

following notice, taken from a *Gazette*: "Surveyor-General's Office, York, 25th April, 1805. That it may be known who are authorized to survey lands on the part of the Crown within this Province, the following list is communicated to the public of such persons as are duly licensed for that purpose, to be surveyors therein, viz., William Chewett, York; Thomas Smith, Sandwich; Abraham Iredell, Thomas Welch, Augustus Jones, William Fortune, Lewis Grant, Richard Cockrell, Henry Smith, John Rider, Aaron Greeley, Thomas Fraser, Reuben Sherwood, Joseph Fortune, Solomon Stevens, Samuel S. Wilmot, Samuel Ryckman, Mahlon Burwell, Adrian Marlet, Samuel Ridout, George Lawe. (Signed), C. B. Wyatt, Surveyor-General."

Of Mr. Berczy, above spoken of, we shall soon have to give further particulars. We must now push on.

Just beyond the Blue Hill ravine, on the west side, stood for a long while a lonely unfinished frame building, with gable towards the street, and windows boarded up. The inquiring stage-passenger would be told, good-humouredly, by the driver, that it was Rowland Burr's Folly. It was, we believe, to have been a Carding or Fulling Mill, worked by peculiar machinery driven by the stream in the valley below; but either the impracticability of this from the position of the building, or the as yet insignificant quantity of wool produced in the country made the enterprise abortive.

Mr. Burr was an emigrant to these parts from Pennsylvania in 1803, and from early manhood was strongly marked by many of the traits which are held to be characteristic of the speculative and energetic American. Unfortunately in some respects for himself, he was in advance of his neighbours in a clear perception of the capabilities of things as seen in the rough, and in a strong desire to initiate works of public utility, broaching schemes occasionally beyond the natural powers of a community in its veriest infancy. A canal to connect Lake Ontario with the Georgian Bay of Lake Huron, *via* Lake Simcoe and the valley of the Humber, was pressed by him as an immediate necessity, years ago; and at his own expense he minutely examined the route and published thereon a report which has furnished to later theorizers on the same subject much valuable information.

Mr. Burr was a born engineer and mechanic, and at a more auspicious time, with proper opportunities for training and culture, he would probably have become famed as a local George Ste-