

which may now be made with safety in a commodious steamer and surrounded with comfort and even luxury—before arriving at the subject of our present notice, the traveller passes amidst the far-famed Thousand Islands, which bear the appearance of having sprung from the depths of the mighty stream expressly to be the abode of the spirits of its waters. Amid their picturesque mazes, man feels himself an intruder, and as the moving mass he treads bears him safely among the labyrinth of rocks, he may fancy himself transported by genii through some region of fairyland; or, without yielding to the powers of imagination, he cannot forbear contemplating alike the extraordinary results of human skill, and the wonders of nature's own creation, thus brought together for his use and admiration, in the self-impelled ark which he inhabits, and in the beautiful scenery which surrounds him.

Our illustration—though we trust our readers will not deny to the artist his due meed of praise—gives but a very imperfect view of the town. After passing through scenes whose claims to admiration, though great, are altogether their natural beauties, the eye rests pleasantly on the stone walls of Brockville. The court house and the church on the eminence above the town, are the chief objects which attract attention. The latter is seen in our artist's sketch, but the court house, though visible from the deck of the steamer, cannot be distinguished. The well executed wood cut, (to be found on the last page of the book), however, which we subjoin, gives a faithful representation of this commodious and handsome structure, the commanding site on which it stands, and the broad avenue through which it is approached.

The view which forms our vignette is taken from the level of the site of the lower part of the town, and comprises only that part of it adjacent to the wharves, consisting chiefly of warehouses. From other points, however, the town presents a much more favorable aspect. Opposite to the wharves is what forms a pretty object in our picture—a small fort or block-house, in which a few troops are usually stationed. If we land and proceed through the principal streets, we are agreeably surprised at the features presented, so different from

those that mark the generality of towns in this newly peopled part of the world. Instead of the glaring and perishable attractions of frame-work, and those characteristics which indicate the rapidity, wherewith the cities of this continent, as if evoked by magic from the vast wilderness, leap into existence, and the primeval forest is replaced by busy haunts of men, Brockville affords an appearance of solidity grateful to the eye of the "Old Country man," and of substantial and unostentatious comfort. Its handsome houses of stone, with cut-stone fronts, and its public buildings of the same massive material, give to the streets an air of wealth and importance which other Canadian towns of the same size and population cannot boast of, and which form the distinguishing feature we have remarked. This it owes to the abundance of limestone and granite which is found in its neighborhood. The heaviness and gloom which the general use of stone in the buildings would otherwise create, are agreeably relieved by the number of residences, even in the heart of the town, which are surrounded by neat gardens and ornamental trees.

The commercial prosperity of Brockville in some degree declined after the construction of the Rideau canal, a stupendous work of art, connecting the St. Lawrence and Ottawa rivers, and cut by the government chiefly for military purposes, but which enabled passengers and the forwarders of merchandise to avoid the then dangerous navigation of the St. Lawrence, though by a circuitous and expensive route. Of late years, however, the "carrying trade," as the business of forwarding merchandise and produce is called, has been finding its old and what would seem to us to be its natural channel. Canals, wide and deep, and furnished with handsomely and substantially built stone locks, render the formidable rapids of the St. Lawrence no longer an obstruction to navigation. Steamers of the first class now descend the whole course of the mighty stream, the torrents of the Galops and the Plat rapids, so long considered insurmountable, but escaping, by the use of the canals, the more impetuous and impracticable rapids of Lachine, the Cascades, the Cedars and the Sault.

Far different was the mode of trans-