

numerous churches, and public buildings, with splendid stores and shops, betoken a place of growing prosperity. Toronto is the outlet of a good agricultural country, and should a ship canal be made here to connect with Lake Huron by the Georgian Bay, the business of this flourishing city as a port of transit would be materially augmented. By means of the Grand Trunk and Great Western Railways it already possesses every facility for communication by land.

The drive towards Hamilton along the shore of the lake, which lay quite smooth and calm, was beautiful. The country is about half cleared, a heavy wheat soil, on which the new-sown wheat fields were all carefully water-furrowed. In some places the land was a stiff red clay, but most of it a heavy brown clay loam. There seemed to be very little Indian corn, and the grass on the pastures was either bad, or quite eaten off, or scorched up.

As the line nears Hamilton we pass by a wooden bridge over a chasm, which by the breaking of the bridge was the scene of a frightful railway accident some time ago. This town is placed on a bay at the head of Lake Ontario, from the waves of which the harbour is protected, like Toronto, by a natural breakwater. There are several handsome streets and houses in the town, and the villas in the neighbourhood are as substantial and elegant as those in the vicinity of our best towns in this country, with shrubberies, lawns, and greenhouses kept in the nicest order. From Hamilton to Niagara the railway runs along a broad tract of low country, stretching from a range of high table-land on the right to the shores of the Lake. At all points where we stopped for an excursion into the country, there was a uniform complaint among the Irish labourers of low wages and want of employment, and the wheat crop in this part of the country had proved a very short one.