

HOUSE RENT.

We keep up here the order of things observed and practised in the country parts of the United Kingdom from which we came, hence no large rents are either asked or given. Perhaps it may be said a man had better hire in Gulph than build, still, as all careful men are money getters, we have many providing their own dwellings, and yearly making some additions of convenience or comforts thereto.

OUR TAXES.

In the United States they would be well understood by saying the amount is not more than one-third, or at most one half what the Taxes are in the Union, 1½d. in the pound on Assessed Property, and 1d. per acre on Wild Land per annum, is the amount of all that is paid here. It will be gratifying to those long resident in the Union, to be informed (what nearly all men like very much,) that the Taxes are imposed by those having to pay them, through their own representatives in the new District Councils, and were any inducements necessary to Old Countrymen settled in the States, to come to Canada, my *main means* would consist in informing them of the very altered state of Canada, as regards Responsible Government and Municipal Councils. Our new District Buildings and School Houses are all finished, and as the public debt is not large, our yearly surplus revenue will enable the Council, at no very distant period, to remove the extra taxation now imposed, leaving an amount to pay yearly far less than is known in any country in the world.

COST OF TRANSPORTATION by the Navigable Waters, and afterwards by Land, to the Company's Settlements.

The cost of Conveyance by Steamboats varies slightly each year—but the following rates of Passage will be found to be sufficiently correct:—

From Montreal to Toronto	Cabin, £	Steerage £
From Montreal to Hamilton	"	"
From Toronto to Hamilton	"	"
From Kingston to Toronto	"	"
From Rochester to Toronto	"	"
From Lewiston to Toronto	"	"

Land Carriage, that is the hire of a Team of two Horses, Waggon and Driver, which will take 18 cwt. of load, may generally be reckoned at 8d. per mile to the journey's end,—supposing the Team to come back empty; cheaper land travelling than this can, however, often be obtained by making a bargain.

COMMUNICATIONS WITH THE UNITED STATES.

Steamers ply daily from Lewiston, Queenston, and Niagara, to Toronto and Hamilton, distant 40 miles. There are two Steamers plying three times a week from Rochester to Toronto, Kingston and Hamilton. The distance, by Railway, from Buffalo to Lewiston, is 90 miles. The Steam-boat *Kent*, will leave Buffalo every Tuesday and Friday Evening, at half-past Six o'clock, for Port Stanley, touching all Ports on the Canada shore, in connection with the Steamer *Brantford*, of Dunnville to Brantford. Leaves Port Stanley every Monday and Thursday morning, at half-past Eight o'clock for Buffalo. This route affords an easy and cheap access to the Gore, Brock, London and Western Districts.—Stages to and from the Boat at Port Stanley for London. A Steamer plies between Buffalo and Chippewa, from whence there is a Railway to Queenston.

Distance from Hamilton to Guelph, thirty miles; two Stages and a Post pass to and from daily.

NOTE.—The prices given are in Halifax Currency, of which \$1 or 5s. is equal to 8s. York or 4s. Sterling.

☞ A Map of the Town of Guelph may be seen at the Office of the Canada Company, and at DR. ALLINE'S, Guelph.

CANADA COMPANY'S OFFICE,
Frederick Street, Toronto, 1st July, 1845.