

arrived at Kingston, the seat of government. This so-called city had about 11,000 inhabitants, and contained few buildings of any size. But it had an active business, chiefly in transhipment of cargoes from and for Lake Ontario. It was also the military head-quarters for Canada West, and held a garrison second only to that of Quebec. Fortifications were in progress.

At Kingston the traveller westward embarked on a steam-boat of stronger build than those which had conveyed him up the river, because compelled to buffet the often stormy waters of Lake Ontario. Skirting the Canadian shore, and calling at several ports he reached Toronto in about fifteen hours. This town was the old capital of Upper Canada, now the capital of Ontario. At the time we speak of it had only about 22,000 inhabitants. The harbour could never be an inferior one, but there were only a few shabby wooden wharves. The town had but one important street—King street, across which ran roads at right angles, irregularly built, Toronto, however, had a manifest destiny to increase, having the support of a rich agricultural region, as well as an excellent position for commanding the traffic of the west. It also possessed educational institutions superior to those of any other Canadian town; although the principal institutions were under a close ecclesiastical influence; and the great emancipation of public instruction from such control had not then been achieved.

Westward of Toronto, stretched a sparsely settled region, with many small towns or ambitious villages. Hamilton was a place of wide roads and spaces, and a population of 9,000. Dundas, St. Catherine's, Galt, Guelph, Brantford, Woodstock, London, and Chatham, were small towns, connected by roads unblest of Macadam; dreary tracks of mud, patched with what was called "corduroy," or logs laid across its worst places; roads over which even the Royal Mail could not make better speed than five miles an hour.