

to have been built to commemorate some particular epoch of Chinese history. On the face of this steep hill, almost perpendicular, are their burying grounds. As the country is thickly populated, every available spot is cultivated and such steep places as these are used for interring the dead.

As soon as we got the ship properly moored, two large junks came alongside and we commenced breaking bulk with fifty Chinese coolies. Two Chinese clerks were seated under the awning, taking down the weights of the bales of cotton and the Surang, who weighs them, sang out the weights in Chinese and English.

During the evening there was a great display of fireworks at Whampoa, the most splendid I ever saw, far surpassing the display we had in Stratford at the turning of the first sod of the B. and B. Railway.

The next day I went up to Canton eleven miles above in one of the quarter boats, having with me four seamen who were discharged from the ship. It rained heavily all the way up the River and the crowds of junks became so dense that when we got near Canton, we had to take in our oars and pull our boat through by the gunwales of the junks. We landed at the stone steps opposite the American factory and walked up through the garden into the City, where we were immediately beset with