

magnificent steam-ships, and vessels of every grade, bringing to our port the treasures of other lands, and conveying to Eastern markets the products of the West, were calm and unruffled, save when the red man launched his bark upon the blue expanse, or when lashed into fury by the angry tempest.

Although, comparatively, the youngest of Canadian towns, it has outstripped many of the older and more favored places, and is now only second in importance to the capital of Canada. It is the principal wholesale mart of the Western Province; and if it progresses in the same ratio as in the past five years, it will soon leave in the distance even Toronto, and become what Nature has intended it to be, and what its enterprising citizens are determined to make it, the first of Canadian cities. Situated as Hamilton is, at the head of lake navigation, and in the very centre of the finest grain-producing country in America, with Railways, completed and prospective, diverging in various directions through the best settled and wealthiest portions of the Province, it is destined to a mighty future.

Hamilton was laid out in the year 1813, but for many years it progressed but slowly, so that we find, in the year 1837, the inhabitants numbered only 3,567. From 1837 to 1841—four years—it made little or no progress. The census of the latter year reported a population of 3,446, showing a decrease in the four years of 121. During the succeeding four years, the population nearly doubled, and by the census of 1850 we find that the number of inhabitants had increased to 10,248. From that period to the present the City has progressed with almost unexampled rapidity. The commencement of the Great Western Railway gave an impetus to all kinds of business. New and substantial buildings took the place of those no longer sufficient for the increased amount of business. Our merchants and mechanics, who had accumulated ample fortunes, employed their surplus means in improving their property. New streets were opened, and handsome edifices sprung up as if by magic in all parts of the City. The population, which had reached 10,000 in 1850, has considerably more than doubled since that period—the estimated number of inhabitants at the present time being 25,000. Increasing in this ratio, we may safely assume that Hamilton in 1860 will number nearly 40,000 inhabitants.

It will be seen by the following that the amount of assessment of real and personal property during the past five years has more than trebled, and since 1852—three years—nearly doubled:

Valuation in 1848, . . .	£60,737	Valuation in 1852, . . .	£106,849
" 1849, . . .	60,817	" 1853, . . .	134,353
" 1850, . . .	61,574	" 1854, . . .	186,926
" 1851, . . .	94,259	" 1855, . . .	190,479

The custom duties on imports into the port of Hamilton for 1850 amounted to £50,000, in 1851 to £74,000, and in 1852 to £86,557. The total value of goods imported into the City for 1853 was £587,914, duties on which amounted to £86,656.*

* The Publisher would have been glad to have furnished the amount of imports and exports for the past two years in detail, but on application to the proper authorities was refused the information.

MAYOR,

St. George's Ward
St. Andrew's Ward
St. Mary's Ward
St. Lawrence Ward
St. Patrick's Ward

St. George's Ward
St. Andrew's Ward
St. Mary's Ward
St. Lawrence Ward
St. Patrick's Ward

Jacob Bishop, St. Mary's
Henderson, St. Mary's
St. Andrew's.

John W. Kerr, Clerk
Davis, Market Clerk
Jacob Bishop, Head
Street Inspector; R.

George H. Arm
Balliff; John Carr
Donald Dawson, W
Fitzpatrick, Peter
and Cornelius McG

Corner of Lower
Physician; Thom
Surgeon.

Thomas Gray, Cl
neer; J. Blachford
Joseph Faulkner, T
gine, one Hook and