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extensive orders for every description of goods, to be sent out in the Spring of 1825, with promises of very large remittances by that time, as the long credits given on their early sales, would then be due.

In 1824, I had built for the trade, a very fine barque of about 300 tons register, called the "General Wolfe." She was fitted up in most superb style, with a ladies' and gentlemen's cabin, in the finest variegated mahogany. Her equal had never sailed from the Clyde. Her building was superintended by Captain Wm. Johnston who had long commanded one of the Liverpool traders belonging to a company of which I was a partner. By the advice of my oldest brother, James, (who had long been at sea, and lost his right arm when only eighteen years of age, defending a ship of my father's, of which he had command during the first American war) a system was adopted, then quite new, of boring a hole of several inches deep in every timber head, with an auger, and filling it with linseed oil, and of dosing the joinings of all the timbers well with whitelead and oil. This vessel was sold to James Ewing & Co'y, and has been since in the Jamaica trade. She has been repeatedly examined, and her timbers found quite fresh, owing, no doubt, to the care taken in building her.

She was dispatched from Greenock for Montreal the end of March, 1825, with a cargo for Ferrie, Cormack & Co'y. Considerable shipments were also made to the firm from Liverpool at the same time.

The ship returned the beginning of July with nearly 500 tons of dead weight on board, but with very small remittances for me.

My son's letters for some time past had been rather gloomy, hinting that he feared the business would not succeed under the management of Mr. Cormack, and recommending my coming out immediately to look after my own interests: I felt much disappointed and very uneasy; but as Mr. Cormack still wrote in good spirits and continued to send me large orders, I wrote my son that I feared he viewed Mr. Cormack with jaundiced eyes. I, however, curtailed shipments. My son's reply to my letters, after this, told me plainly that Mr. Cormack was not attending to the business, but was constantly in a round of company and dissipation, and if I did not come out soon he trembled for the result. I wrote strongly to Mr. Cormack of the trifling remittances sent to me. He sent rather more, and a great order for goods.

I wrote my son to exert himself to the utmost to keep things right, and that I was coming out with the "General Wolfe" in the Spring, but not to mention it. The end of March, 1826, we sailed with a large cargo.

Mr. Cormack was evidently alarmed at my arrival. I found the stores filled with the very same kind of goods he had sent me very large and fresh orders for. The fact is, he knew nothing of what was on hand; and had just copied some of his former orders. Every one of the merchants in Montreal bore testimony to the exertions made by Colin to make up for the misconduct of Mr. Cormack. I, with the help of my son, made out a statement of the affairs of the Company, and found them on this side very bad.