3000 are under cultivation. The soil is described as loam and clay, and well timbered with maple and oak.

EKFRID—Contains 1100 inhabitants, nearly 550 of whom belonged to the Church of Scotland. The next largest body are Baptists, of whom there are nearly 200. Occupied acres 25,000, 2500 of which are cultivated. Soil loamy, and timbered with maple and oak.

CARRADOC—Population 930, chiefly Methodists and belonging to the Church of England. 23,000 occupied acres, 3300 of which are cultivated. Soil loamy, and timbered with oak.

DELAWARE—Population 400, chiefly Methodists and belonging to the Church of England. Not quite 600 occupied acres, and about 1300 under cultivation. Soil loam and clay, with rich flats along the banks of the Thames. Portions are light and sandy, being timbered with pine and oak.

WESTMINSTER—Population 2680, 480 of whom are in connection with the Church of England, 400 Church of Scotland, 500 Free Presbyterians, chiefly in connection with the United Associate Synod of Scotland, 670 Methodists, and above 200 Baptists. Occupied acres nearly 60,000, above 12,000 of which are under cultivation. Soil rich black loam, sand, and clay; finely timbered with beech, maple, elm, and basswood.

DORCHESTER—Population 620, of whom above 200 are returned as Methodists, but this part of the census appears incomplete. This township is usually divided into North and South Dorchester—the former, watered by the south branch of the Thames, has a loamy soil, well timbered with pine—the latter sandy, and timbered in front with scrubby pine. The pine of Dorchester has a good market in London, and is floated down the Thames during the spring and autumn floods. North Dorchester has 5500 acres occupied, 600 of which are cultivated; and South Dorchester nearly 15,000 acres occupied, and above 200 of which are cultivated.

This completes the middle range of townships of the district, all of which are watered along the southern border by the Thames; and the three first noticed—Mosa, Ekfrid, and Carradoc—are also watered on the north by the River Sydenham. The main road, leading south-westward from London to Chatham, runs through the whole of them, with the exception of Dorchester and part of Westminster.

ADELAIDE—In the rear or north border of Ekrid and Carradoc, and having the main road north-westward from London to Sarnia, on the

River St Clair, passing through it—has a population of 1100, chiefly individuals retired from the army, who settled in this township about eight years ago. Occupied acres about 33,000, of which 3300 are under cultivation. Soil chiefly clay; timbered with maple, beech, and elm—parts of it rather wet, but otherwise good land.

LOBO.—Population 1170; settled about twenty years ago chiefly by Highland Scotch. Occupied land above 29,000 acres, 3800 of which are under cultivation. Soil black loam; timbered with maple, beech, and elm. Has also the Sarnia road passing through it.

LONDON.—Population 6257 [in 1841], above 2000 of which are inhabitants of the town. The census returns 1800 as belonging to the Church of England, 1100 as Presbyterians, 300 of whom in connection, and the remaining 800 not in connection, with the Church of Scotland, about 1300 Methodists, 350 Baptists, and 300 of the Church of Rome, besides smaller numbers of other sects. Land occupied nearly 32,000 acres, which includes the site of the town, measuring between 700 and 800 acres; of this amount there is under cultivation above 17,000 acres. Soil rich black loam and clay; timbered with beech, maple, elm, and basswood. A great proportion of the site of the town of London is sandy; timbered with oak and pine. Along the banks of the Thames are fertile flats.

CONCLUDING LETTER.

Introduction to a View of the Town of London—The First View—Next Day's Impressions—Scene around the Inn and in the Street—A Walk, and Glance at general Features of the Town—Growth of London—First House built—Site and Position—Plan of General Simcoe, and his Opinion respecting the Place and surrounding Country—Travellers from the 'North-West'—Indian Letter Writing—Particular Description of London—Streets and Public Buildings—Mechanics' Institute, Reading Room, and Library—American and English Books—Market-house—Fish and the Fishings of the great Lakes—Shops, Living, and Prices of Provisions—Rents of Houses, and Cost of Building—Wages of Tradesmen, Labourers, and Farm-servants—Concluding Remarks—Canada imperfectly known in Britain—Necessity of correct and minute Information concerning the Colonies—Present General Condition and Prospects of Canada—Persons who ought to Emigrate.

NOTES :—General Simcoe's Opinion and Plans—American and English Books in Canada—Imperfect Information concerning our Colonies—Lord Sydenham's Estimate of Canada—Improved Prospects of the Country—Impressions of a recent Traveller.

LONDON, CANADA, 1843.

After one has travelled some little distance through a line of farms, roadside taverns, and a patch of woods now and then, there is an awakened curiosity as you approach the town, however small, at which your journey ends, and the place being one which you have never visited before. This curiosity is heightened should the traveller be an emigrant from the 'old country,' and

on one of his journeyings in 'the New World.' The town which he is approaching may have been uppermost in all his thoughts—the centre of his hopes—from the day on which a new home in America was first determined upon; and as his far journeying is now being ended, he is doubly busy fancying to himself the kind of place in which, or its vicinity, his intentions are to settle. Circumstances, accidental and frequently of little moment, the disposition of mind, or the state of the weather—a sunny or a rainy day—are well known to influence people in forming an opinion at first sight of localities, or even countries, the very opposite to that which they would under other influencing circumstances have formed. As an instance, one of our new towns in this country, for the first time seen in a heavy wet day in early spring, cannot be said to have at all an inviting look. You may imagine, as I am now about to introduce to you this Canadian town of London, that you are for the first time entering it under such circumstances. Approaching it from the east, after having journeyed for above eighty miles from the head of Lake Ontario, the entrance is a somewhat level road through a little piece of wood upon each side. Within this, and on looking around you, the scene presented is a circuit of several miles of 'cleared' ground, bounded all round with a fence of thick forest. A confused-like assemblage of wooden houses of all sizes and shapes fills up the centre. The pelting rain, making every thing look heavy and wet, hopeful anticipations are taken aback as the eye falls upon the dreary looking ugly 'stumps,' and the low-roofed rude 'shanties' of the squatters; and while you are yet engaged ruminating on all sorts of wild and inhospitable notions, the mail-stage, with its four stout steeds, has rattled you up to the door of the chief inn; and not even the bright blazing log-fire, and a substantial and cheerful looking meal, can make you feel sufficiently at ease respecting the result of all your journeyings and anxious thoughts; and when you retire for the night, ten chances to one, but you go to dream of this wild wooden place in the wilderness.

The morning is sunny and bright, a clear blue sky with tufts of light clouds calmly reposing; our fellow-travellers and the boarders of the inn are up, quietly enjoying the grateful air, promenading the shaded balcony, resting themselves on the seats, or some of them may be dispersing from the early breakfast table, to resume the active duties of the day. The street—the main street of the town, which you are all eyes eagerly to look upon—is quite an animated scene in its way. Shops—large shops of two and three storeys—lettered all in front, and with gay windows, crowded with varieties of tempting wares, are just much like other shops in your own ‘old country.’ The shopkeepers are busy arranging and dressing up their shops, displaying their printed cambrics and muslins, and webs of bright handkerchiefs around their doors, and even over their upper windows, for the purpose of increased attraction to the farmers, and farmers’ wives and daughters, whom you may see already dropping into the town from the surrounding country, and beginning to give an appearance of stir to the wood-paved, wide, and regular street. Well-dressed, respectable-looking people bustle about, and exchange the pleasant ‘good morning’ with each other, so much the custom here; and all doing it so happy like, you cannot avoid the thought within yourself that there must be something vastly comfortable and agreeable about the place which can present such a scene, and that it may be possible to find your anticipations of the New World realized after all. You take a walk out, and you see neat painted cottages; inhabited by the most industrious and successful tradesmen; and passing the western end of the street, you suddenly find yourself overlooking, from a high bank, the winding course of the River Thames—the junction of two branches which flow, the one along the south, the other the north boundary of the town. A still higher bank, on the other side of the south branch, invites you to continue your walk, and that you may have a full view of this New London. Crossing ‘Westminster Bridge,’ a little way on your

left, you find yourself in the township of the same name, and contemplating with a pleasing curiosity the scene which stretches out before you, a crowded collection of houses—yet the streets all in perfectly straight lines, east and west, and others at right angles, some of the houses mean, others passable, many neat and comfortable, a few stately—all, however, fresh and new like, as if they had but come from the carpenter's hands yesterday, or had by magic arisen out of the woods, and made that ample circuit of 'clearance' in which they stand for themselves. Seventeen years ago only, there was not one bit of clearance there—all was wood, dense forest—yet you now see all those houses, stately churches, popular institute, and castellated court-house; and several individuals during that time, inhabitants of the town, have made respectable competencies, and many more, finding exercise for their industry, comfortably and agreeably settled for life.

The town of London, the first house of which was built in 1827, now contains a population of nearly 3000. The rapid growth of London, especially within the last five years or so, has been matter of surprise even in Canada. It is very agreeably situated upon an elevated platform, formed by two branches, the north and south, of the River Thames, which meet in an open valley or flat, directly beneath the high western point of the town. A rather pleasant view is had from this point of the clear and rapid river, winding its course through partially wooded banks, till we lose sight of it curving into the bushy forest. But speaking of views, I must own one cannot boast here of such as you have in that dear land of mountain and of flood. Still I like Canada; and there is no need to be always thinking of Scotland. General Simcoe, the first Governor of Upper Canada, in a tour he made to this place during his administration in 1793, was much pleased with the situation and surrounding country, and affirmed that it would become a place of magnitude and importance. The Governor, indeed,

was so favourably impressed as to have contemplated New London as the future capital of Western Canada. The exposed situation of Niagara, where the seat of government then was, so close upon the American frontier, no doubt suggested this to him, while contemplating the more secure, as well as naturally attractive position of London, in the heart of a large and richly fertile peninsula.

To give you some distinct idea of the position of London in this peninsula between the great lakes, I may mention that it is situated about 85 miles west of Hamilton, at the head of Lake Ontario, about the same distance north-east of Chatham, which town is 15 miles from the mouth of the Thames, where it enters into Lake St Clair; 72 miles east of Sarnia, head of the River St Clair, and foot of Lake Huron; 60 miles south of Goderich, on the eastern shore of Lake Huron, and 25 miles north of Port Stanley on Lake Erie, which, as I have before stated, is the chief shipping port of the district. There are regular mail stages between the whole of these places, and the emigrant from Europe may approach the centre of this peninsula by any of these five points, and, if he chooses, without having had more than *one day's land journey* from the hour in which he stepped on board the vessel at Liverpool or the Clyde. This forcibly illustrates the advantages Canada enjoys from its extent of internal navigation. Think you now--here we are, seven hundred miles from our chief port, nearest our sea-board, and and yet *that* port, Quebec, two hundred miles more from the mouth of the river, whose waters so wonderfully stretch into seas, at the distance of a thousand miles and more, into the interior of a continent. Yet, with all our seeming distance here (steam having so changed all our ideas of distance), I have had letters from Scotland within the three weeks. Talking of entering this district from Europe, I once met an old lady, who still lives in the district, and who came to Canada about twenty years ago; and as she had neither entered it by the St Lawrence nor the Hudson, had touched no part of the United

States, nor had seen anything of Lower Canada—think you how she came here? The old lady came into the country in a way, I am sure, few would think of. She left the Atlantic at Hudson Bay, and came down Lake Superior. The gentlemen connected with the Hudson Bay Company, on their visits down the country, sometimes come this way. The other winter I had the pleasure of meeting Mr G., from a chief post in the North-west (Norway House at Lake Winnepeg), in company with Captain M., whom I had met at Sault Ste Marie, at the foot of the Queen Lake (Superior) the preceding summer. Mr G. had left the post in July, and this was in October I saw him; a pretty long time on a journey. He had brought one of his sons with him, to place him in one of the academies of the province. I was greatly gratified to hear an account from this gentleman of an ingenious and simple method, introduced by the Rev. James Evans, a zealous and talented missionary (stationed at Norway House), with distinguished success, to enable the Cree Indians there to write their own language. I think it would amuse and perhaps interest you, were I to show you a copy of the singular alphabet adopted by Mr E. Mr G. was the bearer, part of his route, of letters from two Cree Indians to Mr E., who was absent on an excursion through the Company's posts west of Lake Winnepeg. Mr G. informed me of a very novel use to which these Indians had put their newly-acquired knowledge (by the way, very speedily acquired by them too), and which gave a curious illustration, besides, of how willing they are to indulge their characteristic taciturnity. They were in the practice, when gathered round the hearth of an evening, to 'make a talk,' without the necessity of opening their lips; putting each his stick in the fire until the charred end could be used as a pencil, with this each wrote his *thought* on the floor or boards, and thus they kept up, to one another's wonder and amusement no doubt, this novel conversational game.

But to our town of London again, as this is the last letter I

shall have an opportunity of sending to you. The town, as you will have already known, from the general glance which we took, is laid out on the plan of several main streets running parallel with each other, east and west, and cross ones intersecting at right angles. There are five of what we call the main, and four of the cross streets, which have as yet been much built upon; and on the west point of the town, overlooking the river, an open space in the form of a square is left, on which the district court-house and jail is built, and which from this receives the name of Court-house Square. This public building has a rather striking appearance from its castellated style, and being built of brick coated with mortar to resemble stone. The internal accommodations, however, have been found too inconvenient and limited for the increasing population of the district, and a considerable addition is contemplated during this summer. On one of the corners of this square is the district school, a respectable-looking two storey wooden frame building. Next to the school is another two-storey building, but much larger, with pediment and portico, and intended to be finished with columns. This is the hall of the Mechanics' Institute. A stranger may well be astonished at the evidence in this stately-looking and capacious building of the zeal for knowledge and enterprise in a town like this, which had no existence seventeen years ago. London, I believe, in the spirit with which this institute is supported, is an example to the whole province. I am not aware of another instance in Canada, not even in the comparatively polished and most English-like town, Toronto, where a building has been erected for a popular institute. The hall of the London Institute was opened last winter, and contains on the ground-floor rooms for a day and evening school, for a drawing and modelling class, a library, museum, a room for chemical and other apparatus, and apartments for a teacher or keeper, and the whole of the floor above is occupied as a spacious lecture-hall. During the winter evenings, the inhabitants are enlivened by lectures upon scientific and general topics, delivered

by ordinary and honorary members resident in the town and neighbourhood. One of the best lectures delivered last winter was by the warden of the district, John Wilson, Esq., a barrister of talent and eminence, who is greatly respected here. The subject was optics, and was so ably handled and illustrated by drawings and apparatus, that altogether I do not think, even had the lecture been in your own Modern Athens, you could have desired to have been more gratified. James Corbett, Esq., a gentleman connected with the department of Royal Engineers, also delivered before the institute lectures on geology; and several others, including members of the clergy, contributed their services: such is generally the good feeling and understanding among all classes. The lectures are remarkably well attended, aided much by the enlivening presence of the ladies. There is a tolerably good library, rapidly increasing, in connection with the institution; the fees of membership are 3s. a-quarter, and 4s. at entry; and members are restricted to no class of the community. You may perceive from this that, with a circulating library, and reading room besides, kept by one of the three booksellers in town, we are not quite in the wild woods here shut out from all knowledge. Two-thirds and more of our books are supplied through the United States, by means of the astonishingly cheap reprints, of which you will have heard. Think of Allison's Europe for 16s., and Blackwood's Magazine for 9d.! Besides Blackwood, we have the Dublin University, Bentley, the New Monthly, and all the Quarterlies, reprinted regularly with wonderful rapidity by one publishing house in New York soon after arrival, and the whole of them speedily circulated at low rates all over Canada. The Penny Magazine and Chambers's Journal have also large circulations—the former, however, is Charles Knight's own genuine London edition, and both it and the Journal well sustain their reputation. I think it is 10s. a-year we pay for the Penny Magazine, besides postage, from New York. There is a complaint being made by British publishers about

our getting books so cheap in Canada. A remedy, as regards copyright works, would be in international legislation—a law to which the United States and Great Britain alike consent. A result to Canada would of course be, the less desirable books of American writers would be more purchased, and the tastes of the colony run the risk of becoming formed on the United States' periodical literature of magazines and newspapers; not to speak of the political influence constantly liable to operate where a continued large and cheap circulation of such literature is going on, in a country peculiarly situated as this is, to the exclusion of literature through more legitimate channels, and this exclusion the result of an unfortunately high-priced system of book-publishing. The case of Canada, when these cheap issues of British works are repressed, as is now threatened, will afford a subject of some consideration to all who wish well to the permanency of this colony's institutions, and who have a regard to the social and intellectual advantages of the colonists. But to the survey of our town.

In the Court-house Square, besides the public buildings, is the Market-house, a long one-storey plain wooden building, containing stalls for butcher meat, poultry, vegetables, and dairy produce. Potatoes, fruit, grain, hay, straw, &c., which are brought in waggons from the country, are ranged outside in the square, as well as horses, sheep, or cattle for sale. This market is always abundantly, and, I need scarcely remark, cheaply supplied. Fish, generally, also we do not want throughout the year, both summer and winter; some we get from the Thames at our doors, but mostly from Sarnia, on the St Clair, and from Lake Huron. In winter they are caught in cart-loads by the hardy Highlanders on the banks of Lake Huron, near Goderich, and sent round by Guelph to Hamilton, and towns in that direction, and large quantities are brought to London. The fish are caught through holes cut in the ice at some distance from the shore, and having been attracted to the spot by lights, or by a decoy fish let down

into the water. White fish and salmon trout are the kinds most abundant and generally used; the former, as near as I could describe, is between your haddock and salmon, somewhat richer than the haddock, but less so than the salmon. I have seen these fish selling in winter at 3d. per lb.; but generally, I would say, they are cheaper. They are to be had salted in half-barrels of 100 lbs. from 10s. to 14s. The fishings on our lakes promise to be of vast importance. Already, I have been informed by a respectable enterprising gentleman largely engaged in the trade, that there are cured annually on Lake Erie and westward, by the United States people alone, above 30,000 barrels, chiefly white fish, trout, and pickerel. Three American companies have five vessels, and the British Hudson's Bay Company employ one, on Lake Superior, all engaged less or more in the fishing. The principal fishing stations on the lower waters are on the islands and shore of the Detroit River, which connects Lakes Erie and St Clair. I am very strongly impressed, that in Britain you know little of the growing trade upon these great waters. In 1841, the American people had more than fifty steamers upon Lake Erie and the lakes westward, several of these vessels being from six to eight hundred tons. The estimated value of these was between two and three millions of dollars; and the capital invested in their sail-vessels was estimated at one and a quarter million of dollars; and the joint earnings of steam and sail-vessels that year, for freight and passengers, were calculated to be nearly one and three-quarter millions of dollars. This statement is no vague hearsay, but from accurate sources. Reflect, besides, that the vast bosom of Lake Superior is yet untouched by steam power, and that there are only upon that lake six sail-vessels, and you can conceive that this Far West is only beginning to develop its importance.

But let us keep in mind we are examining this new town of the west. Entering the streets, one is most struck by the irregular appearance of the wooden buildings, each owner of a lot or site having built in such a manner as suited his conve-

nience, and according to his taste or fancy. There are several large three-storey buildings, one or two of brick, a number of two storey, and the greater proportion of dwelling-houses are neat and comfortable looking cottages, though there are a good many, too, of small cheap temporary houses scattered throughout chiefly in parts farthest off the main streets. The breadth of the streets strikes one neither as spacious nor narrow, being about sixty feet, though in an extension of the bounds of the town the width is considerably increased. The principal street, towards the west end near the square, is occupied by the shops, of which there are no want, for the supply of every comfort and luxury usually to be had in most of your own provincial towns. There is the respectable grocer's, where you may have good coffee fresh ground every morning at 1s. per pound, young hyson tea from 3s. to 4s., and black cheaper, good brown sugar at 5d., loaf at 7d.; then there are dried fruits, oranges, and lemons; and the good housewives need not fear for starch, blues, Day and Martin's and Warren's blacking, Bath brick, and all such et ceteras. In short, these shops are just much like your own, and in the prices of the staple articles, as I have shown you above, much more moderate than those you get so highly taxed at home. The province imports tea, coffee, sugar, and other groceries, at moderate duties, from whatever country it can cheapest; we get a great part from the United States and the West Indies. Such articles as London porter and Edinburgh ale, Lochfine herrings, Glo'ster cheese, Elizabeth Lazenby's pickles, and Harvey's sauce, which are all commonly to be had, you do, indeed, pay a good deal higher for than in England. The drapers' shops, called here dry-good stores, are decked out about as gaily with silks, velvets, costly shawls, ribbons, laces, &c., as your own shops, and contain, as the rival advertisements say, which we have here, too, large and varied stocks. With the keen competition which exists generally over Canada among the merchants and storekeepers, all descriptions of British

manufactures are sold exceedingly low. You may remember the prices I gave you in a former letter. Crockery and the heavier kinds of hardware are a little higher; stoves, fire-grates, pots, and such hollow ware, also coarse earthenware, are made in the country.

To give you some rough idea how an inland town in Canada is supported, I may mention that there are in London a well conducted foundry for the manufacture of stoves, plough castings, and mill machinery; two tanneries, one of the firms carrying on at the same time saddlery, the other shoemaking; two breweries, where a kind of ale resembling your table beer, I believe, is made. The largest work in the town is a carriage and waggon manufactory, where there are somewhere at times about eighty hands employed in all the various branches, as carriage-makers, wheelwrights, smiths, painters, finishers, &c. And you may here be supplied with an ox-sledge at £2, a cart £7 to £9, a waggon £12 to £25, and pleasure carriages and sleighs of all descriptions from £20 to £100. I have seen a specimen of a carriage about the latter price, made at Mr Holmes' work, very highly finished, owned by a wealthy resident who has lived in the district since its first settlement. The roads, except some short time before winter sets in and at its breaking up again, are tolerably good in the town and immediate neighbourhood. The whole of the main road, however, from the head of Lake Ontario through London westward, and to Port Stanley on Lake Erie, is about to undergo a great improvement by being laid with strong planks twelve feet long by three inches thick, laid lengthways—a plan which, from experiments in other parts of the province, is preferred to macadamizing. The side paths in the town of London are chiefly laid with planks.

Among the other trades in the town, and which it is not perhaps material to number, are the following:—Carpenters, joiners, and cabinet-makers—these the most numerous; then blacksmiths, plasterers, bricklayers, shoemakers, tailors, chair-

makers, coopers, painters, bakers, a confectioner, an upholsterer, a plumber and brassfounder, two hatters, several saddlers, and a dyer and scourer. There are three watchmakers' shops, three apothecary shops, three book shops, three principal hotels or taverns, besides a large number of smaller taverns. Of churches, there are an English church, two Scotch churches (a Dissenting and Church of Scotland), two Wesleyan Methodist chapels (one in connection with the British, and the other the Canadian Conference), one Episcopal Methodist chapel, a Congregational one, and a Roman Catholic. These buildings are all of wood; they are plain and comfortably fitted up in the interior, and in winter well warmed with stoves. The building for the members of the Kirk is not yet completed; it will contain 800 to 1000 sittings, and cost about £600. It would be hard in a young country, where wealth is only growing and rare, and among a scattered population, to build churches without support from public funds, were not Government to give free grants of sites, and the various sects in the immediate neighbourhood contribute their mite in aid of their brethren engaged in building. In instances, too, assistance is received from home. There are five or six medical gentlemen, and about the same number of attorneys and barristers. Also two newspapers—a Conservative and a Liberal—the 'Herald,' and the 'Inquirer,' and a monthly periodical called the 'Presbyterian Magazine,' edited by the Rev. Mr Proudfoot. And there are two bank offices. The nearest town to London is St. Thomas, which is seventeen miles distant; but London is the chief place of resort for the whole district, and also for parts of the other districts situated around it, so that with the district's own population of about 30,000 with over 100,000 acres of cultivated soil, and the Government having chosen it as head-quarters for the western division of the troops, the degree of comfort and luxury enjoyed in this London of Western Canada is not so much to be wondered at after all. Indeed, the quartering of the troops, since the time of the outbreak in 1837-8, when

barracks were built here for two regiments of foot and a battery of artillery, has been a main stimulus, if not support, to the place. The 14th Regiment and 1st Royals are here at present, besides Artillery; but it is rumoured that there will be a considerable reduction, if not a total withdrawal. [One regiment has since been withdrawn.] The military, both officers and men, like Canada very well, and prefer it to any other station abroad. Living is cheap, and good health maintained, and amusements are not wanting. Besides pleasure-riding, carriage and sleigh-driving, hunting and fishing, there are the pic-nic and evening parties, balls, occasionally a concert, such as Braham gave us this past season; and during the winter, the garrison open a public theatre, officers being the chief players, assisted by the men, and 'the houses' display a pretty lively and gay appearance, with inhabitants and military together. There is choice of respectable and pleasant society, both in the town and neighbourhood.

The current prices of the staple provisions in this quarter I may state here. The barrel of superfine flour, containing 196 lbs., may be stated at 16s. to 18s.; at this rate, were the bakers allowing weight for weight, a pound of bread for every pound of flour, it would give the price of the 4-lb. loaf at 4d., or 1d. per pound. This, I should say, is an ordinary price; flour being sometimes lower, sometimes higher. (You will bear in mind I write all in *sterling* currency to you, except when otherwise stated.) Beef, mutton, pork, or veal, say from 2d. to 3½d. Families very usually, before winter commences, lay in their stock of beef and pork by the quantity. Beef in this way may be had from 12s. to 14s. per 100 lbs., and pork 7s. to 8s., which would make the cost of beef per lb. about 1½d, and pork less than 1d. One could have purchased any quantity of fresh pork here last winter at 7s. per 100 lbs. Families also usually buy flour by the quantity, and bake it themselves into loaves and various sorts of cakes. Potatoes may be stated at 1s. or less to 1s. 6d. a bushel; butter, 3½d. to 6d.; eggs, 3½d. to

5d.; fowls, 6d. to 10d. a couple; geese, 1s. to 2s. each; turkeys, 2s. 6d. to 3s. 6d. Vegetables are in abundance; as cabbages, turnips, carrots, onions, spinage, celery, asparagus, tomatoes. The fruits most common are apples, pears, plums, cherries, peaches; also raspberries, currants, and some other small varieties; gooseberries as yet are rare. Apples are to be had for 6d. to 1s. a-bushel; and I have seen peaches at the latter price upon the lake and main river banks, where alone they grow successfully. All these fruits, especially apples and plums, are preserved in large quantities; and in most families, to the very poorest, preserves of some kind almost invariably appear at table, at least once a day.

Rents may be said to be nearly about what they are in the third or fourth-rate streets of the New Town of Edinburgh, deducting the taxes there. A respectable looking house for a small family, with parlour and kitchen on the ground floor, and three or four bed-rooms above, with cellar and back-green, may be stated at £12 a-year. Commoner and smaller houses are of course to be had much less; say for one room about perhaps 7s. or 8s. a-month. And you may have the convenient and elegant cottage, with dining and drawing-room, parlour, and several bed-rooms, and kitchen, with a garden in the rear, and shrubbery and flowers in front, from £30 to £40 or upwards. Frugal people in most cases, when they settle in a new town, manage to buy their half or quarter acre lot of ground perhaps for £7 or £8, and build their own house. £100 to £150, I would say, would put the respectable tradesmen in possession of a convenient and neat house, with his half acre for green and garden, unburdened by feu-duty or vexing window-tax. In the business part of main streets, where ground is high, rents of the ordinary sized shops, having about 20 feet front, with one or two floors or flats above, are from £40 to about £100.

The wages of the bulk of the trades—as joiners, plasterers, painters—may be stated at from 4s. to 5s. a-day. Board and lodging are to be had from 7s. to 10s. a-week. The wages of

labourers on the public works and farm-servants may be stated at from 28s. to 32s. a-month and board. And in summer the wages of farm-labourers are ordinarily about 40s. a-month with board.

I have now given you what I conceive to be a slight view of this part of Canada. I might, perhaps, have been briefer upon some things, and fuller on others, but I could not think of sending you mere dry detail, and information grew so as I wrote, that I really feel somewhat uneasy at the length and number of my letters. Two subjects, the state and prospects of education and agriculture, I could have wished, indeed, to have dwelt longer upon. In these two lie the future well-being of Canada as a prosperous and happy country. Great and good minds to arouse and direct have, as a lamented Governor said, nowhere a finer field for exertion than in Canada. The country is very imperfectly known in Britain; vague exaggerated accounts, and more vague and prejudiced ill reports of it have alike done harm. I could wish to see Government authorise minutely correct accounts of all our colonies, that the poorest might lay their hands upon, and all could say, 'Here is information we may depend on; we may choose our colony without fear of disappointment, which we cannot so safely from vague, prejudiced, interested accounts.' This charge against the character of the current accounts would be too sweeping, were there not honourable exceptions; but speaking of the *mass* of accounts regarding the colonies, it is too true. Government alone being most likely and best able to correct this, would, I conceive, be not so much conferring a benefit as doing a matter of justice to its colonies, the home population, and to the mainstay of the empire—manufactures.

I must now close, and having afforded you glimpses of the comparative comforts Canada offers, it is well to couple these with drawbacks, here as everywhere else, to be experienced and not so easily described. Accounts are sometimes blamed when the writer is not so much at fault as the mind of the

reader. Emigrants generally ought to make up their minds to receive some discouragements in exchange for an addition of material comforts. As regards the prospects for any general emigration to Canada, I do not think they are encouraging at present. [Since this was written the prospects of Canada have very much improved.—See Note.]

London, like all other towns in Canada for a year or two back, has outgrown the demands of the surrounding country and other means of support; and as this state will take a little time to remedy itself, I trust, for the sake of parties themselves as well as the country, that there will be few emigrants this season, except such as intend to settle upon farms. This country has not escaped the general commercial depression which has almost everywhere been felt; and a good deal of suffering and loss in the towns has been the consequence. But the worst seems to have passed over, and things begin to look better; a good harvest this coming season will much assist. [There was a good harvest in Canada in 1843, and the latest advices mention activity and cheerfulness having returned to commerce.] Few countries have afforded to their population so even a flow of full comforts, and a steady course of tolerable prosperity, as Canada. Its population, more thoughtful and calculating, have avoided the rash speculations of the neighbouring republic; and, whatever may have been their occasional embarrassments, they have had the fortune as yet to preserve their credit and honour.

To the man with a little capital, willing and able to undertake the necessary labour of cultivating the soil, and to brave some difficulties at his outset in a new country—whether or not he has been accustomed to farm, it will not materially matter—be he nerved with industry and perseverance, in Canada he may almost unhesitatingly calculate on his reward, in a gradual growth of comforts and ultimate independence. As respects other classes, I would very decidedly, unless matters greatly and speedily change, give no encouragement for them

to emigrate to Canada at present. Next spring may bring a more inviting state of things; but people would do well to be thoroughly informed of the prospects before venturing with some vague notions about a change bettering their circumstances. Canada, at all times, however, in my opinion, offers inducements to individuals with a little means willing to settle upon land; and, to those who can afford it, the advantages in various ways of purchasing partly cleared farms upon good roads are very material. Many such farms, at moderate prices, are to be had in the London district as well as elsewhere. Farther down the country, nearer the main navigation at Montreal, speaking generally, the soils are not so good, and land not to be had so cheap, as it is here further west; and no part of Canada is more healthy, and the climate more temperate and equable, than about the centre of this great peninsula.

You remember what a recent writer, and one well acquainted with Canada, from having been a resident, Sir Richard Bonycastle, lieutenant-colonel, Royal Engineers, has said respecting this part of it. As the opinion of such an authority carries a particular weight, I shall take the liberty of concluding the series of letters with it, which, at your request, I have had great pleasure in writing. I like Canada; and for its sake, and for the good of those at home who would be benefited by removing there, I should wish to see you in Britain have a closer and more familiar acquaintance with it in all its aspects.

In volume first, page 270, of 'The Canadas in 1841' (a work containing a good deal of interesting information, but like almost all that have yet been written by those who have visited Canada, rather general in its observations, and intended less to satisfy minute and practical inquirers than suited to the prevailing tastes of general readers), Sir Richard observes:—'This part of Upper Canada, from Kettle Creek or Port Stanley, an artificial harbour, round to Sarnia and Goderich is the garden of the province, being less affected by the weather and climate than other parts, and capable of

producing all the cereal gramina in abundance. European fruits of every description flourish; and tobacco is grown in abundance. The country is diversified by rivers and undulating lands, and covered, where man has not opened it, with the most luxuriant forests of beech, birch, elm, maple, chestnut, walnut, cherry, black, red, and white oak, hickory, cedar, fir, spruce, and pine, with the wild vine, gooseberries, currants, strawberries, raspberries, and a profusion of flowers. I know of no country more smiling, or of a more generous soil, than this, and it is rapidly filling up.'—Adieu!

Yours, &c.,

A FOUR-YEARS' RESIDENT.

NOTES.

PLANS OF GENERAL SIMCOE.

Canada having been divided in 1791 into two provinces, Upper and Lower, and General Simcoe the first Lieut-Governor, having established his Government at Newark, now Niagara, in the year following, the activity of mind and energy of the new governor, during his short administration, found full employment in the various means to be used in strengthening the infant colony, by arrangements to encourage the growth of a population, as well as by plans for the security of its military position. The Duke de la Rochefoucault Liancourt, in the course of his travels through North America, having crossed the Niagara River into Canada in the summer of 1795, had an opportunity of becoming closely acquainted with Governor Simcoe, who appears to have imparted to the Duke a full account of his various plans, for the settlement and defence of the country. The choice of a seat of government was then, as it has continued to be to the present time, a subject on which opinions greatly differed. The seat first chosen, at the entrance of Niagara River into Lake Ontario, was naturally enough considered insecure, when in accordance with the treaty of 1794, the fort situated on the opposite bank of the river was

with others along the south shore of the lakes, delivered up to the Americans. Governor Simcoe upon this event, first thought of York, now Toronto, situated about midway up the north shore of Lake Ontario, and where the government was afterwards, and continued to be established, until the recent imperial measure again united the provinces, and Lord Sydenham assembled the United Parliament at Kingston, situated at the lower end of Lake Ontario, and head of the River St. Lawrence. And at present the capital of the province of Canada is the city of Montreal. At the early period referred to, the Duke de la Rochefoucault writes, that 'Governor Simcoe seems to have relinquished the idea of establishing his residence and the seat of government at York. He intends to remove them to the bank of a river, which is to be found in all maps under the name of De la Trenche, and which he has named the Thames. This river, which rises between Lake Huron and Ontario, but is yet not sufficiently explored, is supposed not to be far distant from the Miami or Great (Grand) River. It flows forty or fifty miles in a south-west direction, and empties itself into Lake St Clair. It is the Governor's intention to build his chief town, to which he has given the name of London, about 200 miles distant from this lake. This intended capital is surrounded by all possible means of defence, and is so situated that it may speedily give succour wherever it may be wanted.' The natural advantages which are supposed to have influenced Governor Simcoe, in proposing to plant the future capital in this spot, are stated in Mr Gourlay's account of Upper Canada, to have been 'the central position between the Lakes Ontario, Erie, and Huron, its fortunate situation on the Thames, the fertility of the country, the mildness and salubrity of its climate, the abundance and purity of its water, its means of naval and military protection, and the facility of communication with the above mentioned surrounding lakes.'

AMERICAN AND ENGLISH BOOKS IN CANADA.

It has been stated that two-thirds and more of the books sold in Canada are United States publications; and this, notwithstanding a customs' duty of 33 per cent. upon all books imported from the United States. This law there is little doubt, however, was more honoured in the breach, and a much lower duty is now imposed. London being a garrison town, and a large proportion of the inhabitants English, it might be supposed that a taste for works of British publication, with their superior printing and paper, would prevail fully as much as in any other quarter of Canada. Yet a respectable bookseller of the town, Mr Craig, informed the writer, that he usually sold from three to four American publications for one British; and that there were certain works, the high-priced English editions of which not one copy would sell; but

whenever the cheap American one, however inferior, was introduced, he has sold in instances from 100 to 200 copies. Of Mr Dickens's *Notes on America* he had sold 150 copies, and had not nearly supplied the demand. This American edition was sold in New York for 12½ cents, or 6d. sterling, and when American and Canada postages were added (1 cent per sheet American, and 1d. per sheet Canada postage), and other expenses, the book was sold in London, Canada, at 1s. sterling. Of the English editions of English novels the high prices prevented one copy being sold; but whenever an American edition was produced the sale usually averaged from 40 to 50 copies. Of one American edition of *Blackwood's Magazine* Mr C. would sell about 30 copies, and nearly the same number of the *Edinburgh Review*. This edition of the *Review* sold in New York at 1s. sterling, and in Canada at 1s. 6d. A result of this cheap literature, in the greatly increased circulation, appeared to be somewhat similar to the result of the experiment in Britain of cheap postage. Individuals who, in Britain, would have only seen the leading magazines and reviews at the public reading-room, or had them a night from the circulating library, in Canada would order one, two, or more, direct from New York, for the period of six months or a year, which they could regularly receive on republication, and have bound and added to their library. Liebig's works of *Agricultural and Animal Chemistry*, published in Britain at 10s. 6d., may be laid upon the shelves of the cottager here for 1s. or 1s. 6d. each. And probably the publishers of these American editions would dispose of 60,000 copies! From observation and inquiries in other parts of Canada, Toronto, Kingston, and Montreal, the same fact presented itself of a very limited number of copies of British editions of books being sold in these places, as well as westward.

Since the introduction of American editions of English copyright works into Canada has been repressed, it is satisfactory to observe, that the importance of the colonial market has induced two or three respectable British publishers to issue publications adapted in price for the colonies. Murray's *Colonial Library* is one instance, and more recently there is *Knight's Weekly Volume*, still cheaper. Chambers's *People's Editions* have for years had considerable sale in Canada, and about two years ago the writer was much gratified to observe a large package of the school-books of these enterprising publishers find their way to supply the principal school of the London district. The proprietors of most of the English magazines have seen it their interest latterly to enter into arrangements with booksellers of Canada to supply their periodicals at reduced rates to the colony. Messrs Armour and Ramsay, Montreal, and Mr Scobie, Toronto, two of the most respectable bookselling houses in Canada, advertise the original editions of mostly all the British maga-

zines and reviews at prices fully 'lower than those formerly charged for the now prohibited United States reprints.' This is supposed not to refer to the cheapest sort of reprints, but to editions longer and more generally known in Canada.

IMPERFECT INFORMATION CONCERNING OUR COLONIES.

It was gratifying to the writer a month or two after the remarks at page 111, had been first published—(on the present imperfect information possessed at home concerning our colonies, and the earnest wish expressed that more complete, authoritative, and easily accessible accounts might be circulated, for the benefit alike of the home population, and the colonies)—to find in one of the recent Atlas Prize Essays, similar views and wishes more forcibly expressed. The essay referred to is by the Rev. Joseph Angus, M.A., and the passage occurs in Chapter V :—

'So again of our colonies. In some of them, as in Canada, and Southern Africa, there are noble openings for enterprise and capital. *Yet, because of the uncertainty of information concerning them*, few emigrate till things are well nigh desperate with them at home. And then they go so thoroughly ill-informed, that there is every reason to fear they will return in disgust.

'How truly parental would a Government be, in obtaining and publishing, for the guidance of all her children, correct statistical information on the various branches of home-industry, and the condition of her colonial possessions; and then, in facilitating (by wise parish regulations at home, wise emigration regulations abroad) the removal of local excess-population to thinly-peopled districts.'

The further remarks which the same clear-sighted and forcible writer applies to districts of the home country, is fully as applicable, if not more so, to the colonies. We have certain round rates of wages which have stood stereotyped these ten years and more, for this and that colony, with the remark that such and such descriptions of trades are 'in great request,' without reflecting that a redundant supply one season, or deficiency the next, must be ever changing both the description and extent of demand, and also rates of wages. And again, in a part of the colony where a particular description of labour is in demand at high rates, in another locality the disappointed emigrant is hopelessly wandering, and cannot find employment at any wages whatever. He is thus apt to return (should his means allow this) heartless and in disgust, and by his statements injure the colony; while, on the other hand, letters are received from the more flourishing locality, and each account being taken within their respective circles as applying to the whole colony, conflicting statements, most injurious in every way, and disastrous to all regular and healthy colonisation, is the consequence. During the summer of 1843, the writer

accidentally met travelling through Canada a respectable and intelligent individual who had just returned from New South Wales, *after having found it not the kind of place it had been described to him, and who had come to Canada to ascertain from personal observation if it was a country in which he was likely to be successful in his particular line of life.* What an expenditure of energy and means which the few, very few only, could accomplish or afford? And yet this, by correct and statistical information, might have been all saved, and thousands of individuals besides, repining in hopeless circumstances at home, might have had a home and the means of hopeful support accurately and minutely pointed out to them in a country to whose wealth, as well as to their own usefulness and happiness, they would have greatly added. How truthful the observations of the essayist!—

'Labour has been redundant in one district [or country], and deficient in another; and no one has found it his business to accommodate both districts [or countries] by effecting a change. The condition of trade in one locality is often totally unknown in another; and workmen often travel through the kingdom in search of what accurate statistical information would have told them that they could have found only in one district, or in greatest abundance, at home. What an immense saving of anxiety, and disappointment, and expense, if Government could publish periodically accurate information on the trade of each district, the average value of labour, and the average supply.'

The present emigration machinery of a Board at London, and agents at the chief sea-ports at home and in the colonies, may be pointed to on the part of the Government. This machinery, so far as it goes, is of much service; and the writer even can, with much pleasure, tender his humble testimony in instances, to the courtesy, care, and ability which these public officers display in performing their respective limits of duties. But machinery more efficient is required.

LORD SYDENHAM'S ESTIMATE OF CANADA.

The memory of Lord Sydenham will continue long to live in the affections of the people of Canada, for the true earnestness with which he devoted his whole soul to what he conceived to be for the good of the country. Towards the close of the Parliamentary Session of 1839, the British Ministry presented their colleague Mr Thomson, then President of the Board of Trade, with a choice of the two more distinguished offices, the Chancellorship of the Exchequer, and the Governor-Generalship of Canada. This office of the Exchequer—'once the object of my greatest ambition'—now within his reach, and along with it his seat in the Cabinet, and place in Parliament, he gave up, and left to be occupied by his

friend Mr Baring. 'His decision was chiefly influenced by the feeling of where he could make his abilities and energies most useful.' The terms of cordial intimacy on which he lived with Lord Althorp had powerful weight, in determining his decision. In his diary is this passage:—

'Lord A. said, he thought Canada 'the finest field for exertion for any one, as affording *the greatest power of doing the greatest good to one's fellow-creatures.*' I agree with him.'

Having arrived at his chosen destination, he writes at Toronto—

'It is the finest country I ever knew, even what I have seen of it in a circle of thirty or forty miles from here; and by the accounts I receive the upper part is even superior. Lower Canada is not to be named in comparison. The climate, the soil, the water power, and facilities of transport finer than any thing in North America.'

IMPROVED PROSPECTS OF THE COUNTRY.

The accounts received by the steam-ship *Acadia* in the middle of July last, represent the commercial and general industrial affairs of Canada in a very gratifying light. The country appears to experience the benefit of the impulse given by the Government bill, which allows Canada wheat and wheat-flour to enter Britain at an almost nominal duty. The late revisal of the tariff, greatly reducing the duty upon other descriptions of the colony's produce, has also, as might be expected, materially assisted in bringing about the present favourable prospects. From the opening of the canals, about the latter part of April, to the 25th June, 303,624 barrels of Canada, and 46,408 of American flour, and 111,021 bushels of Canada, and 95,227, of American wheat, had been received at Montreal. This is reported to be more than three times the quantity received in that port to the same date of the previous year, when it was not more than 111,801 barrels of flour, and 48,211 bushels of wheat. The quantity of flour shipped to Britain from Montreal and Quebec to 25th June last, was 140,600 barrels, and of wheat 136,248 bushels.

The '*Montreal Gazette*,' one of the most respectable and intelligent newspapers of the colony, remarks, under date of June 27th:—'We believe at no preceding period was the business of the province in a more sound and healthy condition. There have been seasons of heavier imports, of much higher prices of produce, arising from speculative action; but we believe there never was one in which a moderate and quiet business was done on a sounder basis, and with a more fair and equable distribution of profits on the general current of exports and imports. *'

* * * All the accounts represent the breadth of land laid down in both provinces with wheat as unprecedented, and the crops as looking remarkably healthy.'

IMPRESSIONS OF A RECENT TRAVELLER.

The 'London (Canada) Inquirer' newspaper, of September 8th 1843, contains an account of a public meeting of the inhabitants of the town, for the purpose of making preparations to receive a visit of the Governor-General, Sir Charles Metcalfe. The Hon. G. J. Goodhue, a member of the Legislative Council, and an inhabitant of London, introduced, in the course of the proceedings, a gentleman, who had resided in Jamaica during the latter part of Sir Charles Metcalfe's administration there, and who, in a tour he was making through Canada, had just arrived in the town. The remarks of this stranger possess much interest. Adverting to the success, which rewarded the exertions of the present Governor-General of Canada, in his administration of Jamaica, Mr O'Keith took occasion to congratulate the meeting upon the selection of Sir Charles Metcalfe as her Majesty's representative for Canada :—

'I rejoice at it also for the Governor's sake, for it has been truly said of Canada (not the Canadas, for there is now but one) that it presents the largest field for bestowing the greatest amount of human happiness, and how earnestly do I pray that this blessing may fall to your present Governor's lot. His government of Jamaica is a guarantee, and his unbounded public charities, exceeded only by those of a private character, which to my knowledge required a princely fortune to indulge in, speak volumes.

'The time is not far distant when this country will be better known than it now is—the time is at hand when our people at home will not consider that coming to Canada is coming to the back woods of a wilderness. They will find, as I have found to my great astonishment, good roads, good modes of conveyance, and as good towns as in Europe, with shops well stored, not only with the necessaries but the luxuries of life. They will learn that this town, which now consists of handsome buildings (the one in which we are now assembled, the Mechanics' Institute, giving a stamp of respectability, intelligence, and a taste for the fine arts, of which you may be justly proud), contained but four cottages 14 years ago. These facts will speak trumpet tongued, and render this noble country under British dominion and your unanimity the noblest appendage to her Majesty's dominions. It is the natural and the fittest outlet for the superabundant capital, people, and enterprise of the mother country, presenting as it does an opening for the investment not only of thousands, but of millions of capital, abounding in all the elements of wealth, navigable rivers, a luxuriant soil, and a congenial climate, and undoubted security on real estate at high rates of interest, and to an unlimited extent.'

APPENDIX TO THE LETTERS

CONTAINING MORE PARTICULAR AND
DETAILED INFORMATION.

APPENDIX TO THE LETTERS.

STATISTICAL AND SUMMARY VIEW OF THE POPULATION AND RESOURCES OF THE LONDON DISTRICT.

TOWNSHIP.	POPULATION.			OCCUPIED LAND.		HORSES AND CATTLE.		TOTAL ASSESSED PROPERTY.
	Males.	Females.	Total.	A cres un-cultivated.	A cres cultivated.	Neat Cattle 2 years old & upwards.	Horses 3 years old & upwards.	Assessed Value. £ sterling.
Aldbrough,..	337	348	685	12,372	3,143	509	92	£7,024
Dunwich,.....	356	346	702	25,742	2,734	744	123	11,373
Southwold,...	1,064	1,034	2,098	34,060	14,188	2,088	471	31,660
Yarmouth,....	1,992	1,070	3,762	40,760	16,394	2,557	633	46,909
Malahide,....	1,116	1,071	2,187	33,985	9,664	1,643	445	25,731
Bayham,.....	1,147	1,049	2,196	30,593	6,090	1,480	334	23,688
Mosa,.....	598	548	1,146	19,217	3,151	809	125	10,160
Ekfrid,.....	569	528	1,097	22,563	2,531	810	96	9,414
Carradoc,....	489	439	928	19,950	3,365	736	97	9,635
Delaware,....	208	190	398	4,642	1,285	255	62	5,518
Westminster,..	1,440	1,240	2,680	38,678	12,059	1,908	445	29,934
Dorchester, } N. and S.. }	330	290	620	17,480	2,796	743	105	9,581
Adelaide,....	582	526	1,108	30,877	3,338	978	71	11,767
Lobo,.....	575	594	1,169	25,284	3,833	1,091	139	12,162
London,.....	2,141	2,038	4,179	64,306	16,950	2,912	688	41,499
London, Town,	1,082	996	2,078	677	62	232	161	16,251
Total, Lon- don District, }	14,126	13,004	27,033	421,186	101,283	19,495	4,087	£ 302,306

MODE OF TAKING THE CENSUS AND LEVYING TAXES.

The contents of the preceding table are collected from the official census for the year 1841. This census is taken annually in Canada by individuals named assessors, chosen in each township, for the purpose chiefly of ascertaining the amount of property liable to be assessed for taxes. These taxes, limited by law to a certain amount, are imposed by the popularly elected body, the District Council, and applied for purposes within the district, such as the making and repairing of roads and bridges, the maintenance of the public buildings of Court-house and Jail, of the public offices of Sheriff, Treasurer, Clerk of the Peace, and others, and the support of education. The value of each description of property is fixed by law, and is uniform over the whole colony; cultivated land is valued for the purposes of being thus assessed at 20s. currency, or 16s. sterling per acre; and uncultivated, at 4s. currency, or 3s. 3d. sterling. Common wooden houses of one storey are valued at £16, brick or stone houses of one storey at £32; horses at L6, 10s., and milch cows at £2, 9s. sterling. These rates are all under real value. The returns of these assessors are handed over to township collectors, who gather the fixed amount of taxes within the township, and transmit the amount, with the returns of the assessors, to the treasurer of the district. Copies of these returns again, consolidated into district returns or tables, are transmitted by the district to a department of the Colonial Government, along with a copy of the treasurer's accounts for the year in detail. These documents are thereafter printed, and laid before the Colonial Legislature. At the end of each session, they are bound up with the journals and statements of other public accounts and transactions, and a limited number of copies distributed throughout the country. This is a simple and satisfactory mode of procedure in levying taxes, and of making known the manner in which they are applied;

while recording from year to year the progress of the country, it serves as a check at the same time upon public offices. A chief design in detailing this just now, however, is to show, that the statements of value of the assessed property of these colonists in the London district of Canada may be depended upon as correct, and may therefore serve as data in estimating the amount of such property. Besides returns of the amount of assessed property, the census is now designed to include the quantities of the several kinds of crops produced, and particulars of other branches of industry and popular statistics.

DESCRIPTION OF PROPERTY ASSESSED, AND ESTIMATE OF
REAL VALUE.

Property liable to assessment is limited to lands, dwelling-houses, flour and saw mills, distilleries, merchants' shops and store-houses, horses and cattle, and farmers' waggons and pleasure carriages. The amount of this property, according to the assessed value within the district of London, appears to be, in round numbers, £302,000, which, divided among the population of 27,000, would allow the amount of £11, 3s. sterling to each inhabitant, man and child; or to each family, taking five individuals as the average, an amount slightly exceeding £60. Rating the assessed value as about one-half the real value (a moderate estimate, since both cleared and un-cleared lands are worth more than triple the assessed rates), the assessed property within the district will amount to between half a million and three quarters of a million sterling, and the individual and family shares, divided among the population of 27,000, would be respectively £24, 6s., and £120, and over. This, no doubt, is dividing the property of a community in a rather rough unauthorised manner, when it is considered, moreover, that no two members have contributed alike to the general amount. There being numbers, of course, of these 27,000 in the London district belonging to the class of working tradesmen and labourers, who have no property in-

cluded in the assessor's returns. These deducted from the class of farmers, including a limited number of tradesmen, shop-keepers, and a few professional and private individuals, a larger amount of property would be shown to be in possession of the mass of settled colonists. Among these established colonists there are very few individuals possessed of very much larger means than their neighbours. This, generally speaking, may be taken to be the condition of the colony. Exceptions of a kind of distinct class of colonists there may be said to be in the merchant capitalists in the cities of Quebec, Montreal, and Toronto.

THE BEGINNINGS AND PRESENT CONDITION OF THE COLONISTS.

The colonists of Upper Canada may be divided into two chief classes—the one composed of those individuals, and their immediate descendants, who, in their steadfast allegiance to Britain, removed into the province on the occasion of the old colonies declaring their independence; and the other, that portion of the population, and their families, who emigrated directly from Britain. Several of the first named of these classes of colonists settled in the London district towards the close of last century, and others during the early part of the present, about 1812 or so. These old settlers, commonly known as U.E.'s (*United Empire Loyalists*), received their allotments of 200 acres each of forest land. And besides this, and their axe, and one or two of the most fortunate having, perhaps, a horse, a cow, and a pair of oxen, these hardy and brave men may be said to have commenced their life of colonists in Canada in possession only of their own indomitable perseverance and industry. At their early settlement encountering the attacks of plundering marauders during the continuance of the last war, and being subject to military service, as well as contending to subdue the forest under many disadvantages, they did not, as might be conceived, make much progress in prosperity for some

considerable time. After the war had ceased to annoy in a direct manner, the want of roads, markets, and other conveniences, still interrupted their progress. As Canada became better known, and emigration commenced somewhat steadily to flow into the country, their prospects brightened. And the most industrious and enterprising of these colonists now, are in comparatively independent and easy circumstances. Having settled chiefly along the banks of Lake Erie, in the lake-shore townships, and a few in Delaware and Westminster, the returns for these settlements afford evidence of this. The other class of colonists, the emigrants from Britain, have chiefly settled in this district of London within the last twenty years, or little more; and the great mass of these were persons of humble means. It has been chiefly during these late years that individuals of small capital, from the middle classes of Britain, have become settlers in the district. The whole of the colonists of Western Canada may be said to have acquired their lands chiefly in three ways,—either directly from Government, from private holders, or from the Canada Company. The early colonists received their lands for the most part from Government as free grants, or upon the payment of fees, varying from about £8 to £10. Colonel Talbot, on the part of the Government, settled a considerable number in this manner. The first settlers in the township of London, under the auspices of Mr Talbot in 1818, all of them persons of very limited means, also received grants of Government land. Such were the circumstances of the mass of the earliest settlers. Those who have settled latterly have chiefly purchased their lands from private hands, and from the Canada Company. The class who purchased in the former manner have mostly been persons with some little capital, who have settled upon partly cultivated farms. The Canada Company—whose known respectability and fair and liberal dealings have done much to encourage settlement in Canada, and to whom the colony is greatly indebted—recently published a series of statistical returns, showing the success of their

settlers in various parts of Canada. As this publication has reference to the London district, it will prove serviceable in illustrating our present subject. It may be proper to premise that the settlers of the Canada Company, whose prosperous circumstances are here statistically stated, are likely all to have commenced their career since 1826, the year in which the Company, by its incorporation, became connected with Canada. Of eight persons in the township of Aldborough, who settled on the Company's lands, four commenced with capitals of £20 and under, and four with capitals over £20. The first named four, whose average capitals at commencement amounted to £13 each, were in possession, in 1840, of property, amounting on an average to £337 each. The other four, whose average capitals at commencement amounted to £37, 10s., possessed in 1840 properties averaging £437, 10s. each. Of 24 settlers in Malahide, two commenced without capital, two with capitals of £20, and 20 with capitals of £175 each. These last were in possession of property in 1840 to the amount of £552 each, the settlers of £20 capitals had properties of £100 each, and the two without capitals had properties of £300 each. Of 15 settlers in Lobo five had no capital, one had £20, and nine £161 each. These last, in 1840, had more than doubled their capitals, the one with £20 had a property of £250, and the five, who had no capital, had properties averaging a little over £400 each. The townships of London and Westminster present similar results. An analysis of returns showing the average state of 164 settlers at commencement in various parts of Canada, and their condition in 1840, presents 310, who arrived in Canada with no capital, possessing collectively property to the amount of £95,787, being an average for each of about £309; 113 with sums of £20 and under, collectively possessing property to the amount of £36,548, being an average for each of £323; 217, averaging capitals of £125 each, possessing properties to the collective amount of £91,696, being an average for each of £422. Such results prove very

distinctly the encouragement which Canada offers to her farmer colonists, and show how moderate the means have been with which the greater number have commenced their career.

CROPS PRODUCED.

The census returns which, in 1841, showed a population of 27,033, possessing 101,283 cultivated acres within the district, presented in 1842 a population of 29,657, with 109,706 acres under cultivation. The crops of the various grains raised for that year, namely wheat, barley, rye, oats, pease, Indian corn or maize, and buck wheat, amounted to above 713,000 bushels, 246,000 of which were of wheat; and of potatoes there were raised nearly 270,000 bushels. The respective quantities are stated in the Second Letter, page 26. Besides those crops included in the statistical returns, all the various grasses and turnips are grown; and both silk and tobacco in instances have been produced in small quantities.

PRICE OF WHEAT, AND COST OF TRANSPORT TO ENGLAND.

Wheat is the great staple in Canada, and generally commands a cash market. The price per bushel, upon an average of seven years, has been calculated to be 3s. 6d., fluctuating usually between 2s. 6d. and 4s. 6d. The rate of agricultural labour, varying in particular districts and seasons, may be stated to be from 2s. to 3s. a-day; and the average produce of wheat, per acre, 25 bushels. The cost of transporting a bushel of wheat from the shores of Lake Erie to England is estimated at 2s. 6d., covering all charges. The imperial quarter, which, as stated by Mr M'Culloch, averages in England 57s., contains 9 bushels and 20 lb. wheat, at 60 lb. to the bushel. It appears then that the average price of wheat in Canada is 32s. 8d., say on the shores of Lake Ontario. On Lake Erie it will be about 30s., and, adding the cost of transport to England of 23s. 4d., the result will be that Canada wheat, exclusive of duty, could have been presented in the English market on the average

of the last seven years at 53s. 4d. a-quarter. The cost of transporting a bushel of wheat 20 to 30 miles from the interior to Lake Erie is at present about 5d. a-bushel on indifferent roads; but as the roads are improved, which is now being the case, this cost will be lessened. And as the interior navigation of the canals is also now being perfected, the cost of transport to England will be likewise lessened. The present improving state of agriculture, and the tendency of labour to become cheaper with the increase of population, are also other circumstances favourable to the colony; and the general result in no long time may be expected to show itself in a gratifying and marked manner. The average produce of the wheat crop in Canada, as has been stated, is believed at present to be about 25 bushels. It varies, however, from year to year, owing to the late and early frosts, and other circumstances.

MISCELLANEOUS PRODUCE.

The settler's time during winter is usually employed in felling and cutting up trees for burning in the spring, in taking care of his cattle, and in bringing what produce he may have to market. The ground when covered even with several inches of snow, smoothing the roads greatly facilitate travelling, and the far back bush-settler is eager then to make use of his rude sledge and pair of oxen to bring his stores of produce to the towns. The farmer's family, besides visiting and other amusements, usually employ themselves in spinning, knitting, and such female occupations. The census of 1842 showed nearly 100,000 lbs. of wool produced that year, and 110,000 yards of domestic cloths, all mostly of woollen material, and the operations of carding, spinning, weaving, dyeing, and dressing which, were performed within the district. The domestic industry of the inhabitants is further shown by the quantity of sugar made during the year from the sap of the maple tree, amounting to nearly one hundred and eighty tons (177 tons, 17 cwt., 2 qrs., 12 lb.). Maple-sugar making takes place, and oc-

cupies some short time during early spring. Besides the above leading branches of domestic industry, and the knitting of woollen socks, stockings, mitts, and gloves, for the winter season and straw-hats and bonnets for summer, not only for family use, but for sale in the shops, economical and industrious families frequently make their own soap, candles, blacking, ink, and vinegar. Soap is made very simply from the ley of wood-ashes and kitchen grease, and vinegar from the sap of the maple tree.

The varieties of bread baked by the settlers, and upon which, in the exercise of their unaffected hospitality, they somewhat pride themselves, are quite innumerable almost—from the substantial cone of the common wheaten cottage loaf to the wafers of warm buck-wheat pancakes, seasoned with a very agreeable kind of molasses from the serviceable maple tree. A farmer's table hospitably displayed to the passing friend, although with no preparations from the perhaps distant town, is quite a picture of comfortable primitive content. His own housewife's bread from the grain of his own fields, the beef, mutton, and poultry from his barn-yard, trouts from the stream at the foot of his farm or the near river, with butter, cheese, and cream in abundance, sugar from his own 'maple-grove,' apple, plum, peach, and other preserves from the orchard sheltering and beautifying his own dwelling, beneath whose roof-tree he sits, unburdened by either rent or tithe, and scarcely knowing anything deserving the name of taxes—his cleanly and cheerful log-fire blazing from the supplies of his own forest—and it may be—more to enliven the scene, and as the good laird of Woodhill has described it—a group of 'olive plants' are growing up around him, without having to bestow one anxious thought regarding their future welfare, in a country which provides so amply, comfortably, and easily for all. True, the farmer has his cares, his toils, his anxieties—and who in life has not?—and it might be, that without such, comforts would not be so much enjoyed.

MILLS AND MANUFACTORIES.

The following is a tabular view of the number of flour and other mills, and public works in the district:—

Flour or Grist Mills,	31	Paper do.,	2
Oatmeal do.,	2	Iron Works,	2
Barley do.,	1	Tanneries,	11
Thrashing do.,	25	Pot & Pearl Ash Manufactory, 1	
Saw do.,	59	Other Manufactories,	9
Oil do.,	5		—
Fulling do.,	7	Total Mills and Manufac-	
Carding do.,	11	tories in the District,	166

DESCRIPTION OF POPULATION.

The description of population in the district, the countries to which they originally belong, and the numbers composing the various religious sects, are already tabularly stated in the First Letter, page 12. This official statement shows the proportion of colonists directly from England, Scotland, and Ireland, to be nearly equal—those from England, being 2800, numbering least, from Scotland nearly 3000, and those from Ireland somewhat over 3000. The proportion born in Canada are about three-fifths of the entire population, there being above 18,000. Those from the United States amount to 2200, and the remaining 300 are composed of natives of the continent of Europe, and French Canadians. Of the various religious bodies the Church of England presents the largest number of adherents, there being in the district over 6000 in connection with that Church. The Church of Scotland (in 1842) shows the next largest number, there being over 4000 connected with it. The three several classes of Methodists are also numerous, and, taken collectively, outnumber the Church of Scotland adherents. Baptists and Anabaptists number over 3000. [It may be here stated, in connection with this subject, that the building belonging to the Church of England body,

which was a conspicuous structure in the town of London, was lately destroyed by fire, but is likely soon to be replaced by a larger as well as handsomer edifice.]

TAXES.

A great change has taken place with regard to the internal government of Canada, in the recent institution of District Councils. These councils are composed of a Warden, appointed by the Governor, and two Councillors returned from every township having above 300 householders. Every householder is entitled to a vote in the election of these Councillors. The District Councils have the sole power to impose taxes within a limited amount, and these taxes are expended for purposes of local improvement, and the administration of justice within the district. The usual amount of taxes levied is $1\frac{1}{2}$ d. on the pound of assessed property. Upon unoccupied and uncultivated lands the District Councils have the power to impose a tax of $1\frac{1}{2}$ d. on the pound of assessed value. This tax is found to be beneficial in discountenancing large proprietors holding back their lands from settlement. A statute-labour tax for making and repairing roads is levied in the London district at the rate of 2s. 6d. for every single man, and 2s. 6d. for every £50 of rateable property. Individuals in the country parts usually perform this labour personally or by deputy. The Government of the colony is chiefly supported from a customs duty of five per cent. upon imports of British goods, a moderate duty upon imports from the United States, an excise, and a territorial revenue from Government lands.

ADMINISTRATION OF JUSTICE.

The laws and forms of administrating them are based upon those of England, so far as applicable to the circumstances of the country. The administration of justice within each dis-

trict is entrusted to Justices of the Peace, who meet in Quarter Sessions, to a District Judge, whose jurisdiction extends to simple contracts above £10 and under £40, and to questions of personal property and trespass; there is also a Sheriff for each district, a Clerk of the Peace, and Treasurer. There is a Court-house and Jail in each district town, at which the Quarter Sessions and District Judge hold their sittings. The Court of Queen's Bench for the province, composed of a Chief Justice and four other judges, holds two regular terms or circuits at each district town. The duties are analogous to the Scottish Courts of Justiciary and Session. There are six small debt, called Division Courts, established in separate localities, in each district, and held every two months in each division, and presided over by the District Judge. The District Council is an incorporated municipal body, charged with a general superintendence of the affairs of the district, and holds its sessions, presided over by the Warden, four times a-year.

Towns in Canada having a certain number of inhabitants, say about 2000, may receive a legislative act of incorporation entitling the inhabitant householders, possessing freeholds of the assessed value of £40, to vote in the election of members to compose a municipal board, for the superintendence of the affairs of the town. There is such a body for the town of London, under the designation of the President and Board of Police, having powers to assess the inhabitants within a limited amount for the general improvement and regulation of the town. A population increasing to about 10,000 may be incorporated as a city, possessing the privilege to elect a Mayor, Aldermen, and Common Councilmen.

PUBLIC OFFICES LIABLE TO BE SERVED BY COLONISTS.

There are annual meetings held in the month of January in each township for the election of office-bearers, charged with the regulation and management of certain local matters within the town-

ship. Every householder is liable to serve these offices, which are Assessor, Collector, Township Clerk, School Commissioner, Road Master, Pound Keeper, and Fence Viewer. The Road Master has a general superintendence of the roads, and directs the application of the statute labour; the Pound Keeper takes into keeping or 'pound' strayed cattle, and advertises for owners; the Fence Viewer has a superintendence of the fences of the township, to ensure their being kept in a proper condition, so that cattle may not encroach upon and destroy property. Two District Councillors, besides, are elected from each township, having 300 householders, and one when the township has fewer. These Councillors require to possess freehold property of the value of £300 currency. Members of the Provincial Parliament require to be possessed of freehold property of the value of £800 currency. Freeholders only are allowed to vote in the election of members of the Legislature. Freeholds in Canada, however, are easily obtained. The district of London, or rather the county of Middlesex, which now composes the present district, returns one member to the Provincial Parliament, and the town returns one. The member for Middlesex is the present much respected Surveyor-General of Canada, Thomas Parke, Esq. The member for the town is Lawrence Lawrason, Esq., a successful merchant in London. Mr Parke is liberal in his politics, yet moderate; and Mr Lawrason, who only recently succeeded the President of the Board of Works, H. H. Killaly, Esq. (that gentleman having resigned his seat to enable him to devote his time exclusively to the duties of his office) is understood to be conservative in his opinions, yet also moderate, and personally much respected.

ROADS AND GENERAL IMPROVEMENTS.

It is satisfactory to be able to state that the people of Canada have never at any former period been more fully impressed than they are at present with the vital importance of good roads. This state of feeling is in a great measure the result

of the stimulus imparted by the late loan of a million and a half of money, guaranteed by the Home Government for carrying on public works in the colony. And Sir Charles Metcalfe, having introduced the subject prominently in his speech on the occasion of opening the last session of the Legislature, materially assisted in further arousing public attention. The western parts of the province have been greatly benefited by the very seasonable loan. A sum of above £200,000 provincial currency, or nearly £170,000 sterling, was set apart for public improvements westward of Lake Ontario. These consist in the repair and new formation of harbours, light-houses, roads and bridges, but chiefly roads and bridges. The main provincial road, leading from Hamilton at the head of Lake Ontario, westward, through the town of London, when completed, as it is intended to be this year, will be one of the best roads that could be wished in any country. Part of it, for some distance west of Hamilton, has for many years been an excellent macadamized road; the rest of the distance, through London and south-westward to Chatham, is to be laid with planking three inches thick, and 12 and 16 feet long, laid crossways upon a succession of 'sleepers.' The entire breadth of the road is 66 feet, 30 feet of which, along the crown or centre, is thoroughly levelled, and properly sloped towards drains, upon each side; and it is upon this prepared 30 feet of breadth that the planking is laid to a width of 12 feet, and near towns, where there is increased traffic, the width is 16 feet. The cost of this description of road, which is comparatively new in Canada, is £850 provincial, or nearly £700 sterling currency, per mile. The exact distance from Hamilton to London is 86 miles, thence to Chatham $66\frac{1}{2}$ miles, forming an entire distance of 150 miles, extending through the length and cultivated centre of the peninsula. The road is intended to be continued from Chatham along the south shore of Lake St Clair, and onwards, following the course of the Detroit River to the town of Amherstburgh, situated near the mouth of that

river, where it joins Lake Erie. Another planked road is one leading from the town of London southward to Port Stanley upon Lake Erie, a distance of $26\frac{1}{2}$ miles. A branch of the main western road from the head of Lake Ontario—if it may not be called the main continuation—extends from London nearly due west to the agreeably situated village of Sarnia, head of the River St Clair, and foot of Lake Huron. The old post-road to Sarnia was a distance of 72 miles, but this new and improved line is some miles shorter. The Sarnia road, which for 40 miles is entirely new, opening a stretch of fertile country where only thick forest existed, is not at present to be planked. For general evenness and breadth, and forming for many miles a perfectly straight line, this road is held to be unequalled in Canada. The road of 60 miles northward from London to the town of Goderich, at the mouth of the River Maitland on Lake Huron, though not as yet, is likely soon to be, planked. This road, cutting quite through the township of London, and extending onwards through the richly fertile district of Huron, is one the improvement in planking which will confer great advantages upon many rapidly growing settlements, and also much benefit the town of London. The general result, indeed, of these new improvements in the roads of the country will undoubtedly, in the course of a few years, be of a most marked and gratifying nature. The old roads along the bed of soft natural soil are great drawbacks; for whenever the weather becomes wet they are rendered so very bad as to be almost impassable, except with a very light load drawn by a pair of oxen or horses. On the planked roads double the old loads is likely to be drawn with less expenditure of animal power, and in less time, and always with complete certainty, whatever may be the state of the weather. The farmers, thus encouraged, will be stimulated to produce more than they now do, and the good effects to the market towns, as well as to the producers themselves, and therefore, of course, to the whole country, must soon become very apparent.

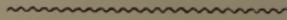
An immediate and highly beneficial result is already experienced in the excellent drainage adopted throughout the whole of these roads having dried long stretches of land along the lines that stood much in need of such an operation. The success of this, in the way of example to the farmers, who may thus be induced more to practice draining, is an additional benefit. The scientific and improved practical modes in which the general formation of the roads, under the superintendence of experienced engineers, are being conducted, have already, it is said, been the means of introducing material improvements in the management of the lesser roads through the country, dependent upon the common statute labour, which used to be generally performed in a slovenly and imperfect manner. To the establishment of the new department in Canada of a Board of Works, the country altogether already affords evidence of being very greatly indebted. The completion of the St Lawrence canals, these plank roads, Port Stanley and other harbours, bridges, and other works, have all been simultaneously carried on with an efficiency, economy, and promptitude, which, while it proves the immeasurable superiority of this over the old system of local commissioner or trusteeship, notorious for reckless expenditure and general inefficiency, reflects great credit upon the gentleman entrusted with the presiding control of the department. Mr Killaly's scientific acquirements, as well as thoroughly practical and active business talents, have, along with other qualities, won for him general respect in the province. From the clear and business-like report presented by him to the Legislature during the last session, it appears that not one of the many provincial works had even during their early stages of progress cost over $12\frac{1}{2}$ per cent., and the great bulk of them only about 7, 5, 4, and 3 per cent. for cost of superintendence. When completed, it is estimated this cost of superintendence will be reduced, in many cases, to one-half these rates, and for the canals the per centage for superintendence will be about 2 to $1\frac{1}{8}$ upon the gross expenditure.

Besides the plank roads mentioned, the other public works in progress, or recently completed, in this western section of Canada are— Port Stanley harbour, estimated to cost about £120,000 sterling, and repairs on Port Burwell harbour and road above £6000; a light-house and light-ship at Long Point, and harbour at Port Dover, Talbot District, and road thence to Hamilton, crossing the Grand River by a bridge at the village of Caledonia; a light-house and harbour at Rondeau, Western District, and road thence to Chatham, connecting Lake Erie with that town, upon the River Thames—the breadth of the neck of land being only about 15 miles. It was once proposed to cut a canal here, which would have saved to a large and productive portion of country about 100 miles of lake and river navigation; but obstacles in the nature of the country to be intersected, caused the design for the present to be abandoned. Another projected work in this great western peninsula, but which will, it is expected, yet be carried out, is a railway running westward from the head of Lake Ontario to the towns of Sandwich, Chatham, or Sarnia. The merchants from the far Western States of Wisconsin, Illinois, and Michigan, on their periodical journeys to the eastern cities of New York, Boston, &c. to purchase, very frequently, especially in winter, make use of the route through Canada as being more direct than the circuitous line around their own south shore of Lake Erie. The present plank roads may for some time, however, supersede the necessity for this work. And the country probably will be more generally benefited by undivided attention being still further directed in prosecuting improvements upon the common roads.

Besides these main plank roads, there are numerous others intersecting the country. The number of these other roads may be understood from the manner of laying out or dividing a township. Townships are twelve miles square, and are divided into sixteen strips of territory, which strips are called *concessions*. These concessions run from east to west, and

each division line is a good broad road of 66 feet. The concessions are again subdivided into *lots* or farms by lines crossing north and south, and roads also intersect in the same direction at convenient distances.

It may be stated as a somewhat singular circumstance in connection with travelling in this part of Canada, that hundreds of miles may be traversed without the sight of a single toll-house or gate. With the exception of one or two upon the macadamized roads in the vicinity of Hamilton, tolls may be said to be unknown in this part of the country. With the introduction of the new plank roads, there will be for the first time the novelty of toll-gates.



WAGES, RENTS, AND PRICES OF PROVISIONS.

WAGES.

MUCH inconvenience to individuals has been the consequence of the indiscriminate information circulated with respect to the demand and remuneration for different kinds of labour in Canada. Persons frequently arrive in the colony buoyed with high hopes of their services being in great request at certain high rates, which they found invariably quoted in the emigration guide books they had read. Did they know that in most instances this sort of information has been handed down in stereotype from one writer to another year after year, while the state of things within the colony all the while continued more or less changing, much less dependence would of course be placed upon it; and they would not, on arriving in the colony, refuse, in their false expectations, the offer of moderate wages, and have painfully to experience this error when both their patience and means for further travelling are exhausted. Another prevalent mistake is, that inferior descriptions of tradesmen suit and find employment almost as well as the best in Canada—the colony, as individuals reason,

being young, and therefore in a comparatively rude state, good workmanship is not in request. This may apply to small villages or country settlements; but the case in regard to the towns is for the most part quite the reverse. In the principal towns of Canada, labour being usually well remunerated, the workmanship required is not inferior to that in the best towns in Britain. Inferior hands experience difficulty in getting employment, while superior tradesmen in most branches are highly prized. Certain trades, again, it would be well for many would they reflect, have little or no encouragement at all in Canada—such as those engaged in the finer descriptions of manufactures which the colony import from Britain or the United States. Others must also have to take into account how the seasons may affect their particular branch, as the long frost in winter materially lessens the wages of the plasterer, bricklayer, and stone-mason on the average of the year. And again, the rates of the generality of trades vary in different parts of the country, and in the same parts at particular periods. With regard to the hours of labour it may be stated generally, that they are somewhat longer, and the application closer, than in Britain. Tradesmen who have been long in any part of North America usually get accustomed to put work more speedily through their hands, and are generally more inventive in the variety of their modes of doing work, than ‘old country’ tradesmen. Minute periodical statistics from the several districts, specifying, for instance, the numbers engaged in the various trades, with the rates of wages, and remarks regarding the probable demand, would be of great benefit as a guidance to the home population as well as to the general interests of the colony. The respective districts might, assisted by the provincial Government, collect and publish this information as part of an yearly census; and the parent Government might superintend its cheap periodical distribution at home. From personal observation and inquiries in the London district, and other parts of Canada, which are stated, in 1843, a few particulars regarding several of the trades are here subjoined:—

HOUSE CARPENTERS AND JOINERS.

Both these trades, from the number of buildings, chiefly of wood, which are required, do well in Canada. Indifferent hands, however, need not expect much encouragement, as there are a great many of these already in the country frequently unemployed. The rate of wages may be quoted to be from 4s. to 5s. a-day sterling (and it may be here mentioned that in this currency all rates, when not otherwise stated, will be understood to be quoted). Master tradesmen usually charge 20 per cent. upon their journeymen's wages. The price of yellow pine boards is usually from 32s. to 40s. per thousand feet, for common quality, inch thick; and the best clean boards vary from 40s. to 60s., generally about 48s. These boards are usually cut into lengths from 10 to 12 feet, and vary from three-fourth inch to two inches thick.

BRICKLAYERS.

A more limited number of this trade is required, and chiefly in settlements that have some progress, where the inhabitants have acquired the means and leisure to substitute more substantial and durable materials for wood. Toronto and Hamilton are towns which build a good deal of brick. Montreal and Kingston are now building chiefly of stone. The rate of wages of bricklayers in the London district, in 1843, was from 6s. to 7s. a-day. The winter season is much against this trade, as only eight months' work in the year can be calculated upon. The brick work for the new Jail and Court-house erected last year in the town of London, was estimated at 11½d. per cubic foot. Respecting this price, however, the Board of Works, in exercising their power of control, remarked that such was fully double the usual price, where materials are convenient. Good bricks, the price of which may be calculated about 12s. per thousand, are made in several places in the vicinity of the town, and generally throughout the district.

STONE-MASONS.

Very few of this trade have as yet found encouragement west of Hamilton. In that town several substantial stone buildings have been erected from a neighbouring quarry. Stone, however, is now being found in various parts westward. The public Court-house in the town of Goderich, district of Huron, 60 miles north of London, is built of stone. Since the preceding letters were written, a quarry of limestone, very suitable for building, has been discovered, and considered to be almost inexhaustible, four miles from the town of London. The new Jail has been partly built with it. Before the discovery was made known, the estimate for rubble stone work in foundations, dwarf walls, cess pools, &c., was $11\frac{1}{2}$ d. per cubic foot, and after the quarry was made known, it lessened the same description of work about one-half, it being then estimated at 6d. per foot. Stone from this quarry has been charged to the London district 6s. 2d. per cord of 128 cubic feet, and the quarrying cost besides 4s. 1d. per cord, and the carting for the four miles into London was 22s., making a total cost delivered in the town of 32s. 3d. Lime and sand are had in abundance, both near the town and throughout the district. The best towns for masons are Kingston and Montreal; in the latter city, now the seat of Government, a good demand for hands, I would say, may be expected. During the season of 1843, the wages of masons in Montreal were from 4s. to 5s. a-day. The working season may be estimated to be from 1st May to 15th November.

PLASTERERS.

This trade is much required in Canada, as houses of every description, except the very poorest, are lathed and plastered the same as in Britain. Wages about the same as bricklayers; and the same drawback of a long season of frost applies also to this trade.

PAINTERS.

This is a good trade in Canada, and all the individuals I have known engaged in it have had opportunities of prospering. Wooden houses, besides inside painting, usually receive two or more coats of white or stone colour, on every part outside, excepting the roof. The painters hereabouts work mostly upon their own account, and charge by the job. Carriage painters, of which a limited number are required, receive about 4s. a-day with board, or about 32s. a-week without board.

BLACKSMITHS.

This trade is one which will always employ many hands in Canada, chiefly owing to the quantity of waggons, carriages, and agricultural implements in demand, and the number of horses requiring to be shod. Wages may be stated to be £4 a-month with board, and 4s. to 6s. a-day without board. Iron work is charged by blacksmiths from 6d. to 10d. per lb., and horse-shoeing 6s. a set. English iron was selling in the western parts of Canada in 1841 at from 16s. to 18s., and Swedish at 28s. per cwt. Three Rivers iron, manufactured in Lower Canada, and used much for horse-shoeing, has a character equal to Swedish, and sells about the same price.

CARRIAGE-MAKERS.

A few required in the towns. Wages, £3 to £3, 10s. a-month with board, 4s. to 5s. a-day without board.

WHEEL-WRIGHTS.

Usually paid by the piece, £1, 4s. a set of four wheels. Average hands can make two set a-week, and some good hands more.

TINSMITHS.

Wages, 20s. to 35s. a-week with board ; average good hands 30s. a-week with board. This trade is carried on in the western

parts of Canada chiefly by means of barter. Travelling wagons are kept by master tradesmen, and sent loaded with wares through the country, which are bartered for furs, feathers, &c. The furs are sold in the New York or Montreal market for shipment to England. A great many of ingenious American machines are used in working the tin, such as for turning locks, putting tire together, grooving, preparing tire for wire and putting it in, turning out and setting down bottoms, all which much abridges labour. The description of tin known as IC is chiefly used, and IX to a limited extent. The former costs about from 48s. to 50s. a box; the latter about 56s. Pint measures of common tin are sold at 6d., and quarts at 10d.

BAKERS.

Although in the country parts people usually bake their own bread, in the towns a considerable quantity of bakers' loaves and fancy bread are used, and the trade is one which prospers well. Not so much capital is thought requisite to begin business as in Britain, many in this country just purchasing a barrel or two of flour as required. In some of the towns, as Toronto, an assize regulates the price of bread, and 8s., I am informed, is allowed for baking a barrel of flour containing 196 lb. The Government contract for the troops at London in 1843 bound the baker to give equal weight of bread for weight of flour, the Government supplying the flour. The public bakers usually take more profit than this. When flour sells at 14s. to 18s. per barrel of 196 lb., the 4 lb. loaf sells in the shops in towns from 4d. to 5d. sterling. Journeymen receive 40s. to 48s. a-month with board. The hours of labour are equally long, and as unseasonable, as in Britain. The average price of a barrel of flour in Canada is stated to be 18s. 6d., and the cost of transport from the Welland Canal, between Lakes Ontario and Erie, which may be said to form the centre of production, is estimated at 14s. 6d. to any part of Britain, making the cost of Canada flour in Britain, exclusive of duty, 33s.

The completion of the great canals of Canada, which will probably be this season, is expected to make a reduction of 2s. 6d. on the cost of transport.

SHOEMAKERS.

Notwithstanding a considerable quantity of cheap shoes imported from the United States, shoemaking is a prosperous trade in most parts of Canada. Journeymen are, as in this country, paid by the piece. Bootmakers have 10s. a pair for the best, 8s. for common, and 6s. for 'pegged' boots. For men's dress shoes 4s. 2d. is paid, and for ladies' dress do. 2s. to 2s. 6d. Good hands do not usually experience much difficulty in procuring employment. The earnings of journeymen may be said to range from 24s. to 48s. a-week. Masters' prices are 24s. to 28s. for best Wellington boots, and for coarse boots, 14s. to 16s.; gentlemen's dress shoes, 10s. to 11s.; ladies' walking shoes, 10s.; children's shoes, 4s. to 6s. Leather, which is not so good as in Britain, owing to less care and time being bestowed in the preparation, sells usually as follows:—Sole leather, 1s. per lb.; calf uppers, 4s. per lb.; kip uppers, 3s. per lb.

TAILORS.

First-rate workmen may not find much difficulty in procuring employment, but of inferior hands I would say that Canada is fully stocked. Journeymen's wages are 19s. for making a dress-coat, trousers 4s., vest 4s. The work that is paid thus is of the best description, and quite as good as is required in the first towns in Britain. The master tradesmen's prices are generally 24s. to 28s. for making a dress-coat, and 6s. for trousers, and the same for vest. Clothes, however, by second and third class tradesmen, are much cheaper; and both women and inferior class tradesmen make a good deal for the shops at very low rates; and much of this description of work is sold in Canada.

PRINTERS.

The demand for printers in Canada has usually been very

limited, the trade being chiefly confined to newspaper and job work. Wages vary from 28s to 40s. a-week. The newspapers, generally speaking, with exceptions in the chief towns, do not appear to meet with encouragement sufficient to cause either good workmanship, or much editorial care being employed upon them. The sheet is usually smaller than the ordinary sized papers in Britain, the paper inferior, and a considerable portion is occupied with advertisements, and the greater number of these 'standing' ones—say for two, three, six months, or longer, the advertisers having contracted for 'a square,' a half, or a whole column at so much a-year. Advertisements of from six to ten lines are charged from about 2s. to 3s. for a first insertion, and for each subsequent insertion the charge is only one-fourth of these rates, namely from 6d. to 9d. Longer advertisements are charged 3½d. a line for first insertion, and ¾d. each subsequent one. There are no stamp-duty upon advertisements, no duty upon paper, and no stamp, nor any sort of restriction whatever upon the publication of newspapers. Papers sent through the Post-Office were until lately charged 1d. each, payable by the printer before they could be forwarded; now only ½d. is charged upon each to the party receiving it. The price of weekly newspapers in Canada is about 12s. a-year; and of the most respectable twice-a-week papers from 18s. to 20s. In Toronto and Montreal some very good work is performed, consisting of jobbing, periodicals, pamphlets, and a book occasionally. The progress of the press in the colony, displaying, in some measure, both cause and effect of the general condition of the country, is at present unusually active and encouraging. Within the last twelve months, besides several newspapers throughout the province, both an agricultural and a medical periodical have been commenced at Montreal, and a medical and philosophical journal has been proposed to be established at Toronto—the Montreal publications monthly, and the other quarterly. Paper for the purposes of printing is chiefly manufactured in Canada, and a ream of the ordinary newspaper size and quality costs from about 16s. to 24s. A Print-

ing press of the description called Imperial, small, No. 1, of United States make, can be purchased for from £40 to £60. The description or 'fount' of type called 'Long Primer,' of United States manufacture, costs about 1s.7d. per lb. Wooden block letters for posting bills are made by machinery within the colony. Mr Ruthven, son of the ingenious and well known printing-press maker of Edinburgh, recently commenced the manufacture of these types in Canada, at the spirited and rapidly-growing town of Hamilton. I have seen several neat specimens of the letters; and their manufacture by machinery is the first attempt of the kind, I am informed, in the colony.

SEAMEN.

The trade upon the great lakes being rapidly on the increase, good seamen are commonly in demand, and have fair prospects if sober and diligent. Wages of men are £3, 4s. to £3, 12s., a-month; mates, £4 to £5, 12s.; and masters, £10 to £12 a-month. Lads able to cook for six or eight men have frequently from £1, 12s. to £2 a-month. Seamen upon the American lakes are both better treated and better fed than either our coasting or foreign-going vessels at home; but in noting the wages, it is to be mentioned, that there is no sailing during winter, the lakes during that season being usually frozen. The period during which navigation is carried on, may be stated to be seven to seven-and-a-half months, namely, from the beginning of April or May, according as the ice clears away, till the end of October, or it may be somewhat later. About two-thirds of the seamen on these lakes are supplied from among the hardy west Highlanders, chiefly Argyleshire fishermen. They go to the lakes during summer, and work usually upon a farm in the winter season. The industrious and sober have all greatly bettered their circumstances, and many who came out with no money a few years ago are in possession of good farms. The vessels upon the lakes are chiefly owned by merchants, and sometimes the captains have a share.

APPRENTICES.

Speaking generally of apprentices in all trades, they usually get as much during their apprenticeship as provides for their support. They most frequently board with their employers, and have a sufficient sum allowed for clothing. The ordinary periods of apprenticeships are from three to five years.

FEMALE EMPLOYMENTS.

Such descriptions of female employment, as dressmaking, millinery, plain sewing and washing, appear to be well stocked, and the remuneration moderate. Washing is usually charged 2s. a-dozen pieces, and families and others contracting by the month have it for much less. Coloured shirts, full breasted, are made from 9d. to 1s. 6d. each, and white ones, 1s. 6d. to 3s. 6d. Maid-servants' wages may be calculated as nearly about double what they are in Scotland, and vary from £6 to £15 a-year for common servants. Young girls on first going to service get about 4s. to 8s. a month, and good cooks about £12, and in cases £15 a-year. Good Scotch and English servants are much prized, and are generally scarce.

FARM-SERVANTS AND LABOURERS.

The rate of wages for common labourers is liable to great fluctuations in Canada, depending naturally upon the extent of public works carried on at particular seasons, and the supply of hands in the country. The great number of Irish labourers that have been forced into Canada from the suspended public works of the United States, have not only kept the rate of wages moderate, while the present public works are being carried on, but have occasioned much annoyance and inconvenience from the over-supply both to contractors and quietly disposed labourers. The wages varying upon the public works of canals, harbours, and roads, may be quoted to be from 1s. 6d. to 3s., generally about 2s., a-day. Farm-servants usually get in the western parts of Canada from 32s. to 48s. a-month,

and board; in certain parts of the country, and at certain seasons when the price of produce is low, and labourers not much in demand, they are to be had at the rate of from 20s. to 32s. a-month. Scotch farm-servants command readiest employment, and at the best rate of wages. I know many of them who have prospered remarkably well in Canada. One from Forfarshire, who had 12 guineas a-year, and oatmeal and milk, in a 'bothy,' at home, came to Canada in 1841, and now receives in the London district 48s. a-month, and board. He can save, he said, from £16 to £17 a-year, and has all his plans laid out for the disposal of his savings. He intends in five or six years to purchase land for himself; to go upon it in the 'Fall' (latter part of Autumn), cut down the sappling timber, and chop the trees during winter, and in spring he will hire oxen to 'log' and 'clear,' and prepare the ground for crop. And then when he has raised straw, &c., from his crops, he will purchase his own pair of oxen and cow, or whatever stock he may require. This Forfarshire ploughman first landed at New York, and worked some time in the United States, but shortly afterwards removed into Canada, which country he likes well. He wears the same kind of clothing as he did in Scotland, and, as far as his knowledge goes, he thinks it about the same price. He gets the best moleskin for trousers and waistcoat that he could wish for 2s. 6d. to 3s. a-yard. He has better food in this country, although he would not say but with his brose and 'bothy' he was tolerably contented in Scotland. There were some drawbacks to Canada, he thought; he had less leisure, such as at meal times, and the work he considered more 'fagging.' He did not relish the men having to work about the cows so much, milking them, and attending to the dairy, putting on the fires in the morning, and preparing wood for fuel, which duties, for the most part, he had the notion belonged of right to the women. But, taking all in all, he would not exchange Canada now for Britain by a great deal. He had now cheering prospects of comfortable independence.

Having stated these current rates of wages, it may be as well

to mention that, in parts of Canada, the workman cannot depend, in many instances, upon always receiving regularly his wages in money. Barter prevailing to a considerable extent, and money comparatively scarce, the master tradesman has frequently not ready cash to pay his men when required. But should clothes, shoes, or the like be wanted by a workman, his employer will give him an order for the articles upon the shop-keeper, or the shoemaker, with whom he does business, and the balance of wages in cash is paid as the tradesman can spare it, and when otherwise needed by the workman. This state of things is not nearly so prevalent, however, as it was formerly, and, with the improving condition of the country, the system of ready money in all transactions is more adopted, and for all parties, of course, is found to be most convenient and profitable.

BOARD AND LODGING.

Board and lodging of a very comfortable description is to be had in the towns from 8s. to 12s. a-week. It is difficult, most frequently impossible, for single men to have a separate room, or parlour and bed-room for themselves, and their meals prepared to their order, as in Scotland. This is a great drawback in almost every part of America to the quiet comfort of those who have been used to the old country plan. Certain families take in boarders, and spread usually one table at stated hours—say seven or eight in the morning for breakfast; twelve, one, or two for dinner; and six or seven for tea, or supper, as it is here called. Breakfast commonly consists, at even the most indifferent tables, of fried meat, as steaks, chops, ham and eggs, or bacon, with abundance of wheaten bread, baked or roasted potatoes, coffee and tea. Abundance of butcher-meat at dinner again, soup now and then, poultry on occasions, and almost, if not always, every day a dessert of pie or pudding closes the substantial meal. Many families serve up liberally preserved apples, and also tea or coffee to dinner. To those exercised in the open air, butcher-meat is served up again at

the seven o'clock supper, with abundance of preserves of apples, plums, peaches, or cranberries, with coffee or tea. Meals of this description are charged usually 1s. to 1s. 6d. in the country roadside taverns, and for 2s. or 2s. 6d. you may be seated at the more choicely prepared table of the town hotel. And in neither instances have you to pay extra, as the unpleasant practice is in Britain, any fees whatever in country or town inn, except 3d. or 6d., when staying over night, to the man whom you require to brush your boots.

RENTS.

Rents in Canada, as is generally known, are somewhat higher than they are in most places in Britain, because there both labour and money bring better returns. One large room, with one or two bed-closets (the kind of accommodation which workmen with small families generally shift with at first), may be had in towns in Canada from 10s. to 12s. a-month, or from about £6 to £7, 5s. a-year. For further particulars, see page 110.

PRICES OF PROVISIONS.

I will here quote the prices of provisions in the London market last summer. It may be premised that economical families, who have the means, usually lay in a stock of flour, beef, pork, &c., by the barrel or 100 lb. before the winter commences, and also their fire-wood, which foresight saves them paying higher prices. A cord of wood, containing 128 cubic feet, sufficient to make a comfortable daily fire for a family having to use it in cooking, for about the space of a fortnight to three weeks, costs in the towns from 5s. to 8s. The pieces or billets of beech, maple, ash, and hickory timber, used for fuel, are about four feet long, and from 9 to 18 inches in circumference, and when used for stoves of three feet length or less, these pieces are cut and split to the most convenient size. We have in this country in the present day our prejudices for coal, but wood, by experience, is found to make a cheerful, cleanly, warm, and much more

lasting fire than is generally supposed. The following were the prices of provisions in the public market at London, Canada, May 24, 1844—quoted from the 'Inquirer' newspaper of same date:—Wheat, per bushel of 60 lb., 3s. to 3s. 4d.—Barley, per bushel of 48 lb., 2s.—Oats, per bushel of 34 lb., 10d. to 1s.—Potatoes, per bushel, 1s. 6d.—Hay, per ton, 24s. 6d.—Straw, per load, 8s. 2d. to 10s. 3d.—Beef, per cwt., 20s. 5d.—Mutton, per cwt., 20s. 5d.—Veal, per cwt., 20s. 5d.—Pork, 14s. 3d. to 16s. 4d.—Ham, per lb., 4d.—Butter, per lb., 7½d.—Eggs, per dozen, 3½d.—Maple sugar, per lb., 3½d.—Fowls, per couple, 1s. to 1s. 3d.—Turkeys, each 2s. to 2s. 6d.—Geese, each 1s. 6d. to 2s. 1d.

In the same market, the week ending June 14th, the price of wheat was 3s. 3d. to 3s. 6d. a bushel, and beef 16s. 4d. a cwt.; butter, which during the previous month was 7½d., was then selling at 5d. per lb.

At Toronto, July 1st, wheat was selling at 2s. 10d. to 3s. 9d. a bushel, and flour 16s. 4d. to 18s. per barrel of 196 lb. Oatmeal, per barrel of 196 lb., 10s. 6d. to 11s. 3d. Eggs, 4d. to 5d., and butter 4d. to 5d.

For the prices of groceries, see page 106, and for clothing, page 33.

PRICES OF LANDS AND COST OF CLEARING WILD LAND.

LANDS in Canada may be purchased either from Government, incorporated companies, or private individuals. The lands under the control of the Government are classified into Crown Lands, Clergy Reserves, School Reserves, and Indian Reserves, and are scattered over every district of the colony. The incorporated land companies in Canada are two: the

British American Land Company, and the Canada Company. The lands possessed by the former are situated in Lower Canada ; and the Canada Company's lands in the upper or western division of the province. This latter company, which was incorporated in 1826, possesses scattered lands in every district, and almost every township of Upper Canada, besides large territories or tracts in the Wellington and Huron districts, the latter consisting of a million of acres. The lands held by private individuals for sale are situated in every part of the colony, and consist of tracts and scattered lots which have been purchased for speculation, or acquired in payment of debts, chiefly by merchants, and lots of from 100 to 1000 acres in the occupation of the proprietors, and partly cultivated. Dividing the description of lands in Canada into the two classes of waste or wild lands, and lands partly cultivated or cleared, some information respecting them is subjoined.

WILD LANDS.

The Crown lands, by an act of the Colonial Legislature, are to be sold at a price to be from time to time fixed by the Governor in Council. The present fixed price for such lands in Upper Canada is 8s. currency, or 6s. 7d. sterling per acre. This price does not apply 'to lands reserved by Government for non-payment of the conditions of settlement on which they were granted under a former system now abolished, nor to lands called Indian Reserves and Clergy Reserves, which three classes are, as well as town and village lots, subject to special valuation.' The Government Gazette publishes respecting the Crown lands, which are to be had for 8s. currency, that the lots are to be taken at the contents in acres marked in the public documents, without guarantee as to the actual quantity ; that no purchase-money will be received by instalments, but that the whole, either in money or 'land scrip,' must be paid at the time of sale. On the payment of the purchase-money, the purchaser will receive a receipt which

will entitle him to enter upon the land purchased, and arrangements will be made for issuing to him the patent deed without delay. [The 'land scrip' mentioned above is paper issued by the Colonial Government in satisfaction of U. E., or other claims for lands adjusted by this means, and which paper, bearing a certain value attached by Government, and taken as payment for lands, is frequently to be purchased much under the nominal value from the holders for ready cash.]

For public convenience, Government agents are appointed in each municipal district, 'with full powers to sell to the first applicant any of the advertised lands, which, by the returns open to public inspection, may be vacant within the district.'

In addition to the Crown lands offered for sale at 6s. 7d. sterling per acre, the Colonial Government have set apart settlements in both Upper and Lower Canada, in which individuals of 21 years of age and upwards, who have never obtained a grant of land from Government, may receive a farm lot of 50 acres without purchase, upon certain conditions. The settlements in Lower Canada are upon the Lambton and Kennebec Roads, the former leading from the village of St Francis, through Tring, to the townships of Forsythe and Lambton, and the latter being a continuation of the Kennebec Road from Aubert De Lisle to the Province Line. The settlement in Upper Canada is upon a road, which commenced opening in 1842 at the expense of Government, through the Crown land from the north-west angle of the township of Garrafraxa, in the Wellington district, to Owen Sound upon Lake Huron. The road which opens up this important new territory terminates at Lake Ontario, from which Owen Sound is distant somewhat over a hundred miles. The chief conditions to be observed by settlers are—

'They are to make application to the Commissioner of Crown lands, or to the agent on the ground, whenever they shall be ready to become resident on the tract to be granted.—Upon giving a satisfactory account of their means of providing for

themselves, until a crop can be raised from the ground, they will receive a ticket from the Commissioner at the Crown Lands' Office, entitling them to locate the land.—Upon application to the agent in the first place, he will forward a statement to the Crown Lands' Office, of the applicant's age, family, and means of settlement, upon which, if approved, authority for location will issue.—Settlers will be required to clear, and place once under crop, one-third of the land located, and to reside on the land until this settlement duty is performed, and after one-third of the grant shall have been cleared and under crop, the settler shall be entitled to his patent free of expense. The settlement duty is required to be done within four years from the date of the ticket.'

The class of lands known as Clergy Reserves are subject to the disposal of the Commissioner for Crown Lands and his agents in each district. The amount of these lands to be disposed of in any one year in Canada, is limited to one hundred thousand acres, except with the written approbation of one of her Majesty's principal Secretaries of State. The lands are reported upon and valued by inspectors appointed by the Crown Lands' Commissioner, and returns upon oath are made by the inspectors of the extent, nature, and other particulars, including the value of such lands, and upon the returns being approved of by the Governor in Council, 'the same shall be communicated to the Commissioner of Crown Lands, and the lands contained in such returns shall be considered open for sale, and the price stated in such returns as confirmed, including the value of improvements, to the first person who shall apply for, and pay for the same.'

The sale of Clergy Reserves are subject to the following terms:—'Two-sixths of the purchase-money to be paid in hand, and the remaining four-sixths in four equal annual instalments, payable on the first day of January in each year, with interest, at the rate of six per cent. per annum—the first of the instalments to fall due, and be payable, on the first day of January next ensuing after any such sale.'

The lands of the British American Land Company in Canada are situated in a district of country in Lower Canada, known as the Eastern Townships, and amount to about 700,000 acres. The price of the new or wild land of this Company, according to their published papers, is 6s. to 8s., and near towns 12s. an acre. Their terms are one-fifth of the price at entry, and the rest in six annual instalments with interest. The Eastern Townships are situated inland, on the south side of the River St Lawrence, between Quebec and Montreal. Sherbrooke, the principal town, is 83 miles distant from Fort St Francis on the St Lawrence, 90 miles above Quebec. The Company have a Commissioner at Sherbrooke, and agents at Quebec, Montreal, St Francis, and other places.

The Canada Company, in addition to the formerly usual modes of selling for payments in ready money and by instalments, have lately adopted a new system in the disposal of their lands, which appears to be highly advantageous to a numerous class, who may not have means to acquire lands by immediate purchase. The enterprising spirit, and honourable dealings of this Company, and their kind and liberal treatment towards their settlers, have exercised a material influence in forwarding the interests of Canada, especially of late years, and in a manner highly gratifying to all who have disinterestedly at heart the welfare of the colony. During my residence in Canada, I had many opportunities of becoming acquainted with persons who had dealings with the Company, and I heard them invariably spoken of with respect and esteem. In the exercise of their honourable and liberal course, the Canada Company are no doubt in part influenced by, and experience the benefits of, the great maxim now being every day more generally recognised—that private interests and those of the public are inseparably *one*; so that in forwarding the interests of Canada in the promotion of its colonisation, this Company most effectually promote their own. In reference to their new system of leasing lands, the following passages are extracted from one of the published papers of

the Company, dated from their office, 'Frederick Street, Toronto, May 1844:—

'The Canada Company have for disposal about one million and a-half acres of land, mentioned in the printed lists of this date. They consist of lots of from 100 to 200 acres each, scattered throughout the country, and most of them surrounded by old settlements; of blocks containing from 1000 to 10,000 acres, situated in the Western district; and of an extensive and important territory, of 300,000 acres, in the Huron district, situated 90 miles south of Owen Sound.

'The lands are offered on the most liberal terms, and are highly beneficial to the settlers. By this arrangement, the Company dispose of their lands by way of lease, for a term of ten years—no money being required down—and the rents payable 1st February in each year, being less than the interest upon the price. Thus, for example, suppose the purchase-money for 100 acres to be 12s. 6d. per acre, which is £52, 10s., the rent required thereon is £3—full power being secured to the settler to purchase the land he occupies at any time during the term upon payment of the price stated in the lease. The Company will make a liberal allowance upon the price, according to the period when the settler pays, by anticipation, the amount, and thereby saves himself from further rent.

'These lands, and others not included in the leasing list, are also to be disposed of upon the Company's former plan, viz., for cash down, or by one-fifth cash, and the balance in five equal annual instalments with interest.

'In order to afford every assistance to industrious and provident settlers, the Canada Company will receive any sum, no matter how small the amount may be, for which their lessee settlers may not have immediate want, on deposit, allowing interest at the rate of six per cent. per annum for the same; but it is clearly understood, that the full amount with interest accrued, shall at all times be at the disposal of the settler without notice. For this purpose the Company have opened an

account, which is termed 'Settlers' Provident or Savings Bank Account,' thus affording to the provident settler every facility for accumulating sufficient money to purchase the freehold of the land which he leases, whenever he chooses to do so, within the term of ten years; but should bad harvests, or any unforeseen misfortunes visit him, he has always the amount deposited, with interest accrued, at his disposal to meet them.

'Every kind of information upon Canada, and directions that can possibly be useful to intending emigrants to Canada, will be readily furnished, free of all charge, by applying personally, or by letter, to the Company's Office in England, Canada House, St Helen's Place, Bishopsgate Street, London.

'The new printed lists of land (which may be seen in every Post-Office and store in Canada West), and any particulars, may be obtained, free of charge, upon application, if by letter post paid, to the Company's Office at Goderich, as regards the Huron lands; at Frederick Street, Toronto, as to all other lands and remittances of money.'

The remittances of money here mentioned refer to arrangements whereby the Company, 'anxious to assist settlers and others desirous of sending monies to their friends, engage to place the amounts in the hands of the parties for whom they are destined, free of all cost and expense, thus saving the settlers all care and trouble in the business.'

The next sentence is one speaking more plainly and unequivocally regarding the colony than any other similar amount of words and figures could possibly do. Well may every one wish that Canada may long so prosper that her colonists can thus have means to prove so forcibly its advantages, and promote so effectually its colonisation.

'The Company last year remitted to the United Kingdom and Germany nearly £3000 in 329 sums, averaging about £9 each: by this means, and during the last four months, they

have already sent home a similar amount.' The transactions of the last year [1843] alluded to, consisted in detail of

£1438	3	7	in	185	Remittances to Ireland,
1075	12	2	in	85	do. to England and Wales,
441	14	5	in	58	do. to Scotland,
35	3	2	in	1	do. to Germany,

£2990 13 4 in 329 Remittances.

IMPROVED FARMS.

It is, as will be conceived, difficult to state the precise prices at which improved farms can be purchased, the locality, amount of improvements, and particular circumstances of persons wishing to sell, having all to be taken into account. It may be generally remarked, however, that such farms, say usually about 200 acres, with 40 acres, or less or more, under cultivation, and having dwelling house, farm buildings, and sometimes implements and stock, are frequently to be bought under real value. The number of farms in the market of this description arises, in many cases, from the possessor wishing to purchase a large extent of wild or waste land for the purpose of sharing such with his grown-up family. In the greater number of instances, perhaps, farms partly cultivated are to be had for about £3, 10s. to £5 an acre. Good bargains are frequently to be had when purchasers are able to pay ready money. An instance I am able to mention of an Englishman who arrived in the London district in the spring of 1843, and who purchased a farm of 100 acres, one half cleared, with a dwelling house upon it, though not very good, a frame barn, and also some stock, for £350 currency, or about £286 sterling, ready money. This farm is about four or five miles from the town of London, and was considered to be a cheap purchase. Another instance I know of is of a farm about the same distance from the town, and the same size as the above, but understood to possess a better soil,

having had an offer of a purchaser for £600 currency, or £493 sterling, and the bargain, though not concluded when I heard of it, was expected to be. Like the other farm purchased for £350 currency, this one had also 50 acres cleared, with a frame barn and dwelling house, though the latter of a rather poor description. There are mostly always advertisements of farms for sale to be found in the various newspapers throughout the country, and many bargains are had in this way; but it is ever a great drawback that, with few exceptions, the price is not stated. The high charge of postages in Canada, and the delay which must take place before replies to communications are received, naturally frequently operate as barriers in the business of effecting sales, which might not have been the case had the important item of price been mentioned along with other particulars of the advertisement. For the purpose of presenting a specimen of an advertisement of a farm in Canada, and the better to illustrate the description and price of farms to be had, I would willingly have selected any property so offered for sale within our district of London; but on account of prices being omitted, I select one suitable in this respect accidentally met with, referring to a different part of the province, and which is extracted from the columns of the 'British Colonist' newspaper, published at Toronto. 'Important to Small Capitalists' is the heading of the advertisement—'For Sale, on very advantageous terms, a most desirable Property, in the Township of Haldimand, District of Newcastle, C. W. It is delightfully situated, having a beautiful view of Lake Ontario. A Saw and Grist Mill adjoins the Property, and being adjacent to Grafton and Cobourg, a good market is secured for all kinds of Produce. The Farm consists of 100 Acres, 80 of which are cleared and under cultivation; the other portion consists of a splendid Maple Bush, which, for its productive qualities, is not to be excelled in any part of Canada. There is a very excellent Frame-built Cottage on the Premises, consisting of two Bed-rooms, Parlour, Kitchen, and Store-room; also another larger

Frame Dwelling, 42 by 32, in a state of completion; a good Frame Barn, Stable, and Out-houses; and a fine Orchard of Young Trees. It is worthy the attention of any respectable person, and the Land is of the first quality—the present Proprietor leaving in consequence of its interference with his Profession. Price £400 [provincial currency, being £328 sterling.] The payment to suit the Purchaser, and immediate possession may be had. For further particulars, inquire of Dr Sabine, Chemist and Druggist, 54 Yonge Street.—Toronto, August 28, 1843.'

Wild or waste lands near towns frequently bring a price apparently disproportionate to their value, compared with the low price of cleared farms. This is chiefly owing to the timber in such situations being valuable for fuel. A lot of 150 acres of wood land, within two and a-half miles of London, was lately sold for £500 currency, or about £411 sterling, and shortly afterwards easily resold for the same amount.

The least quantity of farm land sold by Government is 50 acres; and the least quantity disposed of by the Canada Company is 100 acres. The usual size of farms in Canada is 200 acres; 100 acres, however, is considered a fair size for persons of moderate means. With respect to the important matter of ascertaining the validity of titles in cases of purchases from private individuals, it may be mentioned that each county has a Register-Office in which titles to lands are recorded. The charge for a search is 1s. 6d.

CLEARING WILD LAND.

The 'clearing' of wild land is usually understood as cutting down and removing all the trees to the two or three feet only of the 'stumps' of the larger trees left standing, and fencing, and leaving the field ready for crop. These stumps are usually from 10 feet to 20 feet apart, and do not impede, so much as is generally supposed, the operations of ploughing or harrowing.

The cost of clearing thus may be stated to be from £2, 15s. to £3, 5s. per acre.

An economical plan, from the experience of an early and successful colonist, may be here stated. The settler of limited means having got upon his land about the middle of May, and erected a temporary summer dwelling, as described at page 162, may select a space of two acres or so near his house, and a man and boy proceeding to clear in a rough manner may have the lot ready to plant potatoes in about three weeks. The trees are felled, cut into lengths, the branches chopped off, and the light brushwood cut, and then the whole collected, along with fallen leaves, into heaps, and burned. The logs, if not burned, are allowed to lie for the present. Good land is found to be free and easy like rich garden ground, and with only a hoe the settler may commence planting the plot with potatoes. By this time, say that the season is advanced to the middle of June, or even a little further on, another acre may be similarly cleared, and planted with turnips. Towards the end of July or so, the winter house may engage attention, so that it may be ready by the end of September, or beginning of October. After the house is finished, or while engaged on it, the potatoes and turnips will require to be taken up, and, as the settler has as yet no cellar, the roots may be preserved in bings upon the ground. After this has been done, the whole of the three acres, from which a first crop has been had, may be more fully cleared by collecting the scattered logs together, and burning them up. The ashes may either be preserved for the purpose of being manufactured into the useful ashes of commerce, or they may be scattered over the land further to fertilise it. The land may then be raked, and all sown in wheat; the usual quantity sown at this season being one bushel to the acre. After the seed is sown, the rake, drag, or hoe, may be employed. It will now be about the end of October, and the settler may turn his attention to more extensive clearing operations through the winter. The spring following, spring wheat may be planted, besides

potatoes, oats, pease, turnips, and Indian corn or maize, and also some garden vegetables. The settler having probably now procured cattle, say a cow and a yoke of oxen, he may look forward with prospects of being able sufficiently to provide for them, and also to add to his own comforts,



PRICES OF LIVE STOCK, FARM BUILDINGS, AGRICULTURAL IMPLEMENTS, AND HOUSEHOLD FURNITURE.

LIVE STOCK.

THE price of a good yoke of oxen may be quoted to be from £10 to £12 sterling. Milch cows, £2, 15s. to £4. Farm horses, £8 to £10. Sheep, 4s. to 16s. Young breeding sow, 8s. to 12s.

FARM BUILDINGS.

A comfortable log dwelling house, 16 feet by 24 feet, two floors with shingled roof, is estimated at about from £12 to £14; a frame house, 24 feet by 40 feet, about £50; a log barn, 24 feet by 40 feet, about £10; a frame barn, same dimensions, about £20. The description of dwelling erected by many of the hardy settlers with small means is very simple, and costs little. Having selected land in the commencement of summer, and anxious to get as much done with the least loss of time, pitching their tent for the summer months in the woods gives them little thought. A number of small round logs, or poles, of beech, maple, or elm, 8 inches to 1 foot diameter, are cut in lengths of about 16 feet, and selecting a site 16 feet square, these light logs or poles are laid one upon another, and knotted together with

the axe at the corners of the square, the sides of the shanty are thus reared. Lighter poles are then laid across the whole to form a roof, and the strong bark stripped from the stately elm trees, cover these poles again. An opening for a door having been left in building, a thick mat or quilt is hung over the entrance, and completes this description of forest hut. A man and boy will erect a dwelling of this sort in three or four days, or, with three or four active neighbours, the whole can be done in a day; and the settler having previously purchased a small stock of provisions, pork, flour, salt, milk, and whatever else he may be enabled to purchase, commences the work of chopping, and burning, and preparing the ground roughly for some little crop; and before winter approaches, he has time to turn his attention to have a more substantial dwelling erected.

AGRICULTURAL IMPLEMENTS.

Ploughs may be quoted from £1, 10s. to £3, 5s.; and a pair of drags or small harrows, £1, 5s. to £1, 10s.; an ox-sledge, £2, and a four-wheeled waggon for a pair of horses, £12 to £20; carts for single horses, which are, however, little used in Canada, may be had for £2; double harness, £5 to £6; common saddle and bridle, £3; thrashing machines, about from £12 to £25, fixed or portable; winnowing or fanning machines, £5.

HOUSEHOLD FURNITURE.

The following are specimens of prices of the description of furniture suited to the means of the working tradesman or small farmer:—

Common deal table, 8s. to 12s.; turned and painted chairs, 3s. to 4s.; French bedstead of cherry wood, from 25s. to 30s.; feathers for bedding, 1s. 3d. to 1s. 6d. per lb.; chest of black walnut drawers, £2, 15s.; cast-iron stove, from £2, 10s. to £4; cooking stove, £5 to £8. Furniture of the best description, made of mahogany, and also of the native woods, black

walnut, maple, and cherry, are to be had of superior design and workmanship in almost every neighbourhood, and at reasonable prices.

PROFITS OF TILLAGE AND GRAZING.

THE Colonial Land and Emigration Commissioners transmitted to the authorities of the British provinces in North America, a series of questions, embracing a variety of important points, to which, through the assistance of Government officers, public bodies, and private individuals, the colonial authorities returned answers. This information, with other useful matter, the Government Commissioners published in 1842. To question 16, page 20—‘Are there parts in which grazing is chiefly used? and if so, name the districts, and the advantages for that pursuit?’ And to question 17—‘What are the comparative gains of grazing and tillage?’ The following, in substance, were the answers received from Canada, as officially published:—

‘Mr Widder, one of the Commissioners of the Canada Company [resident at Toronto, Canada], has furnished the following statements; the first, with reference to tillage, he states he procured from a very intelligent and respectable yeoman, settled in the London district:—

‘Cost of clearing 10 acres of heavy timbered land, in the usual Canadian fashion, with an estimate of the crops to be produced therefrom during the first three years after clearing. [The rates are understood to be stated in colonial currency, which roughly is reduced to sterling by deducting a fifth, or, to perform the operation exactly, by multiplying by 60, and dividing by 73.]

FIRST YEAR.

	<i>Dr.</i>	<i>Cr.</i>
	£ s. d.	£ s. d.
Chopping, clearing, and fencing 10 acres, with a substantial fence, 7 rails and riders, at least 8 feet high, so as to leave it fit for the drag, and sowing, at £4 per acre,	40 0 0	
Seed, 1½ bush. wheat to the acre, say 15 bush. at 5s.,	3 15 0	
Sowing and dragging at 5s. per acre,	2 10 0	
Harvesting at 7s. 6d. per acre,	3 15 0	
The value of the straw tailing, wheat hulls, &c. on the farm, are supposed to be equal to the thrashing and cartage to the barn,		
Cr. by 20 bushels wheat per acre--200 bushels at 3s. 9d.,		37 10 0

SECOND YEAR.

To timothy and clover seed, at 2s. 6d. per acre,	1 5 0	
Mowing and taking off hay, at 7s. 6d. per acre,	3 15 0	
Cr. by 1½ ton per acre of hay, at 6 dollars per ton,		22 10 0

THIRD YEAR.

To mowing and taking off the hay, at 7s. 6d. per acre,	3 15 0	
Cr. by 1½ ton hay per acre, at 6 dollars per ton,		22 10 0
Balance,	23 15 0	
	<hr/>	
	£82 10 0	<hr/>
		82 10 0
		<hr/>
Cr. by balance brought down,		£23 15 0

‘ In this case the value of the after-grass is not taken into consideration, although it is of great value to the farmer, it being the object of this statement to make every allowance for extra expenses, and as it might possibly be thought that the prices of labour were stated at too low a rate, the value of the after-grass is thrown into the scale to compensate for any deficiency in the statement of expenses.

‘ It will be observed, that in this statement no mention is made of the profit to be derived from the feeding of cattle; this is left out purposely, in order to show that the actual produce

in wheat and hay, taking it under every common disadvantage, would, in three years, pay for the clearing, &c.

‘ It also appears that the clearing of wild land, and thus forming what is called in this province *a fallow* for wheat, is not more expensive than for preparing a fallow for wheat in the old country.

‘ The farmer who furnished the data upon which this statement is made, went into the different items, and satisfactorily proved that three or four ploughings, marling, chalking, or both, manuring and otherwise preparing an acre of land in England so as to make a good summer fallow of it, and ensure a profitable crop of wheat, was, without taking rent, poor rates, and taxes into consideration, fully equal to the price of clearing (not taking into account the fencing) an acre of land in Canada.

‘ In both instances the crop is nearly the same; if any difference, the advantage is in favour of Canada, as the average of the wheat crop throughout Canada is considerably greater than the average of the wheat crop in England; and, although in Canada the price is much less for the produce, yet there is neither rent, rates, nor taxes to pay.

‘ It must be borne in mind, in making a comparison between Canada and Britain, that, in the case of the latter, a fallow is prepared *for the crop*, or at most the crop and the succeeding one, while in Canada, when once an acre of land is cleared, it ranks in the farmer’s lists of assets for ever at the value of its cost in clearing, as it is in fact so much reclaimed from the forest, which for eight or ten years at least will require scarcely any expense in the way of manure or fencing.

‘ The preceding account shows that the farmer would have 10 acres of cleared land, substantially fenced, the fence of which will last without repair from 12 to 15 years, and with repair, for 20 years at least; and it must also be borne in mind, that in case the farmer does the labour *with his own hands and the assistance of his family*, the whole amount of the

debit side, with the exception of the cost of seed, is swept off, leaving the clear profit £77, 10s. ; and, at the end of the time before mentioned, the land is *actually better* than it was when it was *first* cleared, and every year afterwards it goes on improving until the stumps rot out, when it should be gradually levelled, and then it will be advisable to adopt the usual course of good English farming.

‘ As to profits upon *grazing*, they are very considerable. The demands for cattle for the use of the colony cannot be supplied, except by importation from the United States, where considerable numbers of sheep are raised for the wool. In the Huron tract, and Wilmot [district of Wellington, east of the Huron tract], the pasture afforded to cattle in the woods is so excellent that, without any assistance, they get remarkably fat and fit for slaying. In Wilmot, the Huron, and Waterloo [another township of Wellington], the number of sheep is much on the increase, and large flocks are seen.

‘ PROFITS UPON GRAZING.

‘ From the statement of a respectable and intelligent individual, residing in Zorra [district of Brock], whose veracity I have no reason for doubting, the value of stock in that township is as follows :—

- ‘ Sheep (store), after shearing, 10s. a-piece.
- ‘ Working cattle, per yoke, 50 to 60 dollars.
- ‘ Year old hogs, 12s. 6d. to 15s. each.
- ‘ Horses, from £30 to £40 the span (the pair).
- ‘ Cows, 16 to 20 dollars each.

‘ It appears that stock farms are much more profitable than merely grain farms, on account of the great increase in the value of cattle in the first three or four years. The following is a fair statement of what may be done with them :—

‘ In the fall of the year ox calves, calved in the spring, may be purchased for 20s. currency per head, generally at some-

thing less. The next autumn, when two years and a-half old, they are worth 80s. each; and the spring following are fit to break in, and then are worth £5 each or £10 per yoke. The stock farmer should not keep them longer, as they will not continue to increase in the same proportion. Heifer calves are equally profitable to keep.

‘The western parts of Upper Canada, on account of the winters there being shorter and milder, would no doubt answer far better for rearing stock of all kinds than the eastern districts.’

THE SURROUNDING DISTRICTS.

IT might prove interesting, before closing the subject of the district selected for the purpose of affording some glimpses of Canada, and the condition of its colonists, to give some slight sketches of the distinctive features of the other districts in the great western peninsula of Canada, and with which, moreover, the London district stands somewhat in the relation of a common centre. The prescribed limits of this publication will, however, only allow this plan to be adopted to a very slight extent. Those districts, the Talbot, Brock, and Huron, which are the off-shoots of the old London district, invite our first attention.

THE TALBOT DISTRICT.

The London district, as has been previously stated, consisted originally of three counties, besides the great Huron tract, now existing as the separate district of Huron, and these counties, named Middlesex, Oxford, and Norfolk, now also constitute separate districts. The two latter having been erected into the districts of Brock and Talbot, Middlesex the central

one, and it being also the largest and most important, became the present district of London. The Talbot district, composed of the county of Norfolk, is situated upon the east and south of London, and lies with a stretch of five townships, along the shores of Lake Erie, namely, from the township of Bayham in London to the western border of the district of Niagara; and upon the north it is bounded by the district of Brock, which was once the county of Oxford. The district of Talbot consists of seven townships, named Houghton, Walsingham, Charlotteville, Woodhouse, Townsend, Middleton, and Windham. In 1841 the total population was 9600, possessing above 186,000 occupied acres, of which about 50,000 was under cultivation. The total amount of assessed property within the district, according to the assessed valuation, was above £126,000 sterling. The chief or district town is Simcoe, situated about seven miles from the town and harbour of Port Dover upon Lake Erie. The soil may generally be characterised as sandy, in some parts light, and thinly timbered with oak, but in other parts again, it is rich and fertile, and well timbered. There are abundance of creeks or streams watering the district; and, owing to the large quantity of iron ore found in the township of Charlotteville, an iron work called Long Point Foundry has been for some time in existence, and supplies the country with stoves, fire grates, ploughs, mill machinery, and such description of articles. The most numerous religious body in the district are Baptists; there being of one division of this sect, 'Close Communion' Baptists, 2200. The next largest body are Methodists, of whom there are above 2300. The Church of England adherents number 800, and Presbyterians nearly 400. This district is likely to receive great benefit from the improvements of Port Dover harbour, and the new plank road which leads from the harbour, and intersecting the country, and crossing the Grand River by a substantial bridge, connects the district with the flourishing town of Hamilton, at the head of Lake Ontario. Port Dover, situated upon a fine stream, con-

tains about 300 inhabitants, and has a beautiful country around it. The whole of Long Point Bay, indeed, is attractive, and with its wharfs, and creeks or streams, the stretch of 20 miles from the western commencement of the bay, all down the lake to Port Dover, may be called one vast harbour. But good roads are wanted in some parts to open up the back country, and particularly as they might prove highly serviceable outlets for the produce of the important inland district of Brock.

THE DISTRICT OF BROCK.

This district, embracing the county of Oxford, is directly east of the London district, and in the rear, or on the north boundary, of the Talbot. It consists of ten townships, the names of which are Dereham, Norwich, Burford, Oakland, Oxford west and north, and Oxford east, Nissouri, Zorra, Blandford, and Blenheim. A great part of this district is agreeably situated upon the banks of the River Thames, which winds through it; the surface of the land is gently broken and undulating, and the soil, for the most part, is rich and fertile, generally loam and clay. Parts, such as the east division of Burford consist of sandy loam, not very well timbered. Much of this township of Burford, however, is well cultivated, possessing some of the best farms in the district, and the village of Burford is one of the most pleasant and luxuriant little spots in Western Canada. Zorra is considered an excellent township for soil and other advantages; it is timbered with maple, beech, and oak, and well watered. The population consists chiefly of Scotch Highlanders; in 1841 the township numbered 2700, and above 1400 belonged to the Church of Scotland. The total population of the district in 1841 was 15,600, possessing 271,000 acres of land, of which 62,000 acres were cultivated. The amount of assessed property was £204,000 provincial currency, or above £166,600 sterling. There are many respectable English residents in this district, several of whom

are settled in the immediate neighbourhood of the very agreeably situated district town of Woodstock. The country around here is slightly elevated, and finely rolling, and some of it tastefully laid out and opened by cultivated fields and parks amid patches of woods. Ingersoll is another prettily situated little town, about nine miles west of Woodstock; both are upon the main road leading westward from the head of Lake Ontario. The number of houses within the district slightly exceeds 770, of which nearly the whole are the comfortable description known as frame houses, and nearly 100 are composed of two storeys, and 10 are brick and stone houses. There are 13 flour mills, above 40 saw mills, 30 merchants' shops, 40 pleasure waggons, and 6 carriages and gigs. Methodists are most numerous in the district, there being 3900 of the various divisions, known as Canadian, British, and Episcopal Methodists. The Church of England is next strongest, there being over 2600 in connection with that Church. Baptists number about 2600; the Church of Scotland a little above 2000, and with other Presbyterians, 2800. Among other sects may be mentioned nearly 900 Quakers. The nearest good harbour on Lake Erie for this district is Port Burwell, in the London township of Bayham, which township joins the south boundary of Dereham, belonging to the district of Brock. Much of the wheat of the district at present is forwarded eastward, to be shipped either at Hamilton on Lake Ontario, or at Brantford on the Grand River. The district town of Woodstock is about 25 miles west of Brantford, and thence further eastward to Hamilton is other 25 miles.

As an instance of the important openings which are being made into the interior of this great and fertile peninsula of Western Canada, it may be mentioned, that it was only the other summer that the first vessel freighted from Brantford, sailed with a cargo of wheat and other produce direct to Montreal without once breaking bulk, and returned freighted to Brantford with a cargo of merchandise, having performed in all a voyage of between 800 and 900 miles. Brantford, containing between

1000 and 2000 inhabitants, is situated somewhere about 40 miles up the Grand River; and, although the navigation this distance is accomplished by means of lockage, a steamboat plys between the town and the village of Dunville, near the mouth of the river, two or three times a-week.

THE HURON DISTRICT.

The Huron district, situated directly north of the district of London, and stretching along part of the south-eastern shore of Lake Huron, contains twenty-one townships. The soil of this district, which is rapidly growing in importance, is believed to be without exception the most fertile in Canada. The greater part consists of a rich black sandy loam, finely timbered with beech, maple, black walnut, and elm. Spring wheat hitherto has chiefly been grown, and the produce of crops varying, according to seasons and other circumstances, is known to range from 15 to 50 bushels an acre. Goderich, the district town, is 60 miles north of London, and is situated upon the elevated banks of Lake Huron, at the mouth of the River Maitland. The Canada Company, to whom nearly the whole of the district belongs, have laid out large sums in improving the natural harbour formed by the mouth of the Maitland; two piers have been built, and, in 1843, vessels drawing nine feet water had access. A steamboat usually plys between Goderich and Detroit, in connection with the steamers from Buffalo, and the Canada ports on Lake Erie, and a mail stage runs twice a-week to and from London, and a stage also runs regularly on another good turnpike road, intersecting the north-east portion of the district, and passing through the Wellington and Gore districts to the town of Hamilton. The site of Goderich was quite a wilderness so late as 1830, and in 1840 it contained a population of 700. The position of the town overlooking Lake Huron is commanding (perhaps rather much so, as being too exposed in winter), and the scenery upon the River Maitland is very at-

tractive. A young nobleman, the Baron de Tuyll, has erected a residence on the Maitland opposite Goderich, and the well known Dr Dunlop, author of 'The Back-woodsman', has here his finely cultivated farm of Gairbraid. The town is regularly laid out, with a market place in the centre, and the Court-house is substantially built of stone. As being the shipping port and market of an extensive and fertile country, Goderich is likely to become an important place. The fishings of Lake Huron may yet employ a great deal of labour and capital. In the season of 1840 the result of the enterprise of a single individual in the fisheries, round the Saugin Islands, was 600 barrels of salmon, herrings, and white fish. The township of Goderich, exclusive of the town, had a population in 1840 of above 1100, in possession of between 5000 and 6000 acres of land under cultivation, above 140 yoke of oxen, nearly 500 cows, 130 horses, 1000 young cattle, 600 sheep, and 2300 pigs. The aggregate means of these colonists on arriving in Canada, according to returns, was estimated at £13,700; their means, on going upon their lands, at £19,400; and, in 1840, the value of their stock and improvements amounted to £45,200. Of the population who have shown such progress in prosperity, 113 of the families were destitute of means before they went on land; 17 families had an amount of means under £10, and 46 families had, on the average, means under £50. The settlement of the Huron district was commenced by the Canada Company in 1828. Among the rising villages of the district is one named Stratford, situated on the banks of the River Avon. This village is situated at a point where four townships meet—those of North and South Easthope, Ellice, and Downie; and the main road leading from Goderich, through Wilmot, Waterloo, and Dundas, to Hamilton, passes through it. Although ten years ago all was waste forest here, there are now well-finished houses, a church, two inns, a flour and saw mill, a brewery, tannery, and numerous mechanics, and around are well cultivated farms. In the surrounding townships, besides

the British settlers, who are the most numerous, there are many industrious and prosperous Dutch, possessing well improved farms, stocked with sheep, cows, &c.

The village of St Marys, township of Blanchard, about 18 miles from the town of London, is a settlement which, although newly sprung up, having only commenced in 1840, is now considerably advanced, and likely to become a very thriving place. It is situated very agreeably upon the north branch of the River Thames; the soil is of the best description, and finely timbered along the undulating banks. There is abundance of limestone, suitable for building, upon the site of the village, and flour and saw mills of the stone are erected, and an inn, shops, and other buildings. The settlers around St Marys are chiefly Scotch.

The statistics of the Huron district for 1843 were as follows:—Population—Males, 4994; females, 4184; making a total of 9178; of these 3200 belong to the Church of England, 2400 to the Church of Scotland, 1000 to the Church of Rome, Seceders from the Church of Scotland and other Presbyterians 800, Methodists 500, Baptists 200. The amount of land occupied by this population was above 240,000 acres, nearly 25,000 acres of which was under cultivation. They possessed, besides the above, 9600 neat cattle (about 3000 of which were cows), and about 700 horses, above 5000 sheep, and 6500 hogs. Among the products of 1843 were 55,500 bushels of wheat, 54,000 bushels of oats, 7700 bushels barley, 12,700 bushels of pease, and 117,900 bushels of potatoes. The quantity of maple sugar produced amounted to 58,300 pounds, the wool to 10,100 pounds, and the domestic fabrics manufactured to 10,900 yds. The average price of land in this district is about 12s. an acre; and settlers, not only from Britain, but numbers almost from every part of Canada are attracted to it, more especially since the new system of leasing the lands has been adopted.

NEW NORTHERN TERRITORY.

DIRECTLY north of the great Huron Tract, and stretching along the eastern shore of Lake Huron, until bounded on the north by Owen Sound, and other parts of the south shore of the great Georgian Bay, and on the east bounded by the new districts of Simcoe and Wellington is situate an extensive territory, to which considerable attention has recently been directed in Canada. The new government settlement upon the road opened from Garrafraxa to Owen Sound, which is mentioned at page 153, as being laid out in farm lots of 50 acres, for the purpose of free grants to settlers passes along the eastern boundary of this new and important territory. Two enterprising merchants, who, for these number of years, have been honourably connected with the interests of Canada, are believed to have lately, in the course of one of their business journeys, visited this territory, and the interesting account which appeared regarding it during the early part of the present year, in the columns of the British Colonist newspaper, published at Toronto (Hugh Scobie, Esq., Editor), is supposed to have been chiefly derived from the information of those gentlemen.

The Governor-General, Sir Charles Metcalfe, whose attention, it is well known, is earnestly directed towards improving the resources of Canada by means of good roads, is believed to be favourable to a plan of judiciously opening up and settling this part of the country in such a manner as will most benefit the home population emigrating to Canada, and improve the general prosperity of the colony. Besides the road from Garrafraxa, other roads, having their commencement at Lake Ontario, are proposed in various directions to intersect the extensive tract, which is stated to consist of two millions of acres. A

great part of this territory, as may be seen by the map, is not farther north than the well known Bay of Quinte, where some of the best wheat in Canada is raised, and Owen Sound, in the Great Georgian Bay of Lake Huron, is described as a magnificent inlet. From this inlet, and another, 60 or 80 miles north of Goderich, known as the Saugin, the distance from Toronto and Hamilton is estimated to be from 105 to 115 miles. The Saugin, which promises to become an important harbour of Lake Huron, is thus described in the report of a Surveyor examining this part of the country:—

‘ In viewing the mouth of the Saugin, I think it the most beautiful part of all I have yet seen. There is a small island about three quarters of a mile from shore, in front of the mouth, which serves as a natural breakwater, affording safety to fishing vessels and others, which are often there, and take protection under the lee of the island, veering round as the wind changes.—Immediately on the bar, in the mouth of the river, the current is rather heavy to admit vessels without a hard pressing wind. After passing these rapids, vessels of heavy burden might sail up to the distance of twenty miles, and wide enough to admit the passing of three steam-vessels.’——

‘ The distance from the mouth to the Owen Sound road is about thirty miles; but to follow the river it may be 100 miles, as the river forms a great bend. I came down the river from the Owen Sound road on a raft of dry cedar, and had often to renew the raft, as I could not haul it over the several jams of drift timber that I met with. After passing the junction of the several Saugins, about seven miles below the Owen Sound road, I met with but few other obstacles, as the river was deep and wide enough for steamboats. After passing the junction, we bore off in a south-east direction for, say forty miles, and after passing the Great Bend, which is about half way, being near the Burwell line, we then sailed north to within about twenty miles of the mouth, when the river then took a westerly course to the lake.’

Respecting the vast tract of land in this quarter, the report in the 'Colonist' proposes, that this public (and at present waste) territory should be formed into a public-road fund for the use of the whole province. A plan of this nature, the same authority mentions, is intended to be submitted to the Provincial Parliament during next session.

'But even if no general system like this be adopted,' observes the Colonist, 'we have no doubt that part of the large tract of land lying on Lake Huron will be applied at least to the opening up of that vast country itself. It will assuredly prove one of the greatest wheat-fields in Upper Canada, and we venture to say, that the Huron tract and this new territory will, within 15 or 20 years, send as much produce through the Welland Canal, as now passes it, of surplus produce grown on the whole Canadian side of Lake Erie. The lands of this new territory are now lying as valueless as so many acres of Lake Huron, while, if opened up by plank roads, every acre would be made immediately marketable, and preferred to any part of the province. The country is described as most beautifully rolling, and finely watered with springs, which the winter never freezes.'

THE WESTERN DISTRICT.

THE Western District, lying to the south and west of the districts of Huron and London, comprises the extreme south-western portion of Canada, and also of British America. Bordering, too, for a stretch of between one and two hundred miles along the shores of Lake Erie, the Detroit River, Lake St Clair, the River St Clair, and the most southern part of Lake Huron, this large district possesses a climate, compared with

other parts of Canada and British America, peculiarly mild and equable. Every description of fruit grown in Canada is produced here in fuller perfection; and in the older and better inhabited settlements along the banks of the Detroit River, where are situated the towns of Amherstburgh and Sandwich, and along the River Thames towards Chatham, the country is remarkable for numbers of luxuriant orchards, producing some of the finest apples known in North America; also pears, peaches, plums, cherries, and, in instances, several varieties of grapes of good ordinary size and flavour. Abundance of melons are produced, excellent in quality; and the tomato, a greatly prized vegetable, is much cultivated. But, indeed, generally along the banks of the above-named lakes and rivers, especially along the Detroit River, connecting Lake Erie with Lake St Clair, the country presents, during summer and autumn, the most luxuriant and smiling aspect. The scenery of the Detroit is really charming, and I shall ever preserve the memory of many pleasant days I spent upon its banks. In parts, as in the vicinity of Amherstburgh, those banks are slightly elevated; and, though much worn away by the action of storms and other causes, they still display slopes or small rugged steeps, covered to the water's edge with trees, flowers, and shrubs, and the wild vine luxuriantly clustering and twining around the trunks, and overtopping and bending into sorts of fanciful bowers the bushy branches of the trees. The broad expanded river here, at the meeting of its deep full waters with Lake Erie, is studded with verdant wooded islands, varied in character and size. This—one of those lovely scenes which so enchanted the early French voyagers, particularly the accomplished Charlevoix, who, addressing the Duchess de Lesdiguières, describes glowingly this very spot—has now exchanged the unbroken calm and still beauty which surrounded it then, a century and more ago, for the very different, though not to say less pleasing busy life-stirrings of crowding sails and stately steam-vessels passing

and repassing, laden with the riches of this West, and with its eager bustling population.

The vicinity of Amherstburgh, however, though presenting most agreeable features, has the great drawback of a large portion of its lands lying low and flat, and instead of lively running streams, most of the waters are dull and rather stagnant, which circumstance is considered to be unfavourable to health, and this character extends to other situations along the stretch of frontier waters of the Western District. Fair health seems, notwithstanding, with ordinary care, to be preserved by the inhabitants; and I know many highly respectable English and Scotch families who have long resided here, and always enjoyed good health. The night and early morning air of spring and autumn, when miasma most abounds, requires to be as much avoided as possible; and, with light nourishing diet, regularity, and moderate exercise, good health may be considered pretty safe, even in the situations of this western country most exposed to the annoying and debilitating, yet not fatal complaints of fever and ague.

Amherstburgh, one of the oldest towns in Upper Canada, a number of French having settled at an early period all along the shores of the Detroit, Lake St Clair, and the lower part of the River Thames (long from that circumstance known by the name of De La Trenche), has, up to the present time, made rather slow progress, having only somewhere about 1500 inhabitants. A considerable portion of the population consists of French, and coloured African people who have escaped from the slave States of America. There is an English Church, Presbyterian Church, and Roman Catholic Chapel in the town; the coloured African people have also a small church, and the Wesleyan Methodists maintain a preacher here, whose duties extend to the surrounding country. An agreeable feature in this interesting small place, is a public reading-room, where not only British, Canada, and United States newspapers and other periodicals used to be received, but journals printed

in French and German, and all of which were read and appreciated among the variety of residents. There is also a library attached to the reading-room. Another pleasing social feature of this neighbourhood is the "Western District Literary, Philosophical, and Agricultural Association," established, in 1842, for the purposes of the mutual instruction of its members, and co-operating in promoting the more general diffusion of education, and agricultural, and general improvement in the district. Its members number the most respectable and intelligent inhabitants; and its first transactions, including the opening discourse of its first president, Major R. Lachlan, published, in pamphlet form, is now before me. A Temperance Society has been some years in operation, and exerts a very beneficial influence.

Several vessels belong to the port of Amherstburgh, which are employed in the commerce of the lakes, carrying produce down Lakes Erie and Ontario for Montreal, and bringing up merchandise. The size of vessels is chiefly from 100 to 160 tons burden, usually schooner-rigged, carrying about half-a-dozen hands, and are commonly actively employed in transporting cargoes of wheat, flour, salted provisions, and oak-staves and tobacco, down the lakes. The vessels proceed through Lake Erie, the Welland Canal, and Lake Ontario, a distance of above 400 miles, to Kingston, at the lower extremity of Lake Ontario, and head of the River St Lawrence, where the cargoes are at present unloaded, and sent the remaining distance of about 200 miles down the river, or through the canals, in smaller craft, to Montreal. The completion and enlargement of all the great canals of Canada now about to take place, will allow larger vessels to trade, and also to proceed the whole way direct to Montreal, or even to England.

The tract of country stretching along Lake Erie below Amherstburgh for a distance of about 80 or 90 miles, consists of ten townships, extending to Aldborough, the easternmost township of the London district. Much of the land of

these townships is situated upon high banks of the lake, and is of the first quality, producing excellent crops both of wheat and tobacco. The slaves, who from time to time have effected their escape from the southern States of America, selected, from an early period, this quarter of Canada as a place of refuge, and are believed to have introduced the culture of tobacco into these lake-townships, where it is now grown in large quantities, and is estimated equal to the second quality of Virginian tobacco. Eighteen hundred and twenty-one is stated to have been the first year in which it was sent in bulk to Montreal market, yet so rapidly did the trade grow, considering the limited means and numbers of the settlers, in 1827, six years afterwards, there were shipped for the same market 500 hogsheads, weighing each from 1000 to 1100 lbs. The culture is still carried on, though of late years it has appeared to flag owing to the low prices obtained, and the farmers experiencing it to be a crop which greatly impoverishes the soil. Concerning price, it may be stated, that a quantity of Amherstburgh tobacco, grown in the lake settlements, and manufactured into *plug* (known as *negrohead* in this country), was sold, wholesale, in 150 lb. casks, in other parts of Canada, in the winter of 1843, so low as 4d. sterling per lb. In August last (1844) Canada leaf tobacco was selling in Montreal at 2½d. Hemp used many years ago to be cultivated in large quantities in the lake-townships and also on the River Thames. In 1812 the price procured in Canada was £50 sterling per ton. The Western District is believed to be favourable to the culture both of flax and hemp; and attention is being re-directed to this sometime neglected branch of products. The manufacture of oak-staves for the West India market has engaged a considerable share of attention these many years throughout the Western District, and employs many hands during winter, cutting down the trees and preparing the staves for shipment; and this trade affords a good deal of employment to the vessels transporting them to King-

ston. Standard oak-staves, $1\frac{1}{2}$ inches thick, and $5\frac{1}{2}$ feet long, were purchased on the River Thames and Lake Erie shore for from £4 to £6 sterling per thousand, and shipped on board the vessel they were £6 to £7, and the vessel's charge for freight to Kingston was £8 to £10 per thousand. The usual rate of freight for merchandise and luggage from Kingston to the head of Lake Erie is 2s. a cwt. ; from Montreal to Kingston, also 2s., —4s. in all, a distance by land of 700 miles. The time taken, say by steam-propellers, up the St Lawrence, and schooners up the lakes, from 8 to 10 or 12 days.

That beautiful native wood, black walnut, is found in large quantities in the Western District, and quantities are shipped down the lakes. A magnificent specimen of this richly ornamental wood of Canada is exhibited in the Museum, at Edinburgh, of the Highland and Agricultural Society of Scotland. The specimen is from the River St Clair, and was sent from Canada by Mr Sutherland, a native of Edinburgh, who has a very pleasant residence upon one of the most agreeable spots of that fine river.

Proceeding above Amherstburgh, along the River Detroit, through a richly fertile part of country, some of it gently elevated above the river, and dry and well drained, but much of it disagreeably low, level, and wet, the district town of Sandwich is approached, 16 miles distant. It is a neat quiet-looking town, rather smaller than Amherstburgh, with many respectable inhabitants. There is an English Church, Baptist Chapel, and Roman Catholic Chapel, in Sandwich. On account of Sandwich being now not sufficiently central for the increase of population westward, Chatham is spoken of as being made the district seat. Probably soon, however, as some further increase of population takes place, the large district will be divided, and both may then be district seats.

Among those enterprising individuals who, in every country, but more especially in new countries such as Canada, are found, in particular neighbourhoods, imparting a stimulus

around them, two brothers, natives of the west of Scotland, may be mentioned in connection with this Western District. The Messrs Dougall, carrying on a large trade as merchants at Amherstburgh and Windsor, and through the means of branch stores throughout the district, have two or more of the largest class of colonial vessels upon the lakes, which they freight down the country with cargoes of wheat, salted provisions, and other produce, chiefly purchased for ready cash in the neighbourhood of their stores, and which produce is either disposed of in Montreal by one of the brothers resident there, or shipped on their own account to England. The residence of Mr James Dougall, the resident partner in Upper Canada, is situated about two miles above Amherstburgh, upon the banks of the Detroit, and is conspicuous to the traveller as one of the most pleasant seats in this part of Canada. The house is substantially built, principally of brick, with some parts stone, and is two storeys in height. The farm is stocked with the best breeds of Ayrshire cattle, imported direct from Scotland, and both the farm and fine garden are placed under the superintendence of Scotchmen brought out for the purpose.

Two miles above Sandwich, continuing the route along the river, is the small village of Windsor, situated immediately opposite the American city Detroit, the capital of the State of Michigan. The river here is about three quarters of a mile wide, and a ferry is maintained by a steamboat which crosses every half hour, encouraging considerable intercourse between the frontier countries.

All the three places which we have glanced at along the Canada shore of the River Detroit—Amherstburgh, Sandwich, and Windsor, are conspicuously associated with particular events in the history of the colony.

Amherstburgh, with its military post, Fort Malden (at present occupied by a detachment of the new corps of Royal Canadian Rifles, charged with the protection of the frontier), was headquarters for the western parts of Canada, naval and military, at

the period of the breaking out of the last war with the United States. Here soldiers, militia, and Indians, sailors and marines, were on that occasion hastily collected to endeavour to repel the invasion of the colony.

Sandwich is associated with the event of the American General Hull, having here crossed the Detroit, and invaded Canada, in the summer of 1812, with upwards of 2000 men, and sometime after having issued his proclamation of invasion, and dispersed part of his forces, retired into his own territory. General Brock, in command of the Canada militia and a few regulars, and a number of Indians—in all a force of between 1300 and 1400—crossed the Detroit at the same point soon afterwards, and overawed the garrison of Detroit, under the command of General Hull, into terms of capitulation.

Between Sandwich and Amherstburgh, on the small river Canard, the first blood of an unnatural war was shed.

Windsor was the scene of a most bloody and unfortunate affray, only so lately as 1838, when a band of men, styling themselves 'patriots,' crossed the River Detroit early of a morning in winter, under the delusion that the inhabitants of Canada would receive them warmly, and with open arms join with them to overturn the government of the colony. But those among them who lived to return had reason to regret the rash marauding invasion they made, and to mourn that the 'arms' with which the inhabitants of Canada received them, had caused the bodies of several of their comrades to be left disrespected corpses, exposed for hours on the public streets. Though some of those unfortunate men may be allowed to have been actuated by motives of wild adventure and plunder, all, it is believed, were grossly deceived as to the general state of public feeling in the colony at that disturbed period, by the representations of reckless individuals among the colonists themselves.

Among the effects of the war of thirty years ago, there still lingers among the inhabitants of both countries along the fron-

tier, the remains of the bitter hatred and unjust depreciation of each other which that odious conflict of brutal force engendered, where in instances brothers were known to have been fighting against brothers, and sons against fathers. The display of these old bad feelings give annoyance and pain to the unprejudiced traveller, and many of the frontier troubles some years ago were chiefly ebullitions of those rankling sores which appear to take long time in healing.

Among the most prominent results of the more recent disturbances of 1837-38-39 have been, that the serious attention of the Home Government having been directed by those events to the state of matters, substantial causes of disaffection have been removed, and closer attention now appears to be shown to the interests of the colony; and general confidence having been thus won, Canada has displayed a greater degree of industrious and enterprising spirit, and, as a consequence, made more progress as a country these last five years than any former fifteen, perhaps, or even more. The late political rupture between the Governor-General and the Ministry may be looked upon in the light of the as yet unfamiliar detail of new machinery falling temporarily out of order, more than in any premeditated bad intentions of the workers, or inherent faults in the machinery itself. Time, and a better knowledge of each other's best interests and feelings, between the Home Government and colony, will most probably not only prove this to have been the case, but may develop a fuller acknowledgement on both sides of the advantages to be derived from cultivating, by enlarged views and a liberal spirit, the intimacy and perpetuation of the colonial connection.

After having passed the rather high banks on which Windsor is situated, and the pleasant cottage residences, and orchards, and green slopes, along the river, a few miles farther onward the low-lying banks of Lake St Clair show themselves, and the uninviting level aspect continues to the mouth of the

River Thames, and some distance further. The land around the mouth of the Thames, and some way up the river, presents an extent of hundreds of acres of low flat prairie appearance, without a tree, the resort of ducks and other wild fowl; and, during the dry months of summer, cattle may be seen grazing half hid among the rank vegetation. Towards Chatham, which is 15 miles up the deep full river, the banks become higher and are richly fertile; but poorly managed, slovenly-looking farms appear. The settlers all along here, below Chatham, are chiefly unambitious French. The town of Chatham, perhaps rather low lying to be very healthy, is a spirited place of about 1500 inhabitants, in which a good deal of business is done. The lands around it are of the very best description, the soil being a richly fertile black loam, producing heavy crops of wheat, pease, barley, and Indian corn. Some of the land close to the town is apparently low and flat, but up the river the banks are high, and the land finely lying.

Chatham is indebted for much of its prosperity to a family of brothers, named Eberts, who are the principal owners of two steamboats, and one or two sail-vessels engaged in the trade of the town. The Messrs Eberts commenced many years ago to open a market for the produce of this locality, by sailing a small craft between the town and Detroit, and gradually increased their means until they were enabled to place the *Brothers* steamboat upon the route, and now, besides their other vessels, they are proprietors of a large and comfortably fitted up hotel and other buildings in Chatham.

Between Amherstburgh and Chatham, a distance of about 50 miles by land, a new road which is opening some miles off the shores, through the back country, will be an important improvement to this part.

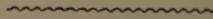
Several miles up the Thames from Chatham is the small village of Louisville, to which schooners find sufficient depth of water to proceed and load their cargoes of wheat or staves.

Farther upwards, the scenery of the Thames increases in beauty, and the lands are finely situated, and preserve the fertile character they have all around here generally the whole way up the river, except some light spots at a few places. Moravian village, an Indian settlement about 20 miles above Chatham; near the main road to London, is an exceedingly delightful situation—one of the loveliest and most fertile spots one could wish to look upon in any country. It stands upon a plot of table land, formed by a full bend of the river, which the spectator would suppose almost encircles it. The houses and gardens are regularly laid out, and the spire of the church is a picturesque as well as otherwise gratifying feature of the scene. The grounds around appear to be well cultivated, and are all agreeably interspersed with fine trees, imparting a pleasing effect too seldom experienced in Canada. Farther along, upon the road to London, the land is of a rolling character, and the greater part of it good, though somewhat wet in parts, which, however, the improved drainage introduced upon the new plank-road in this direction may be expected greatly to remedy.

Among the desirable spots for settlement in the Western District may be mentioned the banks of the River St Clair, from the commencement of the river, at the village of Sarnia, to about half way down, including the township of Moore. The lands have an easy slope to the water, and the river scenery is very fine. Sarnia promises to be a thriving village, and, being situated on a high bank, is very healthy. American villages are scattered all along the opposite bank of the St Clair. The new road between London and Sarnia will have a good effect in drying some portions of wet but most fertile land through this part.

The Western District, consisting of two counties, Kent and Essex, and twenty-six townships, had, in 1841, a population of a little over 23,000, possessing 58,600 acres under pasture and cultivation, and 358,700 acres uncultivated. This extent

of occupied land, though indeed large, only amounts to between a third and fourth part of the surface of this district; as estimating each township to consist of the average of 61,600 acres, the entire surface of the Western District will consist of 1,601,600 acres, or more than double the extent of all Fifeshire and the three Lothians together—their surface being 776,320 acres—and as yet this richly fertile territory has only somewhere about a fourteenth part of the population of these counties, which, as we see, do not extend to half its size.



THE OTHER PARTS OF THE GREAT PENINSULA.

THE remaining parts of the great Western Peninsula of Canada, which, had this publication not already exceeded its prescribed limits, would have been a source of pleasure to have fully described, are the districts of Niagara, Gore, Wellington, and Simcoe, and the part of the Home district westward of the North or Yonge Street road, which, connecting Lake Ontario with Lake Simcoe, by a land communication of 36 miles, forms the neck of the peninsula. Lake Simcoe, as may be observed from the map, is connected with Lake Huron by a passage or strait named the River Severn, which is understood to require improvements in parts to make it a good navigable channel. Lake Simcoe, around whose shores front either nine or ten townships, has at present two or more steamboats plying upon it.

THE DISTRICT OF SIMCOE.

The newly erected district of Simcoe, consists of eighteen townships, the population of which, in 1841, was estimated at

about 12,000, and, although some of the townships had then scarcely begun to be settled (one township having had only 22 acres under cultivation), the total cultivated land amounted to 40,200 acres. Of this amount, one township, West Gwillimbury, situated at the extreme south-western point of Lake Simcoe, possessed 12,300 acres. The township next best cultivated is the one immediately west of Gwillimbury, named Tecumseh, which had under cultivation 9000 acres.

THE HOME DISTRICT.

The Home district, as now limited to the county of York, consisting of 24 townships, had, in 1841, including the city of Toronto, a population of above 67,000, and the lands cultivated at that period amounted to 253,900 acres, or more than the cultivated surface of Dumfries-shire by above 50,000 acres, and only about 17,300 less than the cultivated portion of Lanarkshire, which is stated to be 271,296, and Dumfries-shire 232,557 acres. The four townships west of the Yonge Street road, connecting Lakes Ontario and Simcoe, and forming the eastern commencement of the great peninsula, contained a population, in 1841, exclusive of the city of Toronto, of above 17,000; and Toronto, which had then a population of above 14,000, is now, in 1844, stated to have increased to about 20,000, and those townships now, including the city, will probably contain somewhere about 40,000 souls. It has been already mentioned in the Note to the Third Letter, 'Prosperous Dairy Farming,' that the Home district is understood to be the most improved and best cultivated part of Canada, and a large proportion of the farmers a highly respectable, comfortable, and intelligent class. The township of Markham, which is believed to be among the first in point of improvement, had in 1841, 26,700 acres under cultivation, with a population of 5400, and who also possessed nearly 300 of the comfortable description of

frame-built houses, and 70 stone and brick houses consisting of two storeys, besides about a dozen flour mills, 21 saw mills, and 17 merchant shops. The number of horned cattle in Markham, from two years of age and upwards, amounted to above 3000, and of horses above three years old to above 1200.

The city of Toronto has much increased in population within these last four years, and, with the recent introduction of gas and other improvements, its appearance is much like some of our respectable provincial towns in Britain ; and, in several respects, such as in the amount of trade, and the general comfort of the inhabitants, advantages, compared with the greater number of those towns, are on the side of Toronto. The principal streets are comfortably paved, the buildings large and imposing, and the shops spacious and well filled with every luxury usually to be had in the best cities at home. In 1841, there were as many as 90 four-wheeled open and close carriages, and 130 gigs and pleasure waggons returned upon the assessment rolls of the city. King's College University, now building at Toronto, has been noticed at page 61. The churches and chapels amount to 13, and there are numerous benevolent and other societies ; and eight or ten newspapers are regularly published, three of which are twice-a-week papers, the others weekly. A Temperance Society, which commenced in 1839, numbered in 1841 above 1300 members. The Home District Agricultural Society holds its meetings and public shows in Toronto. Fourteen or fifteen, if not more, spacious and elegantly fitted up steamboats which ply upon Lake Ontario, are some of them almost continually touching at the wharves close to the town, taking on board or landing numbers of well-dressed business or pleasure-seeking parties, to or from the surrounding towns on the lake, such as Rochester and Oswego on the United States side, and Kingston, Cobourg, Hamilton, and Niagara, along the Canada shore. The revenue, from duties chiefly upon imports from the United

States, presented the following increase during the years 1840-41-42:—In 1840, there were collected £5050 currency—1841, £6729—1842, £8390.

THE DISTRICT OF WELLINGTON.

The district of Wellington, situated south of the district of Simcoe, and east of the Huron district, and formerly a part of the Gore district, consists of ten townships, with a population, in 1841, of 13,800, possessing 68,100 acres of cultivated land, 12,200 head of cattle above two years old, and 2000 horses above three years old. The land generally is of the best quality, and presents some well cultivated farms. Guelph, in the township of the same name, upon the small River Speed, is the district town, and is a thriving place; it is situated 35 miles north-west of the town of Hamilton. Adam Ferguson, Esq. late of Woodhill, Scotland, has his large settlement in this district, and takes much interest in contributing to improve the agriculture of the country. Mr Ferguson, it may be known, is a Member of the Legislative Council, or Upper House of the the Canada Legislature, and bears the title of Honourable. Among the enterprising farmers of this district may also be mentioned Mr John Howitt of Guelph—as such instances serve to show what may be accomplished in Canada by spirit and intelligence. Mr Howitt's farm, one of the largest in Western Canada, extends to 1400 acres, half of which land is under cultivation, and 200 acres are sown annually in wheat. His out-buildings are spacious and substantial; his barn is 120 feet long by 70 feet wide, and along this length of 120 feet are sheds 30 feet wide, fitted up for cattle. The whole of the main buildings of barn, stables, &c., which are principally timber built, are supported by a stone wall nine feet high, and under are cellars for turnips, potatoes, and other roots. Mr H.'s stock of cattle and sheep are of the most approved breeds;

his sheep are the pure South Downs, a breed found best adapted to Canada. In 1842, this gentleman had a very fine short-horn heifer, which, though only supported on wheat-straw during the winter of 1841, was estimated in July following to weigh 64 stone. This heifer, from a dam imported from England in 1833, was calved in September 1838, and bred by Mr Howitt himself.

The remaining districts of the peninsula to be mentioned are the Niagara and Gore districts, and the former of these has already been alluded to. [Note 'NIAGARA,' page 90.]

THE GORE DISTRICT.

The district of Gore, situated directly at the head of Lake Ontario, and lying along part of the north-west shore of that lake, until its eastern point touches the Home district, and bounded on the north by the district of Wellington, on the south by the Niagara, and on the west by the Brock district—is composed of fifteen townships, containing, according to the census of 1841, a population of 42,577. At the same period, the cultivated land amounted to 201,919 acres, and the amount occupied, and yet uncultivated, was 380,141 acres. The number of horned cattle within the district, of two years old and upwards, was then 26,718; and of horses, three years old and upwards, 7508. This is an old settled district, possessing much good land, though, generally speaking, the soil is not so heavy as the further western portions of the peninsula, a rather light sand prevailing in parts, as in the back parts of the township of Beverly, where this light soil prevails, timbered with heavy pine, very difficult to clear. Some spots of the district, again, have rather a cold and wet soil; yet, notwithstanding these very partial drawbacks, the soil, for the most part composed of a sandy loam and clay, is found to be highly fertile. The advantageous situation of the district

at the head of Lake Ontario, and the country generally being agreeably broken and diversified in its features, have been the means of inviting an intelligent and respectable class of inhabitants who are settled throughout, with large and well cultivated farms. As some index to the comfort and respectability of the inhabitants of Gore, it may be stated, that the assessment rolls of 1841 returned no fewer than 452 four-wheeled pleasure carriages, curricles, gigs, and pleasure waggons, owned within the district, and 98 of these were four-wheeled carriages.

The chief towns are Hamilton, Brantford, Paris, Dundas, and Galt. Hamilton, the capital of this thriving district, is situated almost close to the navigation of Lake Ontario, being within a mile or so of Burlington Bay; and, within these few years especially, has presented so improved and flourishing an appearance in the number of large shops and wholesale warehouses established, and generally in its streets, buildings, and amount of its trade, that it would seem already to rank as one of the first towns in Upper Canada. Toronto and Kingston can only aspire as rivals to it. The census of the present year showed the population to amount to about 5000. The number of frame-built, and brick and stone houses was 749, 317 of which were two storeys and upwards, and of merchant shops there were 43. At one particular period, during the past summer of 1844, there were in progress of being erected as many as between 20 and 30 new buildings of brick and stone, one of which was a bank, another an hotel, and the remainder shops and dwelling-houses. The revenue of Hamilton from 5th January to 5th July 1843, from duties chiefly on imports from the United States, amounted to £2631 currency, and during the corresponding period of the present year 1844, the amount was £7421. Among the exports of 1843 were 27,243 barrels of flour shipped, and during the season of 1844, there were 35,874. Hamilton is very prettily situated under the rocky wooded ridge or commencement of table land, called Burlington Heights, varying from 100 to 300 feet high, and

which stretches around the head of Lake Ontario, and, crossing the Niagara River into the State of New York, forms the celebrated Falls. Upon this table land, bordered by the Lakes Erie, St Clair, and Huron, with their connecting rivers, the whole of the country of the peninsula westward is situated.

A chief circumstance, explanatory of the prosperous condition of Hamilton, is obviously its highly advantageous situation at the head of Lake Ontario, and at the main point of entrance to the large and fertile peninsula, imperfectly noticed in the preceding pages. Hamilton now being enabled to supply the stocks of goods required by the population of this territory, without the necessity of the country merchants having to travel, as was formerly the case, the frequently inconvenient distance to Montreal, will, there is every probability, as the population westward increases in numbers and prosperity, continue also to grow in like proportion. Its recent growth is, perhaps, rather sudden to be altogether natural and sound—the number both of wholesale and retail shops being apparently larger than the wants of either the town or surrounding country warrant at present. Any partial check which may occur, however, is not likely materially to interfere with a healthy general progress.

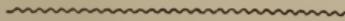
Brantford is a small and rather thriving town, situated upon a rising table land formed by the banks of the Ouse or Grand River, 25 miles west of Hamilton; and possesses a direct communication with that river to Lake Erie.

Paris is a smaller place, some miles farther up the Grand River. It is situate in a kind of flat, beneath the high banks of a bold bend in the river, and is the seat of several mills and manufactories for the preparation of coarse woollen cloth. Paris is also noted for quarries of gypsum, much used by the best farmers as a fertiliser, being found well adapted for this purpose, applied in the form of a top dressing to the land. There are other quarries of gypsum farther down the Grand River, and one or more quarries have been found in the

Home district, back of Toronto. From the Grand River, quantities finely ground and packed in barrels are shipped across Lake Erie to the American city of Buffalo. The price at the Paris quarries is 1s. a-bushel.

Galt, the district town of the prosperous township of Dumfries, is situated still farther up the Grand River, and is distant about 19 miles from Hamilton.

Dundas is a small village, romantically situated in a finely wooded nook immediately beneath the Burlington ridge, four miles north-west of Hamilton. There is a lively stream running through it, upon which are large flour mills, carrying on a considerable business, and shipping the produce almost close from the village by means of a canal communicating with Burlington Bay, Lake Ontario. There is a good macadamised road between Dundas and Hamilton.



Having thus completed a hasty view of this important and interesting portion of Canada, it were best, perhaps, that I take leave with a request, that the courteous reader would, if sufficiently interested, do both the subject and the writer the justice of consulting acknowledged authorities or favourite writers upon Canada, as may be conveniently within reach, such as Bouchette, Gourlay, Macgregor, Montgomery Martin, Ferguson, Buckingham, Murray's British America in the Edinburgh Cabinet Library, Chambers's Information, and others, in whose publications, though not in the somewhat detailed form here imperfectly attempted, the reader will nevertheless find, it is believed, sufficient general evidence to satisfy him that the favourable opinions expressed in the foregoing pages respecting the greater part of this extensive peninsula, are not the result of mere partiality, but rather, as upon the whole they indeed are, well-weighed, candid, and most

thoroughly disinterested expressions of the best judgment of the writer, who, in giving publicity to his views, desires to put forward no other pretensions than the simple one of aiming humbly to contribute, within his sphere, something which may prove of practical utility to a portion of his fellow countrymen. Having much liked the country himself, and having had full opportunities of observing how comfortably it sustained its population, and possessed, in such over-abundance, room and resources, temptingly inviting occupation—the writer, with no other motives than arose from such reflections, conceived he might usefully employ the leisure which a short respite from ordinary duties, chiefly for the benefit of health, allowed him to have.

This Western Peninsula of Canada is estimated to exceed in extent one half of the whole occupied territory of Upper Canada, which at present consists of 18 districts, subdivided into 273 townships, and each township, upon an average, consisting of 61,600 acres. The peninsula, consisting of nine districts, and part of a tenth, comprising in all 144 townships, besides special tracts, is thus shown to exceed, by many thousand acres, the half of the most important division of the finest province of all the British American dominions, and is, therefore, more than worthy of the very brief notice here bestowed upon it. Although exceeding, however, in extent the occupied portion of Upper Canada, this important peninsula does not quite contain one half of the population—Upper Canada at present containing nearly about a fifth of the population of Scotland, or about 540,000. In 1841 Upper Canada contained about 450,000. This peninsula contained, in 1841, a population of above 214,000, or about a twelfth part of the population of Scotland; and the extent of its surface is estimated to exceed 10,000,000 acres, or about double the extent of the whole cultivated portion of Scotland, and almost every acre of these millions in Western Canada is capable of the highest degree of cultivation. In 1841 the cultivated lands in this portion of Ca-

nada amounted to about 754,000 acres, being above a seventh part of the cultivated lands of Scotland. As regards the price of lands, in entire proprietorship such does not nearly amount, upon an average, to the yearly rental of lands in Scotland; and the public burdens in the shape of taxes are so light in the colony as scarcely to be felt, never at least affording foundation for a single murmur—while, at the same time, almost every imaginable comfort and luxury may be procured in the respectable and rapidly growing towns. This favoured territory, too, with respect to distance from home, may be computed in the measure of time to be as near Britain as, within eighty years ago, Edinburgh was to London—it having, by the best public conveyance, taken from twelve to sixteen days to accomplish the journey between the English and Scottish capitals, which time is now sufficient to accomplish the voyage across the Atlantic. The news brought from England by the *Hibernia* steam-ship, which sailed from Liverpool on the 4th July 1844, were received in the town of Hamilton, Canada, at the head of Lake Ontario, and published in the newspapers of that town on the 20th July, being within a period of sixteen days from the time the steam-ship left England. The *Hamilton Gazette* of July 22d, which published this statement, along with the news brought to America by the *Hibernia*, was received in this country and read in Edinburgh on the 15th August.

The growth of population in this part of Canada is every year, especially of late, shown to be remarkably rapid. In 1824, the Western District contained only 6950 inhabitants; in 1828, the number was 8330; in 1832, 10,600; and, in 1841, the population of this district exceeded 23,000. The London district, in 1824, which then comprised the now distinct districts of Talbot, Brock, and Huron, containing in all only 17,530; in 1828, 19,800; and in 1832, 28,800; contained, including these districts, in 1841, no less a population than 57,500, or nearly three times the number of 1828. The Home

district, including the recently disjoined district of Simcoe, contained, in 1824, 16,600; in 1828, 22,900; and, in 1832, 40,600; contained in 1841, 65,400; and this *exclusive* of the city of Toronto, which has now of itself nearly as large a population as the whole district in which it is situated possessed in 1828, 16 years ago.

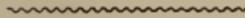
We close these views with the opinion of the late Lord Sydenham upon this part of Canada, who, after having visited it in the course of a tour he performed through the colony in the capacity of Governor-General, in the autumn of 1840, writes thus concerning it:—

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

GENERAL VIEWS OF CANADA.

ILLUSTRATIVE OF THE COLONY'S PRESENT
CONDITION AND PROSPECTS.

GENERAL VIEWS OF CANADA.



EXTENT, GENERAL ASPECT, POPULATION, AND RESOURCES OF THE COLONY.

THE United Province of Canada comprises a long stretch of country: Commencing at its eastern extremity at the Gulf of St Lawrence and extending in a south-westerly direction along both sides of the River St Lawrence for a distance of between 600 and 700 miles, then, for about 100 miles along the northern shore of the river, and for between 400 and 500 miles along the northern shores of Lakes Ontario and Erie; and thence following a north-westerly course along the northern shores of the Lakes St Clair, Huron, and Superior, with their connecting rivers—the extreme western boundary of this territory is reached beyond Lake Superior, at the sources of the rivers and streams which fall into that lake. The extent of distance here sketched along the shores of this grand course of navigable waters, may be safely stated to exceed two thousand miles. The entire surface of the territory possessed by Canada, exclusive of its great waters, has been estimated by the best authority, to consist of 196,000,000 acres; or between two and three times the size of Great Britain and Ireland. This vast country, situated 3000 miles across the Atlantic, and usually reached by steam-ships in from twelve to sixteen days from Britain, and by sailing vessels in from thirty to fifty days, lies between the latitudes of $41^{\circ} 71'$ and 52° north, and the meridians of $57^{\circ} 50'$ and 117° west longitude.

The general aspect of Canada over those portions that are partly occupied and cultivated, situated along the banks of the grand chain of rivers and lakes mentioned, may be characterised as presenting vast stretches of plains, rising at intervals slightly above each other, and forming a series of table lands, until that situated along the banks of Lake Superior is found to stand about 700 feet above the level of the Atlantic. The surface of these plains, with the exception of the heights or ridges, which, besides forming them into table lands, in parts run through the country and divide the streams that have their fall southward into the basin of the St Lawrence, from those that have their course in a contrary direction—is one gently undulating, and very partially broken and diversified by innumerable streams of every imaginable dimension, from the slight rivulet to the broad and deep navigable river. Certain portions of the country, besides, are diversified by inland lakes, the most remarkable of which in the settled parts is Lake Simcoe, situated about 36 miles distant from the north-western shore of Lake Ontario, and which communicates by means of the River Severn, with the Georgian Bay of Lake Huron; and thus, leaving only the neck of land of 36 miles, forms the eastern commencement of the great Western Peninsula of Canada.

The appearance of the country on entering the River St Lawrence is bold, rugged, and even mountainous; and, generally speaking, for a course of about 500 miles, especially along the northern shore, the banks of this magnificent river preserve this marked character. Such, taken in connection with the grand expanse of the gulf entrance (200 miles and more in breadth), and the bold width of the river itself—can hardly fail of striking the imagination of the voyager as having happily been designed to form the most befitting approach to the vast sheets of water that stretch for 2000 miles and more into the interior of the continent. The extreme commencement of the St Lawrence, where it would seem to contract its expanse

from the character of a gulf into that of a river, is formed by the easternmost point of Canada, Cape Rosier, a bold headland upon the south shore; and the breadth of entrance across here is estimated to be 90 miles. Continuing upwards for about 60 miles, this breadth diminishes to about 70 miles; and 60 miles farther, where the river character indisputably commences—which is between *Pointe des Monts* on the north, and *Cape Chatte* on the south—the breadth is estimated to be 24 miles. Upon the northern shores of the *St Lawrence*, from its commencement, Canada is bounded by rugged mountainous ridges which separate its tributary waters from those coursing in an opposite direction, and falling into *Hudson's Bay*. Among the most remarkable of the bold heights striking the eye of the voyager is one named *Cape Tourment*, 25 miles below *Quebec*, which, abruptly approaching the very brink of the river, towers upwards its bare bleak sides and top, and somewhat prepares the spectator for the bold grandeur of the magnificent panorama of the basin-harbour of *Quebec*, where *Cape Diamond*, the *Gibraltar of America*, as it has been called, rising to a height of about 400 feet, crowned by its citadel and fortifications of towers and battlements, and enclosing within its walls the crowded tin-roofed antiquated city, with its convents, cathedrals, and churches—overlooks a scene which, for uniting grandeur and picturesque beauty in so striking a manner, is considered to be unsurpassed either in the New or Old World. From the uppermost heights of the citadel, the spectator surveys bold ranges of hills fringing the northern distance, and forming the outposts of almost untracked territories beyond; and between and these fringes of hills are the valleys undulating and sloping to the *St Lawrence*, enlivened by verdant stripes of cultivation, and villages with their church spires, and patches of green woods, and small lakes, and winding rivers glancing in the sun; and then turning towards the south-westward, the eye—scanning in its progress the expansive basin, formed partly by the smiling *Isle of Orleans*, pre-

senting throngs of ships, timber rafts, steam-vessels, boats, and canoes, enlivening the mid-river, and clustering around the jetties at the foot of the steep rock—is attracted by the wooded and somewhat bold rocky banks on both sides up the river, here closing to about half-a-mile; beyond which, towards the south, along the stretch of table-land, wide sweeps of plains present, for leagues upon leagues, their dark masses of forest, with sprinklings of houses and fields, until the dim mountains of the States of Maine and Vermont bound the view.

Upon the south shore of the St Lawrence, and at the commencement of the river, Canada is bounded by New Brunswick, and farther upwards by the States above mentioned, and by those also of New Hampshire and New York, until about 60 miles above Montreal, when the remaining part of the river of above 100 miles, and the centre channels of the lakes and rivers westward, become the southern boundary. The south shore of the river below Quebec, generally less stern in its features than the northern, presenting along its cultivated slopes, an almost continued stretch of French villages, with their church spires, occurring every six miles, or thereabouts—the scene forms one of pleasing contrast to the wild uncultivated appearance, for the most part, of the banks opposite.

About 180 miles above Quebec is the city of Montreal, now the capital of Canada, and containing by the census of the present year 44,090 inhabitants, being fully double the population of 1825. The banks of the St Lawrence here stretch out into smiling plains of most luxuriant appearance, in midst of which, and forming a main feature, is the garden-island of Montreal, 32 miles in length, and about 10 in breadth, upon which is situated the city, covering above 1000 acres, with its quaint mixture of English, American, and French architecture, in its streets, shops, English and Scotch churches, and French cathedral towers and spires, and ancient convents; and rising from, and forming a sheltering back-ground to the city on the north, is the 'Mountain,' as it is called, thickly wooded

with bushy trees to the summit—an elevation of above 500 feet, commanding a magnificent view of the picturesque and luxuriant country around, the expanse of the St Lawrence, and the bold mountain scenery in the distance. Along the substantially-built stone wharfs skirting the south of the town, and towards the broadest channel of the river, lie the throng of ships, barges, and steam-vessels, loading and unloading the natural products of the interior, and the manufactures, and other merchandise of Britain. Montreal, situated about 600 miles up the St Lawrence, forms the head of the ocean navigation, and the main point at which the produce of the interior arrives in small steamboats, steam-propellers, and barges, for reshipment on board the Atlantic-going vessels. The number of vessels which entered the St Lawrence from the sea for the ports of Quebec and Montreal in 1841, amounted to nearly 1400, above 1000 of which, employing above 15,000 men, were from Great Britain and Ireland; the remainder were from other North American colonies, the West Indies, Africa, and foreign European ports.

The distance between Montreal and the commencement of the great lakes at the town of Kingston, the lower extremity of Lake Ontario, is 180 miles. The navigation of the St Lawrence in this space is greatly impeded by rapids, to overcome which, a series of canals, long ago contemplated, and for some years in operation upon a limited scale, are now being completed upon so grand a scale, as will allow ocean vessels, should they see fit, to proceed with their cargoes to the inland lakes, so far as Lake Huron, or even to the foot of Lake Superior, about 2000 miles into the interior. The distance between Montreal and Kingston is accomplished, by the speediest conveyances of steamboat and stage-coach, in about 26 hours upwards, and 24 hours down the river. The scenery along the banks, enlivened by cascades, foaming rapids, and innumerable islands, is exceedingly picturesque in parts, and is much visited by travellers from the United States in the course of summer excur-

sions to the cities of Quebec and Montreal, and the Falls of Niagara, Montmorency, Chauderie, and other places of note. The country in the immediate vicinity of both the south and north shores is rather tame than otherwise, and further wants the cultivated appearance it presents around Montreal and Quebec, and along parts of the shores of the lakes westward. But farther into the interior, off the broad margin of the north shore, along the course of the great stream of the Ottawa, which flows into the St Lawrence some distance above Montreal, and between the Ottawa and Lake Ontario, the face of the country is diversified by ridges and bold heights, and also by numerous streams and inland lakes. The Rideau Canal, a work constructed by the Imperial Government for military purposes, passing through this part of the interior from a point some distance up the Ottawa to Kingston, is almost one continued chain of inland waters. The chief link of these waters is Rideau Lake, forming the summit level of the canal, and being 280 feet above the Ottawa River, and 150 above Lake Ontario.

Having reached Kingston, at the foot of Lake Ontario, after an ascent up the St Lawrence, marked by numerous rapids, the commencement of the country along the shores of the great lakes is found to be 200 or 300 feet above the level of the Atlantic. The town of Kingston, with a population of about 10,000, is very favourably situated in a spacious bay, and with its strongly-built stone fortress upon the summit of a rocky hill overlooking the town, the river, and the lake—the place altogether strikes the observer as one of much strength as well as beauty of situation, and may be said to form at once a commanding and inviting approach to the gigantic inland lakes. Lake Ontario, 170 miles long and 60 broad, and about 470 in circumference, presents along its banks one vast stretch of plain, only partially broken by an inconsiderable ridge which runs through it, and which, coursing around the head of the lake, forms the commencement of table-land of the

Western Peninsula. The north shore of Lake Ontario has nothing very striking in its appearance, being chiefly either composed of agreeable slopes, level flats, and in places somewhat bolder, of high sandy or clayey banks. One of the most fertile and beautiful portions of this lake is the magnificent inlet of the Bay of Quinte, commencing near Kingston, and forming a spacious indentation of about 70 miles to the mouths of the Rivers Trent and Moira. The towns of Belleville and Picton are situated in this bay, the former at the mouth of the Moira, and the latter is the chief town of the well cultivated and old settled peninsula of Prince Edward, formed by the near approach of the waters of the bay and the main lake, not far from the mouth of the River Trent, near the western point of the bay. The shores of this bay are more diversified and pleasing in their features than those of the lake, and, in the picturesque nook in which Picton is situated, the scenery is agreeably characterised by finely wooded heights. Two or more steamboats regularly ply between the ports of this fine bay and the town of Kingston. The towns situated along Lake Ontario are, Kingston at the foot of the lake, Toronto 35 miles from the head, and Hamilton at the extreme head—with intermediate and smaller towns, the chief of which are Cobourg and Port Hope, both thriving places, the former with a population of between 1500 and 2000.

Following the chain of waters westward, the traveller approaches the Niagara River, 33 miles long, and connecting Lake Ontario with Lake Erie. The town of Niagara is situated near the mouth of the river; and the small village of Queenston, at the foot of the table-land, which stretches westward, and forms the celebrated Falls, is about four miles farther up, and nine miles from the Falls, and about 20 miles from Lake Erie. This part of the country, westward to Lake Huron, having been somewhat described in preceding pages, we may pass to the parts situated still farther westward. The shores of Lake Erie present features very much similar to

those of Lake Ontario, the banks of Lake Erie being generally, perhaps, bolder and more elevated, and composed chiefly of clay and sand. The more fertile parts are situated some distance off the banks, throughout the extensive plain of tableland beyond, situated 560 feet above the level of the ocean. The extent of Lake Erie is about 265 miles long, and from 30 to 60 broad, and in circumference between 600 and 700. The channel connecting Lake Erie with Lake St Clair, called the Detroit River, is about 27 miles long, and in places several miles broad, and interspersed with many islands. Lake St Clair, from 20 to 30 miles long, and about the same breadth, and the smallest of all the lakes, leads to the St Clair River, in length about 30 miles, which river opens to the wide expanse of Lake Huron, of about 1000 miles in circumference. The shores of this inland sea, as it may well be named, are as yet imperfectly known; although along its eastern banks, which for the most part are agreeably elevated and richly fertile, an industrious and thriving population are fast settling.

We may now be said to have arrived at the farthest western point of the occupied portion of Canada. Beyond this extends the northern shores of Lake Huron and Lake Superior, with the connecting river or strait of St Mary, between 30 and 40 miles long. The character of the scenery on entering St Mary's Channel is the most delightful, one is led to suppose, that can possibly be imagined. It was in a calm clear sunny day of August (1841) that the writer, among others, forming a party upon a tour up the lakes, entered this channel, when a scene so agreeable, in contrast to the seemingly boundless deep blue expanse of Lake Huron, presented itself, as still to leave a vivid and most pleasing impression. A calm¹ bright surface of water without a ripple lay stretched out farther than the eye could reach, studded closely with numerous islands, each encircled by a ring of pebbled and sanded beach, and luxuriantly covered with trees and other foliage. The channel throughout, with the exception of several small lakes,

seemed to be almost packed with islands; but, in proportion to its intricacy to the navigator, it was every now and then revealing new and striking beauties of wooded heights and steep banks clothed with verdure, and spots of flat fertile meadows, and, at times, bare, rocky, fantastic crags, yielding delight to the tourist. The sides of the ridges of table-lands that skirted the country around the borders of Lake Superior appeared in the distance clothed with one mass of lively green; and from the hue and luxuriance of the foliage in parts, there seemed to be hundreds of acres in extent of groves of the maple tree presented to our view.

Our vessel, a large steamboat named the *Cleveland*, about 400 tons, which had sailed from Lake Erie for a fortnight's excursion, approached within about 18 miles of Lake Superior, at the foot of the Falls, or rather, more properly speaking, Rapids of St Mary—whence, divided into numerous small parties, those who were sufficiently tempted to have a sight of Lake Superior, took the further voyage in canoes and batteaux. The region in this direction seemed much less fertile, the trees along the shores of the broad strait appearing to be chiefly of the pine species, and the soil, in parts which we saw, rather light and sandy, and the lands close upon the banks principally low-lying and flat.

As we approached the great Queen Lake, or inland sea, 540 miles long and 140 in breadth, dark blue masses of hills uprose, somewhat reminding the voyager of the approaches to the St Lawrence, in the forms of the headlands of Cape Rosier and others, yet being neither so high nor so bold as those. The main entrance to the lake is marked by two such rocky headlands, one upon either shore, several miles apart. From the heights of the one on the northern shore, named Gros Cap, composed of the rock known as the old red sandstone, the sides of which were partially covered with junipers, blue bells, wild briars, and other vegetation, reminding one of Scottish hills—we overlooked a scene of the most imposing and still grandeur possibly to be imagined. The dim distance into the lake was

bounded by vast islands, and along both shores bold uneven banks uprose, apparently covered with dark dense foliage, and stretched themselves in irregular course as far as the eye could scan along the wide expanse of water that presented no speck of navigation. The light craft of our party alone lay in the small clear crystal bay at the foot of the rock. Between the lake and the rapids we had passed three or four vessels engaged in the fur and fishing trade, which were chiefly the whole of the fleet of Lake Superior. The climate of this region, like that of others comparatively little visited and consequently imperfectly known, has been greatly exaggerated with respect to its severity in winter. Major J. B. Campbell, an officer in the United States Service, wintering there during 1843-44, and taking the opportunity to correct the erroneous impression, writes, under date of December 15th 1843, from Copper Harbour, that the weather had been exceedingly mild for the latitude, the thermometer never having been lower than 16° below freezing, and that the day previous it was, at 12 o'clock, temperate, in the open air, and that the snow had never exceeded six inches in depth. The shores of Lake Superior, although imperfectly explored, are believed to be abundant in mineral resources; and besides a large fur trade, prosecuted by the Hudson Bay and other Companies along its shores, a considerable business in fishing is carried on by the Americans. A short canal, of about three quarters of a mile, is all that is required to extend ship navigation to the remotest part of this last grand link in the chain of great lakes. But as there is still almost unlimited portions of more favourably-situated territories to be occupied before having recourse here so far westward, the time for such a work on the part of Canada may be said not to have arrived.

Having thus concluded a hasty survey of the lake and river borders of Canada, we will proceed to close these introductory general views of the country by a glance at its constituted divisions, amount of population, and chief resources.

Canada, formerly divided into two provinces, known as Upper and Lower Canada, with separate legislatures, was, in 1841, by an act of the Imperial Parliament, constituted one province with one legislature. The Government is designed to resemble as closely as possible that of the mother country. A Governor, appointed by the Crown to represent Sovereign interests, a Ministry termed the Executive Council, chosen by the Governor to act as his advisers, and to conduct chief public offices—two Houses of Legislature, one, the Legislative Council, nominated by the Governor; the other, the Legislative Assembly, elected by the people—these compose the Government of the colony. Members of the House of Assembly require to be possessed of freehold property of the value of £800 colonial currency; and electors of freehold property of the value of 40s. Members of Assembly during session have an allowance of pay for their services, and the body undergoes a new election every four years. The seat of Government of United Canada is the city of Montreal. The present Governor is the Right Honourable Sir Charles Theophilus Metcalfe, Bart. K.G.C.B., one of Her Majesty's Privy Council, and Governor-in-Chief over the Provinces of British North America.

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

Gaspé, commencing at the eastern extremity of Canada, upon the south shore, at the mouth of the St Lawrence, contains two counties, comprising one seignory, six fiefs, and ten townships. The Quebec district, comprising the whole northern shore from the gulf, and the southern, from the western boun-

dary of Gaspé to the mouth of the River St Anne, 60 miles above the city of Quebec—is divided into 13 counties, with the subdivisions of 79 seignories, 12 fiefs, and 38 townships. Three Rivers district, commencing at the River St Anne, and continuing up both sides of the St Lawrence towards the upper part of the expanse of Lake St Peter, contains 6 counties subdivided into 25 seignories, 6 fiefs, and 10 townships. Montreal district, commencing at the western boundary of Three Rivers, and continuing along both sides of the St Lawrence to the division line of Upper Canada at the village of St Regis, 60 miles above the city of Montreal—contains 19 counties, subdivided into 79 seignories, 8 fiefs, and 45 townships.

Upper Canada, comprising the remaining territory all along the northern shores of the lakes and rivers westward to the sources of Lake Superior, is divided into 18 districts, subdivided into 273 townships. These districts and townships are the municipal divisions, a set of officers being annually elected by the townships for purely local purposes, and the bodies named District Councils being elected by the districts for the more extended purposes of general improvements, and providing for education, and the administration of justice within the district. The province is further subdivided into counties and ridings, which divisions are chiefly recognised for legislative purposes—counties, ridings, cities, and towns, returning members to the Provincial Parliament. A district always contains one, and in instances two and three counties. Ridings are subdivisions of the larger counties. Counties so vary in size as to contain in instances only six up to above twenty townships. The size of a township is ten miles square, which territory again is subdivided into concessions and lots. A township is divided into eleven concessions or ranges, usually running east end west, with roads along the division lines, and each range or concession is further divided by lines at right angles into 28 lots, each lot containing 200 acres, the

ordinary size of a farm in Canada. These concessions, it will be observed, serve the purposes of streets in towns, and, when it is known that the concessions and lots are all regularly numbered, the resemblance between concessions and lots, and houses and streets, becomes more apparent. The address of the most remote inhabitant in Canada may be thus precisely ascertained: Thus, for example, A. B., Lot 10, 1st Concession, Township of Westminster, London District, Canada.

The districts of Upper Canada, situated along the north shore of the St Lawrence, from the western boundary of the lower division of the province to the commencement of Lake Ontario, are the Eastern, Ottawa, Johnston, Bathurst, and part of the Midland district. The four entire districts contained, in 1823, 42,300; in 1836, 85,100; and, in 1841, 103,190. The largest and most populous of these districts is Johnston, which contains 2 counties and 18 townships, with a population of 35,900 in 1841. It is situated close upon the St Lawrence, immediately above the Eastern district, the lowermost or most easterly district of Upper Canada; and, joining the eastern boundary of the Midland district, extends nearly to Lake Ontario. The towns of Johnston, Prescott, Brockville, Gananoqui are in the Johnston district. This section of country enjoys important advantages in being situated between the two great navigable rivers, the St Lawrence on the south, and the Ottawa on the north; and possesses abundance of limestone very suitable for building. The soil is chiefly composed of a brown clay and yellow loam; the drawbacks it is known to have are, that it is wet in some parts and stony in others.

The districts situated along Lake Ontario to the eastern commencement of the Western Peninsula, are the Midland, Prince Edward, Victoria, Newcastle, and the greater part of the Home district as now limited. These districts entire, consist of 8 counties and 93 townships. In 1823 they contained a population of 53,600; in 1836, 144,500; and in

1841, 180,600, being between three and four times the amount of population they possessed in 1823. This section is understood to be the most improved and wealthy part of Canada. The soil is very diversified in its character, varying from light sand to rich black loam. The most fertile, and generally advantageous parts, are perhaps in the Prince Edward district, or peninsula, around the shores of the Bay of Quinte—the front part of the Newcastle district, upon the banks of Lake Ontario, and back part of the Home district, along the Yonge Street road leading to Lake Simcoe. Limestone for building is found in most parts. The towns of Kingston, Belleville, at the mouth of the Moira, near the head of the Bay of Quinte, Cobourg, in the district of Newcastle, upon the shore of Lake Ontario, 100 miles above Kingston—are now, to a considerable extent, built of this limestone. There are numbers of good roads through the greater portion of this section of Canada, several of which are macadamised, and one or two planked, besides others contemplated to be, or now being, subject to this latter mode of improvement.

The remaining occupied portion of Upper Canada, westward to the eastern shore of Lake Huron, embraced in the great Western Peninsula, containing the districts of Gore, Wellington, Simcoe, Niagara, Talbot, Brock, London, Huron, and the Western, with their subdivisions of 144 townships, having elsewhere, in preceding pages, been prominently noticed—there now only remains to be mentioned, the present amount of population in Canada, and some of its chief resources.

The population of Lower Canada is estimated to amount to about 730,000, and that of Upper Canada, in 1842, was computed to be 506,000. The total population of United Canada at present may be estimated to be somewhere about 1,350,000, which is an amount exceeding half of the population of Scotland in 1841 by 40,000. In 1759, the period when the colony came into the possession of Britain, Lower Canada

was believed to contain 65,000 inhabitants; in 1784, the year in which Upper Canada began to be settled, the population of the lower province had increased to 113,000; in 1825, the number was 423,600; and in 1831, it was 511,900. Upper Canada in 1791, when a constitution was bestowed upon it, and it was formed into a separate government (it having previous to that period composed part of the province of Quebec)—was supposed to contain a population not exceeding 10,000; in 1811, the number of inhabitants was computed to be about 77,000; in 1824, after emigration from Britain began rapidly to augment the population of the colony, the number of inhabitants had increased to 151,000; in 1828, to 185,500; in 1832, to 296,000; and in 1835, to 336,000. These returns show that, from 1824 to 1835, the inhabitants of Upper Canada had much more than doubled their numbers within a period of 11 years, and that, from 1828 to the present time, a period of 16 years, their numbers have been nearly tripled. The annual number of persons arriving at Quebec within the last 13 years, up to 1841, is officially stated to have been nearly 25,000—their having, up to that period, from 1829 inclusive, arrived at that port in all, 321,800; Great Britain and Ireland having furnished the whole number, with the exception of between 4000 and 5000. Of the population of Upper Canada in 1842, 247,600 were natives of Canada of British descent, 78,200 were Irish, 40,600 English, nearly 40,000 Scotch, and nearly 33,000 Americans; the remainder, of above 20,000 were natives of the Continent of Europe and of Canada, of French descent.

The amount of land under cultivation in Upper Canada was, in 1842, estimated to be 1,751,500 acres, being more than a third of the cultivated portion of Scotland. In Lower Canada there is estimated to be 3,000,000 acres under cultivation, which, added to the amount cultivated in Upper Canada, shows a cultivated surface in United Canada of 4,751,500 acres, which is very nearly the extent of cultivated land in

Scotland, it being returned as slightly exceeding 5,000,000 acres. The extent of land occupied, but uncultivated, in Upper Canada, was estimated in the returns of 1842 to be 6,212,700 acres, making, together with the land cultivated, not quite 8,000,000 acres, which amount does not include half the extent of land set apart in the constituted districts and townships, and is only about a third of the available territory within the limits recognised as the occupied, or in the immediate vicinity of the strictly occupied parts. The extent of land laid out into townships in Upper Canada is estimated to be between 17,000,000 and 18,000,000 acres, and, including tracts situated either within, or in the vicinity of the districts, the available extent is computed to exceed 21,000,000 acres. And, with regard to the unoccupied portions of Lower Canada, it greatly exceeds that of the upper part of the province, but the proportion of its surface cultivated is greatly less. Among the most valuable parts of Lower Canada, containing most unoccupied land, are perhaps the Eastern Townships, comprising the St Francis territory, in the district of Three Rivers, and a tract in the vicinity of the River Saguenay, on the north shore of the St Lawrence below Quebec, which is understood to be very fertile, and the land low priced. Among the most fertile parts of Upper Canada, containing the greatest extent of unoccupied territory, are believed to be the large tracts of Crown territory, and Canada Company's lands, situated in the north-western portion of the Western Peninsula, and chiefly lying along the eastern shores of Lake Huron. The banks of the magnificent River Ottawa, which empties itself into the St Lawrence at the western boundary of Lower Canada, and extends in a north-westerly direction into almost untracked regions of the interior, offer space for settlement, loosely speaking, nearly unlimited, and a soil, in parts, of the most fertile description.

The resources of which Canada is enabled to export a surplus, are chiefly the agriculture and dairy produce of wheat and

wheat-flour, butter and cheese, lard, and salted beef and pork; the produce of the forest, which includes timber, pot and pearl ashes, furs and peltries; and the produce of the lake, river, and sea fisheries. Ship-building and manufactures are also among the directly profitable resources of the colony.

The exports to Great Britain in 1841 of wheat and wheat-flour amounted to 388,400 barrels of flour, and 450,500 minots [Lower Canada measure, 100 minots being about equal to 90 bushels]. To the sister North American colonies, Canada exported the same year 11,300 barrels of flour, and 1000 minots of wheat. In 1843, according to a Parliamentary paper printed by the House of Commons, June 1844, Britain received from the British North American colonies (chiefly if not entirely from Canada), 15,861 quarters of wheat, and 328,186 cwts. of wheat flour. A considerable portion of this produce is, as is known, directly or indirectly received by Canada from the United States, a low duty admitting United States wheat into the colony, which being there manufactured into flour is exported and received into Britain as Canada produce at the almost nominal colonial duty. Beef, pork, and butter, are also received by Canada from the United States. The average annual quantity of wheat exported by Canada for a period of five years, ending 1831, was 747,200 bushels, and for four years ending 1835, the average annual amount was 780,000 bushels. And during these latter mentioned four years, Canada, by the United States official returns, is shown to have *exported* to that country, upon an average, each year, 60,000 bushels of wheat; and 7100 cwts. of flour. The encouragement Britain has extended to Canada in the recent modified tariff in favour of colonial produce, has, as might be expected, greatly stimulated agriculturists and others in the colony; and an improved emigration, as respects the proportion of skill and capital during the last two years, having been also among the results of the measure, it may, therefore, in all probability, be expected that no inconsiderable supplies of bread

stuffs and provisions will henceforth be received from this quarter by Britain.

It has been elsewhere stated [Note 'Improved Prospects of the Country,' page 119] that up to 25th June of the present year (1844), and, during a period of about two months from the opening of the internal navigation, there had been received at the port of Montreal, from the interior of Canada, 206,248 bushels of wheat, and 350,022 barrels of flour, being 22,097 quarters of wheat, and 610,752 cwts. of flour, an amount much exceeding the total importation into Britain from the whole North American colonies during 1843. Of these amounts of wheat produce, above 46,000 barrels of flour, and 95,000 bushels of wheat were received by Canada from the United States. While Canada is thus shown to receive from the United States, through the working of the new tariff, a portion of supplies of produce for the English market, the agriculturists of Britain, it is believed, need be under no apprehension in regard to any very marked effect of this measure upon their interests; since, from estimates which, roughly speaking, may be considered correct (and rather under than overstated), the amount of wheat produce received by Canada across her United States frontier forms but a small proportion of the surplus produce of the wheat-growing States of America. The shipments from the leading ports of the States of Ohio and Michigan, situated along the south shore of Lake Erie, amounted, by the estimates referred to, in 1842, to 2,454,823 bushels of wheat, and 771,443 barrels of flour; and, in 1843, to 2,142,016 bushels of wheat, and 1,012,849 barrels of flour.* These amounts, com-

* The United States official returns for 1842 of the crops in the various parts of the Union set down 25,387,439 bushels of wheat raised in the State of Ohio that year, with a population of 1,711,935; and 3,952,389 bushels in the State of Michigan, with a population of 266,363. The total wheat crop of the United States in 1842 is, in these official returns, estimated to have been 102,317,340 bushels, or 11,000,000 of quarters.—*From Report to the Congress of the United States by Commissioner the Hon. W. H. Ellsworth. 1843.*

pared with the entire shipments received by Britain from Canada in these years, show small cause for uneasiness on the part of British producers; while the quantity received at present, and likely to be afterwards received, may be believed somewhat to mitigate the restrictions upon foreign importations of grain, and, at the same time, the internal canal, river, and lake carrying trade, and milling and other interests of Canada, and also British shipping employed in carrying from the St Lawrence, will receive considerable encouragement. The fears that have been expressed in quarters, of grain being likely to be clandestinely received across the United States frontier into Canada, may be relied upon to be—from acquaintance with the nature of that frontier, and the circumstances affecting such clandestine trade, while the present rate of duty remains—without foundation.

Beef, pork, butter, and cheese, at present are exported to Britain by Canada to a limited amount. To the sister North American colonies Canada exported, in 1841, 19,000 barrels of pork, and 1700 barrels of beef, and to the British West Indies 11,400 barrels of pork, and 800 barrels of beef.

The provision trade of Canada, favoured by the recent reduction of duties, is most likely to become one of considerable importance to the colony. More and more care is being taken every season to select and prepare articles in the most suitable manner for the British market. The Montreal Board of Trade, composed of intelligent and influential merchants, circulated over the country detailed directions, setting forth the most approved modes of preparation; and, in instances, experienced curers have been brought from England to superintend the operations of houses engaged in the trade. From returns of arrivals of produce at Montreal, there had been received at that port from the interior of Canada during 1844, up to the 10th September, 7037 barrels of pork, 1582 barrels of beef, and 2766 kegs of butter. Besides these quantities from Canada, there had been received from the United States an addition to the quantity of pork, amounting to above 13,000 barrels. Up to the

same period of 1843, there had been received at Montreal in all of United States and Canada produce, less than half the quantities of pork and butter received this year, and about three-fourths of the quantity of beef. The amount of these provisions shipped to Britain, during 1844, to 10th September, from Quebec and Montreal, was reported to be above 5000 barrels of pork, nearly 3000 barrels of beef, and above 1400 kegs of butter.

Of timber, Canada exported to Britain and Ireland, in 1841, 31,384 tons of oak, and 373,800 tons of red and white pine, and of staves above 6,000,000 pieces, besides quantities, both of staves and timber, to the other colonies, including the West Indies, and also to the United States, South America, and France. In 1835, the exports of timber to Britain, Ireland, and the colonies together, showed 19,798 tons of oak, and 303,340 tons of pine. In 1842, the exports were not indeed nearly so large as in 1841; it is, however, conjectured, from rough estimates, that those of 1843 would be as large, and probably larger. The removal of part of the protective duties upon Baltic in favour of Canada timber, is believed to have had more the effect of introducing greater economy in conducting the details of the trade in the colony, than in producing any material check in the amount exported to Britain.

Of the other articles exported—besides ashes (which appear to be rather on the decrease, since substitutes of British manufacture are being more used), and furs and peltries—large quantities of salmon, cod-fish, herrings, mackerel, lobsters, fish oil, and sealskins, are shipped to the West Indies and other parts, chiefly from the district of Gaspé, near the mouth of the St Lawrence.

Among the manufactures of Canada exported by the colony, are soap, candles, leather, nails, moccasins, whiskey, and ale—which commodities are chiefly shipped to the sister North American colonies and the West Indies.

Among other manufactures not exported may be mentioned

coarse woollen cloth, flannel and linen, woven chiefly by domestic looms, and also worsted, of which last 1,302,500 lbs. were returned in the census of 1842, as produced in Upper Canada alone; and of all kinds of domestic cloth made that year in the same division of the colony, the returns state the number of yards at 1,327,700. Of maple sugar there were produced the same year in Upper Canada, 3,699,800 lbs. Cordage, starch, blue, paper, iron, stoves, ploughs, hollow ware, and machine castings, and other articles of lesser note, are also among the manufactures of Canada.

Besides numbers of large ships built at Quebec for the Atlantic trade, and, farther up the St Lawrence, brigs, schooners, steamboats, and other craft, for the river and lake navigation—a barque, owned and freighted by a company in the colony, arrived last season at Montreal, direct from China, with a cargo of teas, silks, and fancy wares, and this vessel was expected to be the precursor of a regular trade.

The number of vessels returned in 1841, as having entered the St Lawrence in the trade of the colony, has been stated in a preceding page to have been between 1300 and 1400, with an amount of men exceeding 18,000. Above 1000 vessels, with 15,000 men, were entered from Britain and Ireland. In the year ending 5th January 1844, according to recent returns to Parliament, 2215 British ships were entered inwards at British ports from British North America, being as large a number as all the British and foreign vessels entered inwards during the same period from the West Indies, East Indies, and the United States together.*

The total official value of manufactures exported by Britain in 1843 to the North American colonies amounted to £1,751,200 sterling, of which £334,500 value were cotton, and £270,000

* See Return printed by the House of Commons, June 26, 1844. Other statements here mentioned are upon the authority of the Quebec Custom-House Returns, Legislative Journals of Canada, and other sources, believed to be authentic.

woollen manufactures, and £336,000 iron and steel, and hardware manufactures. These amounts of exports from Britain may be observed to show a decrease compared with former years, and only a small increase on the average of many years back; but it is not therefore to be concluded that Canada and the other North American colonies are being limited in their resources, and making little or no progress. A very large trade has been growing between Canada and the United States, and especially of late, owing to reduced rates of duties upon foreign imports into the colony. During ten years ending 1841, the exports of the United States to the British American colonies are stated to have amounted to above £40,600,000 colonial currency—each of the years 1840 and 1841 presenting amounts exceeding £6,000,000. Among the articles imported by Canada from the United States are, unbleached cotton shirtings, cotton yarn, low-priced printed cotton cloth, shoes, leather, sugars, teas, rice, raisins, currants, oranges, and lemons; also tobacco, and certain descriptions of hardware, chiefly edge tools, saws, and axes.

Besides these imports from the United States, Canada receives wines, spirits, cordials, sugars, molasses, coffee, and salt, from France, the British and foreign West Indies, and Spain, Portugal, and Sicily. In 1841 the colony imported from Cuba 1,159,777 lbs. sugar, 7500 gallons of rum, and 4700 gallons of molasses. The other North American colonies are also employed by Canada in carrying on an indirect trade with other countries for the colony, chiefly in wines, spirits, sugars, teas, and coffee. By this trade, in 1841, Canada received 4700 gallons of wines and spirits (chiefly Spanish and Fayal wines), 1,754,488 lbs. foreign Muscovado sugar, 16,000 lbs. of the same description from British possessions, 42,000 lbs. foreign coffee, and 15,700 lbs. teas.

One main design of these statements, here introduced in an imperfect and hasty manner, is, that they might afford to the general reader some materials for judging, that both na-

tural resources and personal comforts of no inconsiderable amount must be possessed by the country, when, taking into account its population, such statements can be presented respecting it.

The circulation of paper money in the shape of bank-notes, issued by seven banks in Canada, was, in 1842, £781,614 colonial currency. The paid up capital of three of these banks (the Bank of Upper Canada, the Commercial Bank, Midland district, and the Bank of Montreal) amounted to above £976,000.

It would have been an interesting subject to have touched upon the prospects of the partially known and undeveloped resources of Canada; but having already exceeded the space originally prescribed, we must now give place to other views of the condition of the colony.

NOTE.

STATISTICS OF BRITISH SHIPPING.

Return printed by the House of Commons June 26, 1844, showing the number of ships, with amount of tonnage, entered inwards, and cleared outwards, at British ports, to and from the under-mentioned countries, during the year ending 5th January 1844.

BRITISH SHIPS.

Countries.	Entered Inwards.		Cleared Outwards.	
	Ships.	Tonnage.	Ships.	Tonnage.
British North American Colonies,	2,215	771,905	1,996	710,608
West Indies,	758	206,290	897	253,698
East Indies,	393	192,381	335	156,368
United States,	352	200,781	419	246,026

FOREIGN SHIPS.

United States,	715	396,109	717	396,237
--------------------------	-----	---------	-----	---------

STATEMENT OF THE

	£	s.	d.	£	s.	d.
Loans to Incorporated Companies and to Commissioners for Turnpike Roads, viz. :—						
Roads, Canada West,	239,701	0	8½			
Roads, Canada East,	1,514	15	11			
Erie and Ontario Railroad,	5,514	1	8			
Harbours, Canada West,	12,011	2	9			
Desjardins Canal,	22,415	14	3			
Grand River and Tay Navigation,	2,049	17	1			
Grantham Academy,	318	2	7			
				283,524	14	11½
Provincial Works :—						
Welland Canal,	462,856	18	10			
Saint Lawrence Canal,	440,097	11	0			
Trent Navigation,	23,354	11	7			
Inland Waters, Newcastle District,	21,660	0	0			
Port Stanley Harbour,	7,500	0	0			
Bridges, Canada West,	12,500	0	0			
Road, Garafraxa, to Owen Sound,	2,500	0	0			
New Brunswick Road,	2,500	0	0			
Kingston Penitentiary,	44,198	15	1			
Kingston Hospital,	3,000	0	0			
Parliament Buildings, Toronto,	5,000	0	0			
Toronto Harbour,	5,200	0	0			
West Guilliambury Road and Bridge,	955	3	5			
Saint Anne's Rapids	4,308	16	4½			
Harbour of Montreal,	87,175	0	0			
Chambly Canal	35,000	0	0			
Steam Dredge, Montreal,	1,500	0	0			
				1,159,306	16	3½
Thos. Wilson and Co., London, for this sum owing the Province, . . . . .	.	.	.	66,040	1	0
Debts due by Public Accountants :—						
Collectors of Customs, Commissioner of Crown Lands, Outstanding Bonds, Montreal, Quebec, and St Johns, . . . . .	.	.	.	103,204	8	¾
Receiver-General Dunn,						
Balance due him for Special Funds, Civil List, Schedule A [of Union Act], . . . . .	.	.	.	40,019	5	11
Advance for 1842, . . . . .	.	.	.	191	15	6½
Civil List, Schedule A, . . . . .	.	.	.
Advance for 1841, . . . . .	.	.	.	856	17	6½
Territorial Revenue Special Account, being debt due to the Clergy Fund for Land Rights, . . . . .	.	.	.	15,661	8	11
Board of Works, to be accounted for, . . . . .	.	.	.	1,337	2	5
				1,670,142	10	10¼

* This statement, slightly abridged from the one drawn up by the Inspector-General of Canada, and presented by him to the Legislative Assembly during the session of 1842, being the second session of the first Parliament of United Canada—is taken from the journals printed by order of the Assembly. It presents the state of affairs of Canada on 31st Dec. 1841.

AFFAIRS OF CANADA.*

	£	s.	d.	£	s.	d.
Public Debt :—						
Stg. Debentures, int. payable at Glynn, Mills, Halifax & Co., £400,000 0 0	444,444	8	10			
Sterling Debentures, interest payable at Baring & Co., £438,850 0 0	487,611	2	3			
Balance due Glynn, Halifax & Co.,	28,261	11	6			
Balance due Baring Brothers & Co.,	11,703	8	1½			
Bank of Upper Canada,	20,000	0	0			
Gore Bank,	6000	0	0			
Provincial Debentures, Up. Canada,	289,544	1	2			
Provincial Debentures, Lr. Canada,	123,675	0	0			
				1,411,239	11	10½
Profit on Exchanges, Sold by the Receiver-General, . . . . .	.	.	.	45,844	19	1
Interest Account, For Int. on Loans to Public Works, . . . . .	.	.	.	13,068	13	2
Balance due to Public Accountants :—						
Collectors of Customs,	225	7	5¾			
Inspectors,	16	9	4			
				241	16	9¾
Special Funds :—						
Clergy Reserve Fund, Canada West,	18,982	13	11			
Clergy Reserve Fund, Canada East,	311	9	1			
Clergy Revenue Fund,	11,606	19	7			
Jesuits' Estate Fund,	23,502	1	5			
School Land Fund,	2,055	5	8			
Trinity Fund, Quebec,	2,215	16	9¾			
Trinity Fund, Montreal,	645	10	0			
Tonnage Duty Revenue,	616	2	0			
Lunatic Asylum Fund,	1,577	6	9			
				61,513	5	2¾
Consolidated Revenue Fund, For Balance of that account, . . . . .	.	.	.	73,280	16	2¾
Civil List, Sched. B, 1841 [of Union Act], For Balance of that account, . . . . .	.	.	.	1,621	13	1½
Receiver-General Dunn, Balance per his Account current, sterling, £2525 17 0						
Warrants issued for the service of 1841, and credited him, but unpaid, 59524 8 11						
	£56998	11	11			
				63,331	15	4¾
				1,670,142	10	10½

The amounts are in colonial currency: one pound of which currency is equal to 16s. 5d. sterling, as at present estimated; and one pound sterling is equal to 24s. 4d. colonial currency. As has been before stated, the rule to reduce this currency to sterling is to multiply by 60 and divide by 73; and to convert sterling into currency, add 1-5th to the sterling amount, and 1-12th to the 1-5th.

EXPLANATORY REMARKS ON STATEMENT OF AFFAIRS.

The preceding statement of the affairs of Canada shows, that on 31st December 1841, the colony stood indebted to sundry creditors resident in England and Canada for an amount of £1,411,239 colonial currency, or about £1,159,890 sterling. Almost the whole amount of this debt has been contracted for executing public works within the colony, chiefly canals, harbours, roads, and bridges. The left columns of the statement show the description of works upon which these funds have been employed in executing. The total amount thus expended, as shown by the statement, is £1,442,830 colonial currency, of which £283,524 is invested in the shape of loans for executing and upholding works under the management of Commissioners and Incorporated Companies. The remaining sum of £1,159,306 appears to be expended on 'Provincial Works,' a class under the more direct control of the Provincial Government. The well organized department of the Executive recently established, known as the Board of Works, has the direct control and management of these provincial works, and this new management promises to be of great advantage to Canada. Those public works, such as roads and bridges, which continue under the management of local commissioners, will most likely, in course of time, be transferred to this public board; their revenues may then be paid directly to the Receiver-General of the colony, and amounts required for maintenance of the works (after the estimates being approved of and ordered by the Executive) be issued by official warrant.

The roads above stated under local commissionership are chiefly either macadamised or planked; and the revenues are collected by means of toll gates. The rate of tolls upon these roads varies from about 1d. to 2d. per mile for a waggon drawn by two horses. Where the road is principally macadamised the tolls seem to be highest, and lowest where plank has been employed as the material instead of stone. A portion of the

main province road leading around the shores of Lake Ontario, extending to fourteen and a-quarter miles, which was macadamised, appears to have cost £30,000 currency, or above £2000 per mile, and an extent of nine miles of the same line of road, which was planked, cost only per mile £550. These planked roads, which have been only recently introduced in Canada, are likely to confer great benefits in opening up the resources of the country by affording cheap and good roads, exceedingly easy to travel upon at all times, and in every kind of weather. They are estimated to wear at least ten years with only partial repairs.

The investments in these roads, as well as in most of the other public works of Canada, as may naturally be expected from the progress the colony is making in amount of population and general prosperity, appear to be steadily rising in value. The tolls upon 38 miles of the main road from Toronto eastward to Kingston, realised in 1840 a nett revenue of £1196, and in 1841 £1441. The road northwards from Toronto to Lake Simcoe, a distance of 36 miles, known as the Yonge Street road, yielded a nett revenue in 1839 of £1638; in 1840, £2167; and in 1841, £2315.

The more extensive works of canals may not appear at present to realise similar marked results. It is, however, to be kept in view, that these great works are not only, in a manner, yet creating or calling forth the means of traffic, hitherto in a measure discouraged, or held in obstruction by the expenses, delay, and difficulty attending the old inland communication with the sea; but the new grand line of navigation, which will afford a safe passage for sea-going vessels of more than a thousand miles into the interior of Canada, is as yet incompletd, although now very nearly so. Both the Lachine and Welland canals, but especially the latter, are striking instances of this calling forth of traffic, by improving the means to market, and consequently the resources of the country. Not many years ago, before the Welland Canal was in existence, the whole of the

products of Canada from the fertile shores of Lake Erie and westward, as well as merchandise destined thither, had to be carried over land for a distance of ten miles, between Lake Ontario and Lake Erie, and attended with heavy expense, delay, and difficulty. The Falls of Niagara, with their ridge of massy rock crossing the country on each side, seemed to many to have decreed an insurmountable barrier to navigation. Now, such has been the results of the Welland Canal, that, in 1841, it afforded an easy, expeditious, and comparatively inexpensive transport, to an amount exceeding 172,000 tons of agricultural and other produce, and merchandise. Among the items of this vast amount of traffic were 30,400 barrels of beef and pork, 213,400 barrels of flour, 1,579,900 bushels of wheat, besides several millions of feet of timber, and large quantities of merchandise, and other articles. The tolls on this canal, which in 1835 amounted to £5807, in 1838 were £6740, in 1839 £11,757, in 1840 £19,175, and in 1841 they were £20,210 ! This canal has been found to compete successfully with the great Erie Canal belonging to the Americans, and it transports a good deal of the produce of their Far West. As an illustration of how short-sighted many people are respecting the results of great public undertakings, it may be mentioned that the Erie Canal, which was at one time slightly spoken of as Governor Morris's, or De Witt's 'big ditch,' transported through it, in 1839, nearly a million and a-half of tons [1,435,713] of produce and merchandise, the estimated value of which was 73,399,764 dollars, or above £14,000,000 sterling !

The class termed Special Funds, shown in the right columns of the statement as receipts of the colony, includes, among others, the amount then in the hands of Government of Clergy Reserve Funds. The sum annually distributed among various religious bodies in Canada, now that this long agitated subject has been so settled, is believed to be between £11,000 and £12,000 sterling—£7200 of which is received by the Church of England, £2800 by the Church of Scotland, and Presbyterian Sy-

nods of Canada, and £1500 by the Church of Rome. The Clergy Reserve Lands used until lately to be leased; but as the Government experienced difficulty in collecting even so much as a fourth of the rents (either most probably from the want of due caution in the selection of tenants, or from the general inefficiency of the superintending local agents employed) the system of leasing is believed to be abandoned, and a limited annual portion of the lands now sold at a fixed price. [For particulars regarding the present mode of disposing of Clergy Reserve Lands see page 154.]

The Jesuits' Estates Fund, which is shown to have had, in 1841, in the hands of Government, the sum of £23,502 currency, it may be known, comprehends the proceeds of the property of the late celebrated order of the Jesuits in Canada, which property, on the demise of the last of the order in the colony, Father Cascot, in the year 1800, fell into the possession of the British Government. The College of the Jesuits, situated in Quebec—a spacious, and, as once it was considered to be, noble edifice, with its shady trees and garden walks, whence issued the devoted missionaries, who over a space of hundreds of leagues, from the St Lawrence to the Mississippi, spread their faith with dauntless spirit, constancy, and patience, amid sufferings and privations—is now used as a barrack for soldiers. The nett revenue of the Jesuits' Estates collected in 1841 by the Commissioner of Management amounted to £4566 sterling.

The School Land Fund is the proceeds of lands set aside by Government for the support of education. The sum annually appropriated by the Legislature of Canada from the proceeds of these lands, for the purposes of common school education, is £50,000. Special grants are besides voted for educational purposes.

The Trinity Funds consist of monies collected by the Trinity Boards of Quebec and Montreal, for the maintenance of lighthouses, superintendence of harbours and of pilots, and otherwise regulating and improving the navigation of the St Lawrence.

The Tonnage Duty revenue is collected also both at Quebec and Montreal, and is subject to deductions for the support of an hospital at each of the ports for the medical treatment of sick seamen. The amount collected at Quebec in 1840, less five per cent. for expenses of collection, was £1684 currency; and the sum paid into the Marine Hospital there that year was above £2000. The Marine Hospital of Quebec was opened in 1834, and contains accommodation for 360 persons. It measures in length, with the wings, 206 feet, and in depth 100 feet, and the area of the whole premises consists of six acres; the cost exceeded £20,000. The Montreal General Hospital receives every description of indigent sick patients, and administers also out-door relief, and is an institution highly useful.

The Lunatic Asylum Fund is appropriated to the support of a temporary lunatic asylum at Toronto, which, having been found unsuitable for the purposes, a permanent one is contemplated to be erected by the colony. The number of patients in the Toronto Asylum has usually averaged about 36. Since it opened in January 1841 to September 1842, the number of patients admitted had been 1260. Of these 68, or more than one-half, were natives of Ireland, 36 were natives of England, 8 natives of Scotland, and 11 natives of Canada; and in the medical officers' returns of the causes of disease, 23 cases, or between a fifth and sixth of the whole, are reported as having arisen from intemperance.

The Consolidated Revenue Fund, constituting the ordinary income or revenue of Canada, is in the above statement of the colony's affairs credited with £73,280, being the balance or surplus of that account for 1841; and this amount is carried to the credit of the accounts of the fund in the statement of income and expenditure for 1842.

The schedules A and B of the late imperial act reuniting Canada, respectively debited and credited in the statement of affairs, include the list of appropriations granted to the Crown

for defraying the expenses of the administration of justice, and of the civil government of Canada, and some explanation of which is given in the remarks appended to the accounts of income and expenditure which follow.

~~~~~

### INCOME AND EXPENDITURE OF CANADA.

THE amounts of income and expenditure of the United Province of Canada for one year, ending 31st December 1842, are here subjoined. These amounts, classified, are taken from the statements of the public accounts of Canada laid before the Provincial Parliament during the session of 1843, by the Inspector-General. The amounts, as in the previous statement, are in provincial currency.

#### INCOME OF CANADA FOR 1842.

| Heads of Income.                                                | Gross Amount. |    |                 | Cost of Collection. |    |                 | Nett Amount.   |          |                                  |
|-----------------------------------------------------------------|---------------|----|-----------------|---------------------|----|-----------------|----------------|----------|----------------------------------|
|                                                                 | £             | s. | d.              | £                   | s. | d.              | £              | s.       | d.                               |
| Customs, . . . . .                                              | 278,930       | 7  | 3 $\frac{1}{2}$ | 13,543              | 15 | 4 $\frac{3}{4}$ | 265,386        | 11       | 10 $\frac{3}{4}$                 |
| Excise, . . . . .                                               | 33,991        | 6  | 9 $\frac{1}{2}$ | 2,066               | 6  | 3 $\frac{3}{4}$ | 31,925         | 0        | 5 $\frac{3}{4}$                  |
| Territorial, . . . . .                                          | 51,775        | 8  | 2               | 27,202              | 12 | 8               | 24,572         | 15       | 7                                |
| Light-house and Tonnage duty                                    |               |    |                 |                     |    |                 | 560            | 15       | 8                                |
| Bank Imposts, . . . . .                                         |               |    |                 |                     |    |                 | 10,277         | 3        | 1                                |
| Rents and Profits of the Seignory of Lauzon, . . . . .          | 1,589         | 15 | 10              | 367                 | 7  | 9               | 1,222          | 8        | 1                                |
| Public Works, . . . . .                                         | 24,232        | 13 | 9               | 7,862               | 13 | 7               | 16,369         | 15       | 2                                |
| Militia Commissions, Fines, and Exemptions, . . . . .           |               |    |                 |                     |    |                 | 309            | 8        | 4 $\frac{1}{2}$                  |
| Fines, Forfeitures, & Seizures                                  | 3,564         | 0  | 9               |                     |    |                 |                |          |                                  |
| Less Governor's share, . . . . .                                |               |    |                 | 546                 | 19 | 0               | 2,938          | 6        | 4 $\frac{3}{4}$                  |
| Casual Revenue, . . . . .                                       | 2,820         | 8  | 10              | 365                 | 17 | 10              | 2,454          | 11       | 0                                |
| Incidental Sundries, . . . . .                                  |               |    |                 |                     |    |                 | 5,820          | 11       | 5 $\frac{3}{4}$                  |
| Saving on Schedule A of Union Act (Civil List), 1841, . . . . . |               |    |                 |                     |    |                 | 2,077          | 12       | 9                                |
| Do. on do. for 1842, . . . . .                                  |               |    |                 |                     |    |                 | 1,690          | 5        | 0                                |
| Balance of Consolidated Revenue Fund, 1841, . . . . .           |               |    |                 |                     |    |                 | 73,280         | 16       | 2 $\frac{1}{4}$                  |
| <b>Total Income or Revenue of Canada for 1842,</b>              |               |    |                 |                     |    |                 | <b>438,886</b> | <b>1</b> | <b>2<math>\frac{1}{4}</math></b> |

## REMARKS ON INCOME.

The greater part of the amount of customs is collected at the ports of Quebec and Montreal, chiefly arising from an import duty of five per cent. upon British merchandise, and other moderate ad valorem duties. The nett amount of customs collected at these ports in 1842 was £217,578, of which £149,491 was collected at Montreal. Forty-five other ports, situated chiefly along the shores of the St Lawrence, and the Lakes Erie, Ontario, and Huron, collected the remainder of £47,800. The collections at those ports of the interior are almost wholly confined to duties upon imports from the United States, the duties varying from 5 to 20 per cent. The port of St Johns on the River Richelieu, communicating between Lake Champlain and the St Lawrence below Montreal, collected of the above £47,800, £16,800; Toronto, on Lake Ontario, the next highest, collected £8000; Hamilton, at the head of Lake Ontario, £7200; Kingston, at the foot of the same lake, £6500.

The Excise revenue chiefly arises from duties on distillation and sale of spirituous liquors, auctioneer and hawkers' licenses, and sales by auction.

The Territorial revenue principally arises from sales and rents of crown lands, and licenses to cut timber. The receipts by the Commissioner of Crown Lands in 1841 amounted to £28,500. The Hudson's Bay Company pay an annual rent for the Queen's Posts of £1200.

Bank imposts consist of duties upon bank issues. The circulation of seven banks transacting business in Canada, including the Bank of British North America, amounted in September 1842 to £781,614 provincial currency, in promissory notes, not bearing interest, of one dollar and upwards. The highest circulation was that of the Bank of Montreal, amounting to £250,736; and the lowest, the Quebec Bank, which was £38,603.

The principal public works of Canada are mentioned in the statement of affairs. In 1841 the revenue from public works was between £3000 and £4000 less than the above revenue of

1842. The Lachine Canal, for avoiding rapids in the St Lawrence above Montreal, yielded in 1841, in tolls, £9200. In 1845 it is estimated by the Board of Works that the whole of the great canals of Canada will be completed, so as to allow sea-going vessels to navigate the interior lakes. The funds to complete those canals and other public works were raised by a loan of £1,500,000, guaranteed by the Home Government.

Among the items of the income of Canada, it will be observed that no revenue from the Post-Office department appears. By an apparently rather singular arrangement, the Post-Office revenue of Canada is transmitted to England. The amount of this for the year 1840, according to the returns made by the Deputy-Postmaster-General, was £54,248 gross, and £19,693 nett revenue; and during that year of 1840 £20,500 was remitted by the Canada Post-Office department to England. For the period of eleven years previous, including 1840, it appears that the amount of £135,076 of this revenue has been sent to England. The inter-colonial postage rates of British North America are oppressively high; in cases, such as from Halifax to Hamilton, at the head of Lake Ontario, the charge for a single letter is 3s. currency, or 2s. 6d. sterling. Recent improvements introduced the system of weight, instead of charging every enclosure as an additional single letter; but the old high rates, with this modification, are continued.

## EXPENDITURE OF CANADA FOR 1842.

|                                                                                              |                |           |           |
|----------------------------------------------------------------------------------------------|----------------|-----------|-----------|
| Interest on Public Debt, . . . . .                                                           | £75,833        | 1         | 0         |
| Amount of Schedule A of Union Act) for Governor<br>and administration of justice), . . . . . | 50,000         | 0         | 0         |
| Amount of Schedule B of do (Executive officers), . . . . .                                   | 33,333         | 6         | 8         |
| Permanent charges, as per Acts of Canada East, . . . . .                                     | 18,807         | 7         | 6         |
| Do. do. Canada West, . . . . .                                                               | 11,231         | 19        | 4         |
| Do. do. Province of Canada, . . . . .                                                        | 31,345         | 9         | 4         |
| Incidental payments, 1841, per Acts, . . . . .                                               | 21,430         | 14        | 10        |
| Sinking Fund, . . . . .                                                                      | 47,299         | 9         | 1         |
| Charges under estimate of 1842, . . . . .                                                    | 70,257         | 4         | 6         |
| <b>Total Expenditure of Canada for 1842,</b>                                                 | <b>359,533</b> | <b>12</b> | <b>3</b>  |
| Balance at credit of Consolidated Revenue Fund,<br>31st December 1842, . . . . .             | 79,347         | 8         | 11½       |
| <b>Total Revenue, . . . . .</b>                                                              | <b>438,886</b> | <b>1</b>  | <b>2½</b> |

## REMARKS ON EXPENDITURE.

The public debt of Canada existing previous to the loan of £1,500,000, raised under the guarantee of the Home Government, it was proposed by the Secretary of State for the Colonies, and intimated by the Governor-General, Sir Charles Bagot, to the House of Assembly in September 1842, 'should remain a first charge upon the revenue of Canada, and should be paid off, as it became due, from the produce of the current revenue.' It being contemplated by the Home Government that the credit of Canada would be thus strengthened 'by the continuance of the priority of this debt, and by the prospect of early repayment, at or before the expiration of the existing bonds.' And that the Colonial Legislature 'thus unencumbered with other obligations, would be enabled to enter into negotiations with the creditors of the existing debt, and either to continue during the terms of their respective engagements the present rate of interest, or to extinguish the debt by mutual agreement before the period stipulated under the present engagement.' Great Britain having thus not only lent her credit for the benefit of Canada in order to raise the loan of £1,500,000, at a rate of interest not exceeding four per cent., to be applied directly to execute the public works, further strengthened the colony by sacrificing her priority of claim upon the revenue, and allowed the payment of the loan to become a secondary charge. In the conditions of the payment of the new loan, provision was made for a sinking fund, at the rate of not less than five per cent per annum of the principal.

The total amounts of public debt of United Canada, at 8th September 1842, as reported by the Receiver-General, were £403,589 colonial currency, at a rate of interest payable in Canada, averaging about six per cent., and £869,650 sterling currency, at five per cent., payable in England.

The schedules designated A and B of the Imperial Union Act, include an annual and permanent appropriation of

£45,000 sterling of the revenues of Canada for salaries and pensions to the judges, and other expenses of the judicial establishment; and £30,000 of an annual appropriation during her Majesty's reign, and five years thereafter, to defray a civil list, and certain expenses of the civil government. The people of Canada have, through their representatives, expressed some degree of dissatisfaction with the exact nature of these conditions. They seem to desire that the allowedly high salaries upon the civil list should be reduced, and also the general expenses in all departments of the civil government, on a scale more corresponding, as they would suppose, to the resources and liabilities of the country. And, upon these desired reductions being made, they would seem not to object to a *permanent* appropriation for the salaries of the Governor and his private Secretary, with expenses of his office, and for the salaries of judges, and other necessary charges of the administration of justice; and to an appropriation for a reduced civil list to continue, if not by vote from year to year, *during her Majesty's reign*, agreeable to the present usage of the Imperial Parliament. As such desires appear reasonable, it is very probable that arrangements may be made for carrying them into effect. The present condition of Canada, under a heavy debt, contracted in praiseworthy enterprise in order to develop her resources, requires that economy in expenditure be studiously kept in view.

Among the items of the present civil list of Canada, a sum above £10,000 is appropriated for the salaries of the Governor and Lieut.-Governor, and the Governor's Secretary, and contingencies of their offices. Two Chief Justices and eleven Judges have respectively £1500 and £900 each, and one other Chief Justice has £1100. The appropriation for Attorneys and Solicitors-General, and for their clerks, is £4620, and for Provincial Secretaries and their offices, £4640. The Executive Council have an appropriation of £3450, and the members composing this body have appropriations besides, as heads of de-

partments. The Inspector-General of Public Accounts, one of the Executive, has an appropriation, including expenses of his office, of £2598.

Besides the expenses of the Government provided for in schedules of the Union Act, there are the other charges mentioned in the statement of expenditure, as being authorised by acts of the formerly distinct legislatures of Lower and Upper Canada, and the now united legislature of the province of Canada. The details of the estimate of expenditure for 1842 present above £17,000 set aside as salaries of the officers, and other expenses of the legislatures, of which amount £3500 is for the allowance of pay to Members of Assembly during session. The pensions to officers and servants of the old legislatures amount to the small sum of £328. The schedules of the Union Act secure above £5000 for pensions to judges and others. The principle of pensions is understood not to be generally approved of in the colony. In the same estimates an amount of £5396 is set aside for the promotion of education, in addition to the ordinary annual grant of £50,000; of this £5396 Upper Canada College is granted £1000, and Queen's and Victoria Colleges £450 each. A further sum of nearly £2000 is appropriated to various public institutions and agricultural societies, of which M'Gill College, Montreal, is granted £900. An appropriation of £10,800 is granted to charitable purposes; among which are the Toronto and Montreal General Hospitals, the Lunatic Asylums at Montreal and Toronto, and the Commissioners for the relief of insane persons, foundlings, and indigent sick persons in the districts of Quebec and Montreal. Among the miscellaneous estimates, exceeding £16,000, £1500 is appropriated to the Quarantine establishments at Quebec and Grosse Isle. A very large item under this head of 'miscellaneous' is the charge of £6800 for printing, translating, and publishing the acts and proceedings of the session of 1841, of which sum nearly £5000 is for printing alone. For the year 1842 the estimate of £3000 is set aside for printing public acts, and other matter, and £250 for distributing the same.

The statement of income and expenditure here presented, though sufficient for general purposes, does not, it may be mentioned, in several respects, show a fair account of ordinary expenses and revenue, owing chiefly to the then still unsettled state of affairs, arising from the arrangement of the union of the provinces. The estimates of expenditure and revenue for 1842, calculated in September that year, presented £332,800 currency, or £299,520 sterling, as the probable expenditure, and £391,661 currency, or £352,494, as the probable revenue of Canada. The expenditure included nearly £12,000 as expenses of rural police and stipendiary magistrates in Lower Canada for that year.



## VIEWS OF THE PRESENT STATE AND PROSPECTS OF CANADA.

ESTIMATING in a general manner the present state of Canada, the view presented is very similar in many respects to that which Scotland presented previous to the spread of those improvements in agriculture and internal economy which followed the union with England, and the establishment of the Highland Society, and the National Board of Agriculture. Conspicuous among the features of similarity are rude modes of agriculture prevailing throughout the colony—defective intelligence, skill, enterprise, and command of capital among the majority of farmers; the lesser and not unfrequently substantial comforts and conveniences in the construction and care of dwelling-houses and out-houses generally neglected; social intercourse and communication with markets greatly interrupted by the want of proper roads and bridges; and there are the train of other drawbacks which may be imagined naturally to follow such a state of things, more especially in a country as yet thinly populated, and burdened with high rates of labour and low prices of produce. This general view, however, it is pleasing to remark, has been during late years gradually un-

dergoing a change to the better. Influences similar to those which wrought improvement in Scotland are now begun to exert themselves in the colony. Among these are improved intercourse with the intelligence and enterprise of the mother-country, the greater diffusion of general and professional reading resulting from this, the establishment of agricultural associations, the improvements of roads and canals, and the recent facilities afforded to commerce; and not least, the friendly spirit manifested towards the colony by the home-country in the expressed desire of those at the head of affairs, to cultivate more closely the bond of connection, by extending to the colonists as large a share of advantages as is possible, and naturally right to be possessed by brother inhabitants of the same empire—separated only from the great centre by space, and for the common welfare.

The growing interest shown throughout the mother-country towards its most important and rapidly rising colony—as is proved by the amount of emigration annually flowing to it, and the consequent ties of friendship thereby arising further to extend the interest—would perhaps warrant, even were there no other considerations, some matters of detail affecting the prospects of Canada being glanced at in such a manner as might possibly tend in some measure, however indirectly, to accelerate its progress, or deepen the interest in its prosperity and ultimate destiny. Here, at present, however, as part of this brief chapter, and as following up the preceding imperfect notices respecting the state of affairs of the colony, little more than mere allusion will be made to a few of the more prominent considerations affecting its condition and prospects.

First, in regard to the management of its affairs: it appears to be of chief importance to the comparatively young colony that the strictest economy in expenditure should be observed. This desire to economise, it is gratifying to know, was generally expressed in the proceedings of the Colonial Legislature during the session of 1843; and, from all appearances, it is most likely that arrangements will be effected for reducing the

amount of the heavy civil list of the colony. Next in importance appears to be a steady attention being observed towards judiciously and economically developing the resources of the country, which, since the great canals are now all but completed, would seem to be best accomplished, for some time to come at least, by means of affording good roads. At present large portions of inland territory, comprising the most fertile land of the colony, are in a great measure locked out from markets by the worst description of roads. Here, also, as in the matter of public expenditure, gratifying signs of the future present themselves. The establishment of the Board of Works, and the comparative success of plank roads, and not least, the degree of attention and lively interest which the present Governor-General bestows on the subject, are all alike prominent and hopeful evidences of something being done in a matter so vitally important to the general prosperity, as are the means of communication through the productive districts of a country. The St Lawrence and other canals have been constructed at great expense, and unless the equally important tributaries of good roads be supplied throughout the country, these grand courses of navigation cannot at all be expected to yield the benefits for which they were designed.

Scarcely secondary to good roads seems to be the necessity for active and systematic efforts being made to improve the agriculture of the country. In a country so mainly dependent upon agriculture as Canada is, it must be allowed to be a great drawback that there are no means for its population obtaining any sort of agricultural instruction. No finer field, one might suppose, could be presented to the statesman of enlarged mind and philanthropic desires than the one wherein he could, by the exercise of judgment and energy, plan and put into operation a course of means whereby the productive resources of an important colony might be at least doubled, and it made besides more than doubly inviting to the much wanted and superabundant population and capital of the mother-country. Among the most prominent means for so desirable an end

would seem to be—beginning at the foundation—causing instruction in the science and art of agriculture to form a branch of education in the common schools, the district or higher schools, and in the colleges. Model and experimental farms might be established, say in each district or county, where first lessons and principles being fully carried out into the best modes of practice, under proper directors such establishments would be constantly furnishing the country with a supply of skilled agriculturists ; and, besides the consideration of advancing the intelligence and standing of the agricultural body generally, these pupils, either upon their own or the farms of their parents, would be the means of diffusing more or less widely, practically beneficial results throughout their respective neighbourhoods or spheres of influence. Periodical reports by the directors of these model establishments, setting forth the modes of practice adopted, and the results obtained, would likewise materially further the desired objects, not only in a direct manner to the colony, but by circulating in Britain information of the description which these reports might contain, would, by proving what can be accomplished in Canada, be serving the interests of colony and mother-country, in a manner perhaps the most efficient, as being the most practical that could be designed. Such establishments might also further be made to serve the purpose of Normal Schools for the instruction of teachers.

Agricultural societies and farmers' clubs form already part of the means of agricultural improvement in Canada ; and it is gratifying to observe that such associations have made considerable progress, more especially within the last four or five years. A general and central association for the whole province, upon the model of the Highland Society of Scotland or Royal Agricultural Society of England, would appear to be alone wanting to complete this branch of the course of means. Attention having been directed to this want through the medium of the intelligent agricultural writings, which, although recently supplied within the colony, have already been of so much

benefit in other respects—it may warrantably be expected, taking into account the growing spirit of inquiry and enterprise, that this material part of the means at least will not long be wanting. The recent reduction of duties upon the importation into Britain of the chief articles of colonial produce, has, as might naturally be supposed, greatly stimulated the desires of the colony for agricultural advancement. And the colonists have already gained much upon which to rest, as encouragement and hopeful promise, for continued exertions. Canada of even ten years ago is in many material respects a very different country from Canada as it now is—so much has the tide of British emigration, rapid growth, and other circumstances, tended to make it more home-like, more particularly in the social aspects of its towns and older settlements, and, in many gratifying instances, in the improved modes and spirit introduced in agricultural management.

The uneasy aspect which from time to time the colony assumes in political matters, may be considered to be not among the least of the drawbacks to its prosperity. The cause of this may perhaps, in a great measure, be traced to the imperfect knowledge possessed by Britain of the actual state, interests, and wants of her colonies, and a proportionate defect of sympathy and understanding, resulting frequently in the jarring of colonial with imperial courses of action, are the consequences. The want of more comprehensive and detailed information concerning our colonies is one severely experienced by both colony and mother-country, and operates in most important respects to their common disadvantage. The frequent change of governors, and, in instances, the unsuitableness of appointments, have been chief sources of the political troubles of Canada. Within the eighty years which have passed, since the colony came under British government, there have been above thirty governors, being, on an average, not three years to each—a period barely sufficient for the individual, however well endowed, to qualify himself properly, in order to discharge safely—with honour to

himself, and with advantage to colony and empire—the important functions with which he is intrusted. The increase of duties, and consequent responsibilities, which have fallen upon the Colonial-Office, with the growth, in number and importance, of our colonies during these past years, would seem to form another chief hindrance to Britain satisfactorily cultivating colonial connection. It would, perhaps, be well, for the purpose of relieving the colonial Minister of some share of responsibility, as also to secure other important objects—that the colonies, or a particular class of them, should be called upon to send each a limited number of representatives or commissioners to Britain, who, as well to the Government as to the people of Britain, would be found greatly serviceable as responsible authorities in communicating information, and by thus serving most important common objects, such a measure appears further to recommend itself by its being calculated to cement closer the bonds of relationship between colony and empire.

The better to secure such objects, these colonial representatives might be allowed seats in the Imperial Parliament. It would be difficult for misgovernment, or any serious misunderstanding, or conflict between colonial and imperial interests, to exist for any very inconvenient time under such an arrangement—not to speak of the other advantages which might be dwelt upon, as most likely to be among the results.

Among lesser measures for the common benefit of the colony and the home-country, the management of the Post-Office department, as respects the regulations and charges for the conveyance of correspondence, is one universally allowed to be of great importance. The improvement introduced within these last five years of conveying the North American mails by means of steam-packets, attended by the reduction of rates, and other facilities, has, it is believed, been of marked benefit to Canada. The increased correspondence between the colony and Britain has very materially furthered emigration. The annual report of the Government Emigrant Agent at Quebec for 1843, re-

cords as a remarkable fact of the emigration of that year, that of the number of 21,727 emigrants, who arrived at Quebec from Britain, no fewer than three-fourths came out to their relations.\* This large proportion, in the greater number of cases, it may be presumed, received invitations, with information and advice from their friends through the medium of the Post-Office—a fact fruitful of suggestions in other respects, bearing on the important subject of emigration. What I would desire to suggest at present is, that the rates of postage upon letters between Canada and Britain undergo further modification. From the success of the experiment of cheap postage in Britain, the supposition may be hazarded that the present rate of 1s. 2d. sterling upon letters to or from Canada, under half an ounce, might be reduced one-half at least, or say to 6d. sterling for every letter within the weight of a single rate. An extension of the advantages of cheap postage to the colonies in every case at all practicable, would, it is believed, be attended with gratifying results. The present mail steam-packets to North America appear to be conducted upon a style of expenditure not warranted either for insuring necessary safety or comfort, and calculated to prevent the full extension of advantages which might naturally be expected to result from so promising an undertaking.

A great reduction of the present oppressively high rates of internal postage in all the North American colonies seems imperatively called for, as the rates now imposed ( $4\frac{1}{2}$ d. currency for the shortest distance, of two or three miles, up to 3s. for single letters) may be conceived to act to an injurious degree against the interests of the colonies, especially in those vitally important matters, which so especially concern them, connected with the sale and transfer of lands—not to speak of the restrictions imposed upon commercial pursuits, general business, and friendly intercourse. It were perhaps better, in order to promote business and friendly intercourse by cheap postage rates, that the

---

\* Report of Colonial Land and Emigration Commissioners. May 1844.

expense of conveying intelligence and other exchanges be borne in other forms, should the system of low rates not support itself, as it cannot always do in an extensive and thinly-peopled country.

Among other and lesser means suggested by the present condition of Canada as seemingly calculated to assist its progress, may be mentioned Savings Banks. Only two or three, it is believed, exist in the large towns, such as Montreal, Quebec, and Toronto—in the former of which, such has been the success of those institutions, the amount of deposits up to the present year was officially announced to be very nearly £90,000.

The want of parks and walks for the necessary health and recreation of the population of towns, considering the present low price of land, is, without doubt, a great overlook in laying out and forming towns in Canada, and will come to be severely felt, with the increase of population, and consequent increase in the price of land, and difficulty of obtaining it at all.

To other matters, such as in the proper construction of prisons, and providing them with airing grounds, the attention of the colonists might be usefully directed.\* Crowded and inconvenient burying grounds, in the very heart almost of towns, are among other eye-sores to intelligent observers, which cannot be too speedily remedied. Large public cemeteries, ornamented with walks and shrubbery, and situated at some distance, not too inconvenient, from the towns, would be an advantage easily obtained, while land is now so moderate in price, and easily procured for such purpose.

With regard to the social state of Canada, the increasing stream of emigration, and other influences, have caused Canada to be so improved in this respect, that the old descriptions con-

---

\* The public Jail of the city of Quebec presented, during a visit the writer paid to it in the summer of 1843, evidences of bad ventilation, limited accommodation, and even filth, combined to a painful degree. The Jail of a town in Upper Canada not having the smallest appearance of a court-yard for the prisoners to take air or exercise, the question was put how proper health could be maintained for want of such, when the answer was complacently returned that the *roof* of the building served for this purpose—this, in a country where thousands of acres of waste land may be had at rates almost nominal!

tained in publications received in Britain as authorities, appear more like malevolent libels upon the colony than any thing else. Persons emigrating to Canada may find unpleasant parts of the country very destitute of social advantages ; but, on the other hand, they will experience no difficulty in settling themselves in neighbourhoods as agreeable, and possessing social attractions in as full a degree, perhaps, as most provincial parts of Scotland.

Remarks nearly similar, though not of so general application, apply to the means of religious worship ; notwithstanding, that various religious bodies represent the case as alarmingly different. In an extensive and thinly-peopled country such as Canada is, and the inhabitants divided into a great variety of different sects, it cannot, of course, be expected that over every part of it the same privileges can be enjoyed as in England or Scotland. But, with the exception of the very thinly-peopled parts of the colony, there are not the wants experienced which many in this country are led to suppose ; and when these wants exist, it would seem to result more from the apathy of the colonists themselves in not coming forward with the same hearty zeal to the support of religious ordinances, which is shown in England or Scotland. Colonies, however favourable they may be to the inhabitants maintaining themselves in comfort, or acquiring wealth, appear rather to be prejudicial than otherwise to the interests of religion. Colonists do not experience the same restraints which in old and compact communities are found to exercise so powerful an influence in causing individuals to wear professions at least, and as a means to other than the professed ends. One is most forcibly struck with such views in surveying the state of religion in new settlements of colonies especially. Individuals who have never felt the power of genuine religion finding themselves removed from a state of society, which influenced them so far as to cause them to pay outward observance to its forms and interests, and thrown into a somewhat disjointed and scattered population, composed of stranger people of various countries and sects,

who exercise upon them no such influence—do usually become indifferent, more or less, to religious interests, and this indifference constantly reacting, a state of torpor rather predominates, and genuine attachment to Christianity may thus readily be conceived to be the exception. In new and rising villages, it is more difficult to distinguish the points of difference, and in the towns the shades have again further blended, and the influences of home in the older countries are more felt.

This is rather a disheartening and gloomy view, but it has forced itself on the observation of many as the most truthful one. And it goes in a great measure to explain why so much missionary aid is required for colonists who possess so substantially the means of worldly comforts. No doubt in quite new settlements, having a scattered population, this aid is essentially necessary, and the want of it is frequently severely experienced ; but the cases are more frequent, I would say, throughout Canada, where a healthy state of religious feeling among certain bodies is more wanted than the necessary worldly means to support Gospel ordinances. One great evil which is observable in all the churches of Canada, and mostly, I feel in truth constrained to observe, in the Church of Scotland as it existed—has been that men of indifferent abilities have usually fallen to the lot of the colonists. This is, without question, the effect of the natural principle (from the influence of which not even ministers of the Gospel are exempted), that the lower the rate of worldly encouragement the more indifferent the description of ability presents itself in the field which calls for occupation. This state of matters has been greatly aggravated by reason of the imperfect knowledge possessed at home of the actual condition of our colonies. We have greatly erred in estimating them as so outlandish and uncomfortable abodes as we have done ; at least, the case is so with respect to Canada ; and the consequence has been that, where it was of material importance the labourers should be powerful and skilful, the field has been all too much occupied in a manner most unfortunately calculated to aggravate evils.

With the greater diffusion of accurate information respecting Canada, and with the increase of emigration, we may expect its prospects in this as in other respects materially to brighten.

Though such be a general view of the state of churches over the wide stretch of the imperfectly occupied colony, it must not be overlooked that there are numbers of compact settlements and prosperous towns presenting a very different picture. There are there settled, in many instances, highly talented and zealous Christian ministers, blessed in flourishing and exemplary congregations. And by choosing such localities the emigrant from home will not experience the drawback he might suppose from want of religious ordinances.

Regarding the present state and prospects of education, the reader is referred to the statement and views contained in the Fourth Letter.

In now closing these general views of the condition and prospects of this important and rising colony, I would do so with this further remark, suggested by attentive observation, and some degree of personal acquaintance with the wants, desires, and feelings of the colonists—that Great Britain, in order to perpetuate, for a very lengthened period at least, an honourable, and, all things properly considered, desirable connection on both sides, she need only continue to evince still further and closer attention to the interests of the colony—not timorously stinting the colonists in the exercise of political privileges, which cannot affect the bond of connection—extending every practicable facility to their commerce and general intercourse with us at home—doing all that is possible to disseminate correct information regarding the colony, and thus encourage, by means the most natural and safe, the most sound and healthy emigration: By such attentions the already undoubted loyalty and affection of the colonists will be still further strengthened; the colony may be expected to grow up in vigour, with honour and advantage to the empire, thus extending and displaying to the world the blessings of her institutions, and receiving the affections and perfect alliance of a people

destined to become, at no very distant time, powerful and influential.

---

### VIEWS ON EMIGRATION.

UPON no subject of equal importance, and upon which so much has been written, have views less practical, perhaps, been brought to bear than upon this undoubtedly very important and apparently little understood one of emigration.

All that is intended to be observed here will be the most practical considerations (to the best of the writer's judgment), and which have been suggested by closest and most practical inquiries and observations during a residence in the colony to which the remarks particularly apply. I would first observe, as a fundamental principle, that colonies appear to be as much, and of necessity, governed by the laws of demand and supply in regard to the amounts of the various descriptions of population required, as are individuals, companies, or communities in their ordinary transactions; and any departure from those laws inflict injury as much in the one case as in the other. Grand schemes of emigration, conducted in the present state of our information with regard to our colonies, it is believed, would most probably present similar disheartening results, which grand schemes of other shipments would, which had not been 'ordered,' or had been sent without full acquaintance with the particular necessities or demands of the country. The paupers 'shovelled' out from England, and thrown under the rock of Quebec in ignorance or disregard of the wants of the colony, or fitness of the individuals to be proper colonists; the hand-loom weavers of the west of Scotland, unfitted, the majority of them, to supply the wants of Canada, yet flocking out in ship-loads to Quebec, and forwarded to the upper country at Government expense—in many instances only to experience disappointment, and to be obliged to swell the public factories

of the neighbouring republic : These are cases illustrative of the evils connected with even a very limited emigration, conducted without regard to the principles of demand and supply ; and which, if extended as proposed, so as to allow a freer communication with our colonies, would only aggravate evils. The great error lies in supposing that the classes of persons who are overabundant at home, and consequently least wanted, are exactly those most needed by the colony. Broken-spirited paupers, hand-loom weavers, and other persons unaccustomed, and frequently quite unfit, for the kinds of labour in demand by the colony ; as also a description of Irish labourers, who either cannot or will not work, except upon canals, and who flock out to the United States and to Canada, and are the cause of serious disturbances on account of their large numbers—illustrate very distinctly that it is more the want of information respecting the exact condition and demands of our colonies that is experienced, than any extension of means to inundate the colonies still more with unsuitable individuals.

Were authoritative, accurate, and minutely exact information extensively and periodically diffused among all classes at home respecting our colonies, this simple plan, it is confidently believed, would, as applied to Canada at least, answer all the ends desirable in sound colonisation. Nothing is wanted so much as this description of information, and, until this be supplied—even should to-morrow see every war-ship placed at the public disposal, in order to ‘ bridge’ the Atlantic, by affording free passages—it will be in vain that we expect a desirable and prosperous emigration. With such information—which, further to carry out the illustration of supply and demand, would appear at home, in the market of supply, much in the light of a particular order or demand from the colony for certain amounts and descriptions of population—we might hope to see the present annual amount of emigration at least doubled, and the individuals composing it more suitable to the exact wants of the colony. And without such attention to meet the exact nature of a colony’s demands, colonisation can never be

expected to yield the full advantages it is calculated to do either to individuals or the colonies.

The manner in which valuable information could be collected in Canada for use at home, might be suggested to be partly through the means of the present arrangements for taking the annual census, and partly through the means of new arrangements to be provided by the several districts. Accurate descriptions of the districts might be drawn up, somewhat in the manner of the statistical account of Scotland drawn up by the parish clergy, but more detailed in several respects, so as to present, for instance, the numbers of persons employed in agriculture, the various trades, with the rates of remuneration—the probable demand, and general encouragement, or otherwise, for particular descriptions of persons—in short, such information as the various classes of persons would themselves direct their attention to, were they to proceed to the spot for such a purpose. Each district account might be accompanied with a map, which would be all the more useful were it to present the varieties of soils, the lands occupied and unoccupied, cultivated and uncultivated—and those for sale, whether Crown, company, or private lands, with references as to price and terms. Accounts, with illustrative maps, such as these of every district might be made, with annual corrections or supplementary reports, circulated extensively throughout England, Scotland, and Ireland—would very greatly promote the interests of the colony, and meet what is so much wanted in Britain, in order to guide the numbers of persons whose circumstances would be improved by emigration, but who, because of the deficiency and uncertainty of information, will not run any hazard of failure, so long as there is hope at all left of their making shift in their present circumstances. Those accounts or reports might be made more uniform, and more generally useful, were they to be collected and compiled under the direction of a Board of Emigration to be established in the colony, of which the chief Government Emigrant Agents would be members, and the president, perhaps, a member of the Colonial Executive. This Board could have powers to re-

wise, condense, and publish, and also to prepare a summary or general report for the whole colony. A member of this Board, or other individual well acquainted with the colony, might be established as Commissioner in Britain, for the purpose of superintending the distribution of the information respecting the colony, and also to correspond with and answer all necessary inquiries of persons desirous of special information. Were such commissioners of colonies not to supersede the present Emigration Board of Commissioners established by the Imperial Government, and stationed in London, they might perhaps be usefully incorporated with this Board, and in conjunction with them much more efficiently represent the interests of the several colonies, and be enabled to diffuse information in a more satisfactory manner than the present constituted Board can be expected to do. The necessary expenses of collecting and preparing information, and to meet the charge for salaries of an Emigration Board in Canada, and a Commissioner in Britain, might be provided from a share of the proceeds of the recently imposed tax upon unoccupied and waste lands.

Arrangements such as these, whereby authoritative, accurate, and minutely detailed information respecting Canada might be collected, and extensively circulated throughout Britain, appear to be calculated more successfully to promote the increase of a sound and healthy emigration than any other means which it would be safe or desirable at present for Government to employ.

---

#### PREPARATIONS FOR THE VOYAGE.

PERSONS upon the point of embarking for Canada, and being under the impression that the climate in winter is more severe than it really is, and that clothing and other articles are both higher in price, and more difficult to be had, than is the case—frequently spend very unnecessarily a portion of their funds,

and which could with advantage be spared for other purposes upon their arrival in the colony. I would advise persons to take no greater supply of clothing than is desirable to have for ordinary purposes. To meet exigencies, in case of rough weather during the voyage, the description of clothing required for the top of a coach, or deck of a steamboat, in cold weather in this country, will be found not only suitable, I would say, for this purpose, but also sufficient for the ordinary winter weather of Canada. Articles of furniture not required for the voyage may likewise be dispensed with, as furniture of all kinds is to be had easily in almost every part of Canada, and at prices much lower than the same articles would cost purchased in Britain, adding the freight, and risk of damage likely to be sustained in transporting them. A box of tools is sometimes mentioned in publications containing advice to emigrants, as being advisable to be taken to Canada ; but this, among other articles believed to be unnecessarily recommended, the emigrant would better not trouble himself with, unless they should be such as he requires for the purposes of his trade or profession. And even in this case, he should be cautious how far he encumbers himself, as every description of articles are to be had in Canada at moderate prices, and frequently more suitable for the country than those which may be selected at home. Carpenters, joiners, shoemakers, and other mechanics, ought always, if possible, to bring their most necessary tools with them, as they may miss an opportunity of being employed upon their arrival for want of them. Ploughs, and other agricultural implements, are to be had in Canada, of a good description, and at reasonable prices. [For prices of clothing, furniture, and agricultural implements, see pages 33 and 163.] In short, respecting what should or should not be taken by the emigrant bound for Canada, the advice of one who has had some experience in crossing the Atlantic would be, that every thing which is likely to encumber, and not required for the journey, should be left behind. The cabin passenger, besides his two or three trunks containing a good ordinary supply of

wearing apparel, a few books, and writing materials, need have little else, except it be that he wishes to have a few trifles, which his friends or himself may suggest, to make the voyage perhaps a little more agreeable, independent of the ship's stores. Medicine is provided by the ship—every captain of a ship being required by law to provide a medicine chest, with a book of directions for prescribing and administering, which he is to do without charge to his passengers whenever required.

Steerage passengers usually have to provide themselves with bedding, provisions, and cooking utensils, with such articles as are necessary for serving up their meals ; fuel, with a stove or grate for cooking, and water to the amount of at least three quarts a day to each individual, and also seven pounds of bread stuffs per week, half of which to be bread or biscuit, and half may be potatoes, at the rate of five pounds to one pound of bread stuffs, are required to be provided by the vessel to each passenger, according to the enactment of the Passengers' Act, under a severe penalty ; for the enforcement of which, and other clauses in the same act, complaints are to be made to any of the Government Emigrant Agents, or Officers of Customs.

The average length of passage to Quebec was computed in 1841 and 1842, from passages by 616 vessels with emigrants, to be 45 days the one year, and 46 the other. The shortest passage was 24 days, the longest 78 days. The Passengers' Act requires the length of voyage to be computed at 10 weeks or 70 days. Persons who provide their own provisions would therefore do well, I would say, to lay in a stock to meet, as nearly as may be, the period computed by Government. It will save them all uneasiness of mind upon a material point, and may prevent much suffering, which otherwise might be occasioned by a long voyage ; and the supplies left over by a shorter voyage, may, upon the vessel's arrival, and after reserving a little for the rest of the journey, be disposed of one way or other, without much loss. A deal chest, with lock and key, is perhaps the best for holding the greater part of the provisions. A

good conditioned barrel with padlock, rather than a sack, is found to be best for preserving potatoes. The kinds of provisions usually taken are biscuit, hard baked loaves, hams or bacon, cheese, salt butter ; eggs, preserved by being well greased to exclude the air, and packed with bran, saw-dust, or such like ; milk, preserved by being carefully boiled with loaf-sugar, and sealed in small jars or bottles ; and tea, coffee, sugar, oatmeal, herrings, with mustard, pepper, vinegar, and salt. In calculating the provisions to be taken, the amount of bread stuffs to be provided by the vessel will, of course, be taken into account. A few other things, which the taste or circumstances of the party may suggest, will much promote comfort during the voyage. Among such may be mentioned split peas for soup, flour, suet, and a small quantity of raisins and currants for a pudding now and then ; a few lemons and oranges, a little gingerbread, and such trifles, are always found to be wonderfully agreeable in relieving and cheering the time upon occasions during an ocean voyage. Immediately before sailing, a little fresh meat, say a leg of mutton or so, with vegetables and barley, will be found, in most instances, during the first few days out at sea, very serviceable and agreeable.

It may be unusual in writers dropping such hints as these are designed to be for intending voyagers, to recommend books ; but I would only observe, that, if in the bustle of preparation, such pleasant companions be overlooked, in most cases their absence will be much felt. Besides special books, works of a miscellaneous varied character, such as Chambers's Journal, and Information for the People, the Penny and Saturday Magazines, or even a few odd numbers of Punch, the Pictorial Times, the Illustrated London News, or, it may be, one or two old newspapers, will be generally experienced to be very acceptable antidotes to the ennui usually attending a voyage across the Atlantic.

Many females entertain serious fears concerning the nature and incidents of a lengthened voyage ; but I would say, from personal experience and observation, that, with the exception

of the first few days, which may be attended less or more with some unpleasant sensations of part or complete sea-sickness—those fears usually turn out rather agreeably to have very little real foundation.

The period recommended for sailing to Canada is that during which the early spring ships depart ; the greatest number of vessels usually commence the voyage from the 1st to the 15th of April, and the next greatest number during the latter part of that month. The first vessels from sea generally arrive at Montreal about the middle of May.

With regard to the spare funds, which the intending traveller may have available to take with him to Canada, it would be advisable for him to lodge such in some safe bank at home before he leaves ; and when he arrives in Canada, he can draw for this money as he requires it. This plan combines both safety and convenience, besides some little gain resulting from the difference of exchange, which is always against the colony, and in favour of Britain.

Persons desirous of obtaining information upon particular points previous to embarking for Canada, are invited to communicate with the Colonial Land and Emigration Commissioners, stationed at London for the superintendence of emigration, and diffusion of information respecting the colonies, and whose proceedings are directed by instructions from the Secretary of State for the Colonial Department. ‘ It is the province of the Commissioners, from time to time, to make public any authentic information which they may receive on matters connected with the settlement of waste lands in the colonies, and affecting the interest of any description of persons, who propose to settle there. They likewise answer all applications from individuals, and afford them, so far as may be in their power, such information as may be adapted for their particular cases. The office of the Commissioners is at No. 9 Park Street, Westminster, and all communications should be addressed to the Secretary, Stephen Walcott, Esq.’

## CHOICE OF A VESSEL.

It will readily be allowed that it is of first importance to the voyager to be enabled to select a good sea-worthy vessel, well manned and equipped, and in the charge of a captain on whom reliance can be placed as an experienced seaman, sober in his habits, and of general good character and disposition. It may not be an easy matter frequently to find all these requisites combined ; but the want of any of them will be found to diminish, in some degree, the comfort of the voyager, who during several weeks has his home upon the waters.

The best vessels sailing to America are believed to be those from Liverpool, London, and the Clyde. Respecting the choice of the New York or Quebec passage, this much may be said, that the latter is most advisable, when a good vessel is to be had, for persons proceeding to Lower Canada, and to those proceeding to any part of Canada whose funds are limited, or who desire to see as much of Canada as possible, and to obtain useful information and advice upon landing from the Government Emigrant Agents. The New York route, on the other hand, is usually preferred by persons proceeding to Upper Canada in more easy circumstances than the poorer class of emigrants, as it is believed to be upon the whole most agreeable, the shortest, and perhaps the safest, and offering greatest choice of first-class vessels. It is attended with little, if any difference of expense, to those choosing the most comfortable description, or even second-class accommodation ; but there is this drawback upon landing at New York, that persons are more liable to be misled by false information of designing individuals, and frequently by downright impostors, than guided by the friendly information afforded at Quebec gratuitously by Government.

Should the traveller bound for Canada make choice of the New York route, the greatest choice of best vessels will be found at Liverpool. United States vessels are experienced to be good sailers, and generally very well managed. Strict dis-

discipline is observed among the seamen by the captain and officers, and generally great sobriety. And all these are very material points ; for it is believed to be established that most of the disasters at sea are to be attributed, not so much to bad vessels or pure accident, as to causes blameable in those having the management. Among those causes are deficiency of hands, carelessness in the duty of the seamen in not keeping a proper outlook or watch, especially in hazy or dark weather, and near a coast, and in a great number of instances, and indeed a leading cause, is *intemperance* ; and I regret to have in truth to add, that among the shipmasters of our own country this disgusting vice exists to a most lamentable and very unsafe extent.

The traveller who intends proceeding to Canada by the St Lawrence will find excellent vessels leaving the Clyde among the regular traders to Montreal. The Clyde, being on the west coast, is the best part of Scotland to select for departure for America. Parties, whose nearest ports would be Leith or Aberdeen, cannot always, however, find it convenient to incur the expense and extra trouble of travelling by steam or other conveyance to Glasgow or Greenock with their luggage, for the sake of avoiding the more lengthened sail and tedious passage along the east and around the north coast of Scotland ; but wherever it can be easily done, it is desirable on several accounts.

Persons sailing from ports at which Government Emigration Agents are established, have the advantages of being guided by the experience of those officers in the choice of a vessel, and of having every description of necessary information gratuitously provided—such as regarding the sea-worthiness of passenger ships, the periods of sailing, and means of accommodation, sufficiency of provisions, water, and medicines they have on board. The Passengers' Act, which it is the duty of those officers to enforce, is very particular in protecting passengers from annoyance and inconvenience arising from the want of punctuality in the sailing of vessels, the non-fulfilment of bargains with ship-

masters or brokers, and for ensuring the comfort of passengers during the voyage. Its chief provisions consist in limiting the number of passengers to be carried by each ship, three persons being only allowed to every five tons burthen ; and whatever be the tonnage, only one passenger to every ten superficial feet of the space between decks appointed for passengers, and the height of such space to be not less than five feet, and not having more than two tiers of berths, and also regulating the size of each berth ; also requiring that parties contracting to find passages to give written receipts in a prescribed form, and that no person except owner or master of the ship, or brokers regularly licensed, and acting under written authority from principals to act as agents, be recognised as empowered to contract with parties for passages ; in cases of non-fulfilment of contracts on the part of the shipper, parties to be maintained at the contractor's expense, and provided, within a reasonable time, with a passage to the place of destination, under a penalty recoverable by summary process before two Justices of the Peace ; passengers during detention of ships to be victualled by the ship, and if detention exceed two working days, except caused by wind or weather, to receive 1s. per day, unless satisfactorily lodged and maintained. Among other provisions, passengers cannot be landed against their consent at any other place than the one contracted for ; and after their arrival at such place, they are to be maintained for 48 hours on board, unless the ship in the prosecution of her voyage quits the port sooner. The act extends to foreign as well as to British ships, but not to vessels carrying fewer than 30 passengers, nor to cabin passengers. Two copies of the act require to be kept on board every ship to which it applies, and to be produced to passengers on demand.

The Government Emigration Agents stationed in Scotland are Lieut. Forrest, R.N., Glasgow,\* and Lieut. Hemans, R.N., Greenock ; those in England, Lieut. Lean, R.N., London

---

\* Lieut. Forrest has only lately been removed from Leith to Glasgow.

(office, East Smithfield), and Lieut. Henry, R.N., Liverpool (office, 33 Union Street); and those in Ireland, Lieut. Hodder, R.N., Dublin, Lieut. Friend, R.N., Cork, besides Lieuts. Starke, Shuttleworth, Ramsay, and Mr Lynch, R.N., for the ports respectively of Belfast, Sligo, Londonderry, and Limerick. These Government agents act under the immediate direction of the Emigration Board of Commissioners stationed at London.

The rates of steerage passages to Quebec or Montreal vary from £1 to £4 without provisions. The places mentioned in the Government returns as affording passages at the lowest rates, are Liverpool and most of the Irish ports; in Liverpool the rates are from £1, 10s. to £2, 10s.; and the rates of the Irish ports are returned as being from £2, 5s. to £3. Greenock, Leith, and London rates are returned as the highest—those at Leith being from £2, 10s. to £3; and Greenock, by the best vessels, the regular traders, £3, 10s.; and by ordinary emigrant ships, less. At London, rates are as high as from £3, 5s. to £4, 5s. Provisions are estimated generally to cost additional, from £1, 10s. to £2, 10s. Intermediate or second-class passages are ordinarily rated to be from 10s. to £2 additional. Cabin passages, with every requisite of bedding and provisions, provided in the same style as for the captain, usually range from £10 to £20. The vessels from Leith and the Irish ports are returned as charging lowest for cabin passages, and those of Greenock, Liverpool, and London the highest, the vessels from these ports being chiefly of a superior class, and their accommodation and table supplies more comfortable. Children under 14 years of age are usually computed at half rates.

Regular packet-ships between New York and Liverpool sail on the 1st, 6th, 11th, 16th, 21st, and 26th of every month from the latter port, and charge about £20 for cabin passage; and their intermediate and steerage rates are from 5s. to 20s. higher than those of ordinary vessels. American and British vessels sail also occasionally from the Clyde for New York. The rates of passages to New York are much about the same as to Quebec.

The Great Western steam-ship charges £30 for cabin passage to New York, with £1 additional as steward's fee. This vessel sails from Liverpool usually once a-month, but has no particular days. The line of Royal Mail steam-ships, the Britannia, Caledonia, Hibernia, Acadia, and Cambria, sailing between Liverpool and Boston, and touching at Halifax, charge 38 guineas, including provisions, but without wines or liquors, for the passage to Boston or Halifax, and one guinea additional for steward's fee. These vessels sail from April to November inclusive, on the 4th and 19th of every month; and during the four months, from December to March inclusive, on the 4th only of every month.

---

#### ARRIVAL AT QUEBEC, AND ROUTES THROUGH THE INTERIOR.

THE traveller who has made choice of the Quebec passage will experience much satisfaction in having every necessary attention shown in affording him information and advice, so far as such may be within the power of the Government Agent. A. C. Buchanan, Esq., son of the highly respected and recently retired British Consul at New York, is appointed by Government the chief Emigrant Agent for Lower Canada, and stationed at Quebec, for the sole purpose of affording information and advice gratuitously to emigrants. Emigrant ships, upon arriving within about 33 miles of Quebec, are boarded by the authorities of the quarantine department. The station is an island of the St Lawrence, named Grosse Isle. A medical officer here examines the ship as to the state of health of those on board, and any persons that may be sick are taken on shore to an hospital. One dollar (say 4s. 2d. sterling) is understood to be at present imposed upon each passenger, the proceeds of which tax is applied for the purpose of affording medical at-

tendance and relief to the sick, and assisting destitute emigrants to reach the places of their destination.

Mr Buchanan being usually apprised of the approach of vessels with emigrants, is in waiting to receive them in the river opposite Quebec, and either on board, or at his office, No. 30 Sault-au-Matelot Street, affords all desired information within his power. Emigrants are cautioned against unguardedly relying upon statements which may be made to them by individuals, who may put themselves in their way for the purpose of taking improper advantage of them. Having Mr Buchanan at Quebec, and the other Government agents at the chief towns up the country to consult, the emigrant may have his doubts in cases solved, and all necessary advice tendered to him freely and gratuitously. One little piece of advice I would here impress upon emigrants is, that they ought not to refuse offers of employment, however low they may suppose the rate of remuneration; they may suffer inconvenience before they get another offer, and by accepting a short engagement at once, they save their means, and have an opportunity of looking about them more at leisure, and getting acquainted with the country. Persons arriving from Britain are apt generally, from vague notions entertained, to place higher value upon their services than they find from after experience they can readily command.

The master of the ship is bound to disembark emigrants and their baggage free of expense at the usual landing place, and at reasonable hours. Persons who have contracted for their passage only so far as Quebec, or who may in cases wish rather to proceed onward to Montreal by steam-vessel than wait the slower sailing (perhaps with contrary wind) of their own ship, will usually find steamers ready to take them to Montreal, a distance of 180 miles. When a number of emigrants are going together, the steamer not unfrequently proceeds close alongside the ship, and takes on board the passengers without inconvenience.

Steamers leave Quebec at least every afternoon at five

o'clock, and call at Three Rivers, Port St Francis, and Sorel, and arrive at Montreal early next morning. The fare for deck passengers is usually a dollar, which is 5s. colonial currency, or say 4s. or 4s. 2d. sterling, according as the full value of exchange may or may not be exacted to the letter. Children from 3 to 12 years of age are rated at half price. The cabin passage, with provisions included, is charged five dollars by the first-class (mail) steamers. There are, however, most frequently opposition boats, charging lower fare than the above. One named the Charlevoix, advertised during the season of 1844 to convey passengers between Quebec and Montreal, at the rates of 2s. currency (about 1s. 8d. sterling) for deck, and two dollars cabin passage, meals included.

Having arrived at Montreal, the traveller, unless he wishes to make a stay of a day or two in the city, should immediately have his luggage conveyed to the office or warehouse of the conveyance by which he is next to travel. There is a stage-coach (the mail) departs every morning at ten o'clock to Lachine, nine miles above Montreal, in connection with steamboats sailing up the St Lawrence, and through the St Lawrence canals to Kingston, accomplishing the distance between Montreal and Kingston, of 180 miles by this route, in about 26 hours. The fare for the whole distance is usually twelve dollars. This conveyance, however, chiefly recommends itself to those whose time for travelling is limited, and whose means allow first-class accommodation. The ordinary conveyances up the country are the small steamboats and barges departing from the Lachine Canal, which commences at Montreal Harbour, and proceeding up the St Lawrence and Ottawa Rivers, and through the Rideau Canal, reach Kingston, a distance by this route of about 250 miles, and which is usually accomplished in three days by the steamboats, when they take no barges in tow. The barges, and those steamers towing them, take about six days. The fare by steamboat is usually three dollars steerage; and eight dollars cabin, including meals. The fare of the barges is from one to two dollars. The quantity of lug-

gage allowed free is not narrowly estimated ; at the least, the allowance is from one cwt. to one and a-half cwt. The charge for extra quantity is at the rate of 2s. 6d. currency, or 2s. sterling, per cwt. between Montreal and Kingston. The cartage of luggage from the harbour to the canal, as regulated by the Montreal authorities, is 10d. currency, or 8d. sterling. for each load of 15 cwt., and for the largest load of 20 cwt., and upwards, the legal rate is 1s. 3d. currency, or 1s. sterling.

The steamboats and barges are departing every day from Montreal, usually in the afternoon about four o'clock. Emigrants who may wish to prepare meals, or even to take a night's rest at Montreal before proceeding up the country, will find temporary accommodation provided by Government gratuitously for this purpose. The Government Emigrant Agent stationed at Montreal is James Allison, Esq. ; and at Kingston the chief Emigrant Agent for Upper Canada, A. B. Hawke, Esq., is stationed.

Steamboats depart every day from Kingston up Lake Ontario for Toronto and Hamilton, touching at Cobourg and Port Hope. The time of departure is usually about three o'clock, afternoon, after the arrival of the mail and other steamers from Montreal. The fares from Kingston to Toronto are generally 5 dollars cabin, and 3 dollars deck passage. An opposition boat, the Frontenac, advertised last season to convey passengers at the rates of three and a-half dollars cabin, and one and a-half deck, and also to sail direct to Hamilton, without causing emigrants proceeding further westward than Toronto to change steamboats. The distance from Kingston to Toronto is 170 miles, and the passage is accomplished in from 20 to 24 hours. From Toronto to Hamilton, the distance is 45 miles, and steamboats depart usually about two o'clock afternoon, upon the arrival of the boats from Kingston. The fares at the highest rates are two dollars cabin, and one dollar deck ; but in seasons of opposition the rates are frequently half of the above, and sometimes less. During one season (1843) they were for sometime only 1s. cabin, and 6d. for deck passage. The

Government Emigrant Agent at Toronto is D. R. Bradley, Esq., and at Hamilton J. H. Palmer, Esq.

Travellers proceeding further westwards, to the London, Talbot, Brock, Huron, or Western districts, may either take the daily mail stage-coach to London, a distance from Hamilton of 83 miles, or hire a waggon at so much per day. The usual cost of travelling by stage-coach in Canada is from 2½d. to 3d. per mile; and the hire of a waggon with a pair of horses, carrying a load of 18 cwt., or a little more or less, is generally about three dollars per day. For a family with much luggage, this is the cheapest mode of travelling; although some prefer travelling on by stage, and leaving extra luggage to be afterwards forwarded by waggon. From London there is a daily stage westward to Chatham, Western district, and steamboats sail from Chatham to Windsor, Sandwich, Amherstburgh, and Detroit. The whole distance, of about 150 miles, from Hamilton westward to Chatham, will most likely by next season be accomplished over one of the best roads in the country—the greater part of it being securely laid with strong planking, and a portion of the remaining part being macadamised.

Travellers proceeding to Goderich or other parts of the Huron district will find the mail-stage leaving London three times a-week. The distance from London to Goderich is 60 miles; fare, three dollars.

For Sarnia, at the head of the River St Clair, and foot of Lake Huron, and about 70 miles direct west of London, the mail-stage leaves London three times a-week, passing through the townships of Lobo, Adelaide, Warwick, Plympton and Sarnia.

For St Thomas, 25 miles south of London, and situated in Southwold, one of the townships lying along the shore of Lake Erie, the mail-stage leaves London three times a-week.

Having now conducted the traveller to the farthest western points of Canada by the usual and most direct routes, before closing this part of the subject I will subjoin several of the other most important routes leading off this main one.

The following routes to settlements in Lower Canada are

taken from a circular of Mr Buchanan, chief Emigrant Agent at Quebec :—

‘ THE EASTERN TOWNSHIPS OF LOWER CANADA.—The best route until the new Gosford road is finished, is by Port St Francis, 98 miles above Quebec, by steamboat, passage 2s. 6d. ; from thence you proceed to Sherbrooke, by Nicolet, La Baie, Drummondville, and Melbourne.

SETTLEMENTS IN THE DISTRICT OF MONTREAL.—Chambly is 18 miles from Montreal, on the south side of the St Lawrence; this route leads also to the eastern townships, *via* Abbotsford 39 miles, Granby 48 miles, Shefford 62 miles, Georgeville 91 miles, and to Stanstead 104 miles from Montreal, and 34 miles from Sherbrooke. Persons going to Dunham or Stanbridge proceed by steamer and railroad from Montreal to St John’s, through Henryville and Bedford, from thence to Stanbridge Mills, Dunham, Nelsonville, and Brome.

To the south, from Montreal, by Lachine, are the villages of Chateauguay, 16 miles, and Beauharnois 25 miles, and from thence to Godmanchester and Hinchinbrooke. If going to Sherrington, Hemmingford, Napierville, or Odle Town, you proceed by steamer to La Prairie.

To the north of Montreal are the settlements of New Glasgow, 30 miles ; also Kilkenny, Kildare, and Rawdon, in which are many thriving settlements.’

In proceeding from Montreal to Kingston by way of Bytown and the Rideau Canal, ‘you pass through Carrillon and Grenville, on the north bank of the Ottawa ; on the south side, opposite Grenville, is the village of Hawkesbury, and six miles farther up is L’Original, and from thence to the townships of Caledonia, Plantagenet, and Clarence. Persons proceeding to Hull, Aylmer, Fitzroy, and to the settlements in Bristol, Clarendon, Litchfield, and MacNab, stop at Bytown. Those proceeding to Perth, Dalhousie, Ramsey, or Lanark, land at Oliver Ferry on the Rideau Canal, 70 miles from Bytown. Persons going to Glengary, Cornwall, Prescott, or Brockville, proceed from Montreal by the route of the St Lawrence.’

From Kingston, besides the steamers daily to Toronto and Hamilton, there are others also plying daily to Picton, Belleville, and other places, situated in the Bay of Quinté. Sailing schooners are also usually to be found proceeding from Kingston to Hamilton, St Catherine's on the Welland Canal, and to Port Stanley on Lake Erie, and Amherstburgh on the River Detroit, and other ports. The rates of passage by those schooners are usually much lower than by the steamboats; but their times of sailing, and the duration of their voyages, are, of course, subject to much uncertainty.

Persons proceeding to Peterborough, or the settlements in the vicinity of Rice Lake, in the Newcastle district, will land at Port Hope. Stages also leave Cobourg for Peterborough and the Rice Lake settlements.

From Toronto, steamers leave also daily for Niagara and Queenston, the latter village situated on the Niagara River, being nine miles from the Falls of Niagara.

For Dundas, Galt, Guelph, and other places, situated in the Gore and Wellington districts, and north-west of Hamilton, travellers will find regular mail-stages at Hamilton proceeding in this direction, and by way of Wilmot to Goderich, in the Huron district, a distance by this route of 101 miles.

---

#### ARRIVAL AT NEW YORK, AND ROUTES THROUGH THE INTERIOR.

THE voyager who has made choice of the New York passage will most likely experience some annoyance from the gangs of unprincipled persons who beset the emigrant upon his arrival at this port, in order to dupe him out of his money, under the pretence of being authorised to contract for his means of conveyance up the country, or to provide him with lodgings in the city. Persons who thus beset the traveller ought scrupulously to be avoided, and no dependence placed upon their

statements. In order to protect strangers arriving from the old world against such impostors, and to afford necessary information and advice, an association composed of highly respectable English residents of New York, has recently been established.

Steamboats leave New York for Albany, 160 miles up the Hudson River, every morning and evening. The fare is usually from one to two dollars. The hours of sailing are usually seven o'clock morning, and five evening. The steamboats which leave New York at seven o'clock morning, reach Albany about six o'clock evening. Travellers proceeding to Rochester or Oswego for the purpose of crossing into Canada at Kingston, Cobourg, Port Hope, Toronto, or Hamilton, by steamers which ply across Lake Ontario between these ports daily; or those proceeding to Buffalo for the purpose of crossing at the Falls of Niagara, or taking a steamboat for the Canada ports of Lake Erie—usually take the railway to Schenectady or Utica, and thence either the canal or railway to Syracuse, Rochester, or Buffalo. There is a branch of the Erie Canal leading off at Syracuse to Oswego, and the great canal passes through Rochester. The distance from Albany to Utica by railway is about 96 miles; but as the train arrives at an inconvenient hour of the morning at Utica, comfort and economy perhaps may be both consulted, by proceeding on the railway no further than Schenectady, about 17 miles from Albany, and here taking a canal packet-boat to Utica, or even further, on board of which the traveller may rest for the night, and be at the same time forwarded on his journey. From Utica to Syracuse the distance by the canal is about 63 miles; from Utica to Rochester, about 160. The length of the branch canal from Syracuse to Oswego on Lake Ontario, is about 38 miles. The fares from Oswego to Toronto by steam-boat, a distance of 160 miles, are usually six dollars cabin, including meals, and two dollars steerage.

The rates by railway in the United States are usually from one penny to twopence, or two to four cents per mile, according to the class of accommodation. Upon

the Erie Canal the rates are one and a-half to three cents., or say three farthings to three-halfpence per mile, according as meals are, or are not, provided. From the opposition of the railway, the rates may, however, be found to be less than those stated. The distance between Albany and Buffalo by the canal is 363 miles; the route taken by the railway being more direct, the distance is less. The first-class railway trains accomplish the journey from Albany to Buffalo in 25 hours, and last season the fare was 11 dollars by first-class accommodation, and there were emigrant trains in 1843 conveying passengers for  $5\frac{1}{2}$  dollars.

From Buffalo, steamboats depart daily for Detroit, which is half a mile opposite the village of Windsor, in the Western District of Canada. The fares to Detroit from Buffalo are from five to seven dollars cabin, and two dollars or less for steerage passage. Steamboats leave Detroit every other day, at least, for Chatham on the River Thames—generally Tuesday, Thursday, and Saturday afternoons—and usually daily for Sarnia on the St Clair; and for Goderich on the River Maitland, generally two or three times a-week. A steamboat also usually plys between Buffalo and Port Colborne, at the mouth of the Welland Canal, Dunville, near the mouth of the Grand River, and Ports Dover, Rowan, and Stanley, and other places on the Canada side of Lake Erie, generally twice a-week, leaving Buffalo on Monday and Thursday evenings. Steamboats also ply from Buffalo to Schlosser on the American, and Chippewa on the Canada side of the Niagara River. Railway trains leave Buffalo for Niagara Falls twice a-day; the distance is 22 miles, and the fare half a dollar. A very little way below the Falls, and within full sight of the great cataract, the River Niagara narrows to a few hundred yards, and a ferry is maintained at the point by a small row boat, which the traveller may make choice of for the purpose of crossing into Canada.