

carried his Excellency's lady, her sister Miss Yonge, and five children. His Excellency went on horseback, accompanied by Capt. Phillpotts, of the Royal Engineers. In the meantime the steamer *Canada* went to Lewiston, took in His Excellency's luggage, and was ready to receive His Excellency and family at an early hour on Tuesday morning. On the departure of the vessel a salute was fired from Fort George. We have been informed," the *Gleaner* adds, "that His Excellency was highly gratified with the first view of the Province and the friendly reception he met with; also of the good things he partook of at the hotel, much of which was the produce of the Province."

Capt. McKenzie died August 27, 1832, aged 50. At the time of his death he was engaged in the construction of a steamer at the head of the Lake, and of another on Lake Simcoe. In 1832 Capt. Elmsley is offering for sale his yacht the *Dart*. In the *York Sapper and Miner* of Oct. 25, 1832, we read the notice:—"For sale, the fast-sailing cutter *Dart*, 22½ tons burden, with or without rigging, sails, and other furniture. For particulars enquire of the Hon. John Elmsley. York, 24th May, 1832." There is an accidental prolepsis in the "Hon." He was not appointed to a seat in the Upper House until after 1837. Capt. Elmsley, with his friend, Mr. Jeffrey Hale, afterwards of Quebec, left the service of the Royal Navy about 1832. In 1837 Captain Elmsley was appointed to the command of a Government vessel carrying two swivel-guns on the Lower St. Lawrence. He subsequently settled for a time on his estate known as Clover Hill, where he expended considerable sums of money in farming operations. Later he again undertook the command of a vessel, the *James Coleman*, trading on his own account between Halifax and Quebec. He afterwards, for a time, commanded one of the mail steamers on Lake Ontario, the *Sovereign*. (In several other connections we have had occasion to give particulars of Captain Elmsley's career.) The *Dart*, above named, was built at York by Mr. Purkis, a well-known shipwright there. In 1834, we notice, in MacKenzie's *Advocate* of March 13, a marine item following an observation on the mildness of the season:—"The weather is very mild for the season," the *Advocate* says: "occasional showers; plenty of sunshine and slight frosts. A schooner sailed last Tuesday for Niagara, and is expected back to-morrow."

It was in 1834 the grand old name Toronto was recovered by