

for 1848, p. 258, where the erudite author gives *Canada* as another form of the name *Canara* and *Carnata*, from which we doubtless get the geographical names *Canara* and *Carnatic* in Southern India.

The occurrence of the word in such a connection recalled to my mind the fact, that the first discoverers of the New World thought it was part of India, and so its natives were styled Indians, and its islands were called the West Indies; and it also suggested to me the possibility, that a part of the mainland was in like manner called *Canada* in reference to the part of India that was so named, either because the voyagers took it for a portion of India, or because they fancifully chose to transfer the name to the new continent. Most likely other names in America may be accounted for in the same manner, such as *Lachine*, near Montreal, and such as *Chili* in South America, which is also the name of a large Province in China. Martiniere tells us in his *Dict. Geographique et Critique*, under article *Terre Neuve*, that the Grand Bank of Newfoundland was once called "le grand Banc des Moluques," after the Malucca Islands of the East. And Columbus, it appears, wrote from Haiti to the King of Spain, saying that he had there found the renowned Ophir (Sopara), with all the treasures coveted by King Solomon (see Kalisch on Genesis, p. 282). A correspondent of the *Washington National Intelligencer* questions the authority of Mr. Warburton, who gives the word "Acanda" as the origin of the name of this Province. He says: "I have before me a book printed in London, in the year 1698, written by L. Hennepin, and entitled *A New Discovery of a Country greater than Europe*. On p. 37, I read: 'The Spaniards were the first who discovered Canada; but at their arrival, having found nothing considerable in it, they abandoned the country, and called it *Il Capa di Nada*; that is, a cape of nothing. Hence by corruption sprung the word *Canada*, which we use in all our maps.'

## 2. CANADIAN INLAND NAVIGATION.

The General Report of the Commissioner of Public Works, for 1862, contains some excellent observations on the extent and importance of our Inland Navigation. Few people have any true conception of the magnitude of the river St. Lawrence, and the great lakes of which it is the outlet. The waters of this river drain an extent of country larger than France. The great inland lakes alone exceed in extent the area of Great Britain, and comprehend more than half the fresh water on the surface of the globe. The coast line of the river St. Lawrence and the great lake measures 5,600 miles, one half of which is American, the other half Canadian. The cost to Canada of making this vast extent of coast accessible to vessels of 400 tons burden, has been \$14,000,000.

In the early settlement of the Province, and indeed, until the opening of the Erie Canal, in 1825, the trade of the country bordering upon the river and the upper lakes found its way to the sea by Montreal and Quebec. But upon the opening of that canal the products of the West were at once diverted to the other side of the boundary line, and taken to New York; and notwithstanding the noble efforts which have since been made by Canada to regain a fair share of this trade, by the construction of canals of more than double the tonnage capacity of the Erie Canal, and by the formation of a more direct and cheaper channel of inland navigation, still, such has been the commanding influence of that great commercial metropolis in drawing trade to itself, and in keeping down the price of ocean transport, that these efforts, though not fruitless, have not been so successful as at first anticipated.

A vast stream of traffic has been diverted from the St. Lawrence, and continues to flow, through the Erie Canal with augmented volume, notwithstanding the railway competition it had to encounter in later years. In 1861, the bulk of property transported both ways upon it amounted to upwards of four and a half millions of tons, of the value of one hundred and thirty millions of dollars, and yielding to the State, in tolls, a revenue of nearly four millions of dollars.

The St. Lawrence route, on the other hand, was not fully opened till 1847, and the returns during a series of years show that, with considerable fluctuations and reactions, the traffic has gradually increased, though not in so marked a degree as might reasonably have been expected. The bulk of property transported both ways through these canals amounted, in 1861, to 1,020,483 tons through the Welland, and 886,908 through the St. Lawrence; and the revenues which would have that year been derived from the traffic, had the usual tolls of former years been imposed, would have amounted to \$392,289: scarcely more than a tithe of that collected the same year upon the Erie Canal.

## THE TIMBER SLIDES ON THE GREAT LUMBER RIVERS OF CANADA.

In 1862, the enormous number of 326,781 pieces of square timber, and 90,000 saw logs passed the Chaudière slides. From the Gatineau river 9,251 square pieces of square timber, and 154,918 saw logs have been brought down. On the Saguenay the following timber

passed through the slides:—43,289 white pine logs, 7,000 spruce logs, and 715 pieces of ship timber.

## THE NOTRE DAME MOUNTAINS.

The range of the Notre Dame or Shick-Shock Mountains, which begins at the Matane and runs nearly east and west magnetically, is about 2,000 feet in height, and two miles in breadth at its western termination. At the Chatte it increases to 3,500 feet in height, and to six miles in breadth. At the St. Anne, where it seems to split—one portion running towards the south-east, and the other a little to the north of east—one of the most elevated summits, called Mount Albert, attains an elevation of 3,778 feet. From the latter stream, the northern portion of the range, which reaches the height of 4,000 feet near the head of the Marouin river, continues to the rear of Mont Louis, until it strikes the river Magdalen, with a breadth of about 1½ miles, at about 17 miles from the St. Lawrence; thence from the south side of the Magdalen, with heights rising from 1,500 to 2,000 feet, it is subdivided into a series of parallel ridges, cut transversely by the deep gorges of north and south flowing streams, until it reaches Cape Gaspé, where it terminates with cliffs 700 feet in height. It occupies the most of the space between the St. Lawrence, on the one side, and the Bay of Gaspé and the Darnmouth River, on the other side.

From the Magdalen westward the summits of the peaks are of bare rock. West of Mount Albert, on the less elevated portions, but on the highest plains, the principal growth is dwarf spruce, with a small white birch of diminutive size, growing widely apart; the intervening surface being covered with tall ferns. At a lower elevation the soil supports a mixed growth of larger size, consisting of a very open bush of spruce, white and black birch, cedar, and some white pine. East of Mount Albert, which is a vast bare rock, the range towards the Magdalen is generally destitute of vegetation; the rocks of a pale green colour, are generally hard, close textured, and silicious, on the summits of the highest peaks, near the Chatte Mount Albert. Barn shaped or conical mountains, are composed of igneous rock or trap; Table topped mountain, another of the most elevated peaks, and belonging to the same range, is composed of intrusive rock, and occupies an area of 72 square miles, the greater part of which is bare rock.

## COAST OF GASPÉ.

From Cap de Chatte to Tourelle, the banks of the St. Lawrence vary from 12 to 50 feet in height.

Between Tourelle and Great Fox River, the coast is flanked by an almost continuous series of cliffs towering from 100 to 400 feet in height, interrupted at intervals of from three to six miles by numerous streams descending from the south. These are walled in on either side by mountain ridges which increase in height as they recede from the shore or from 800 to 2,000 feet or more, at distances varying from 8 to 15 miles, where, on the portion west and north of the Magdalen, a somewhat level tract of land, at their base is found, forming what is commonly called the Grand Savanne; this depression or valley, which has been examined, extends from the Ste. Anne eastward to the Magdalen.

Long stretches of the beach, along the shore, are composed of shaly rock, sand and gravel; or are scattered over with fragments of rock from the cliffs, and are only partly covered during high water, whilst others remain submerged during low water, but for short distances. This is the route followed by the mail carrier, for the weekly transmission of the mails to and from Cape Rosier and Gaspé Basin. Such points as are covered by water constantly or only occasionally, when the tide is high, are generally avoided by passing across the spurs of the headlands or summits of the cliffs, or by waiting until the tide is partly low.

No continuous line of road, therefore, is practicable along the beach.

## COAST ROCKS.

Between the Chatte and Tourelle, the coast consists of bands of conglomerate limestone, black bituminous shales, and thin calcareous sandstones.

From Tourelle downwards the cliffs, in many places, are nearly perpendicular, and sometimes overhanging and threatening destruction to the foot traveller at their base. West of the Magdalen they consist chiefly of frequently disturbed strata of coarse and fine grained calcareous sandstone, in beds of various thicknesses, interstratified with black graptolitic or indurated and bituminous shales, and thin arenaceous limestones; east of the Magdalen the rocks possess a very uniform lithological character; they consist of black bituminous argillaceous shales, interstratified with thin, gray calcareous sandstones, and thin, grey yellowish weathering limestone. Graptolites are found on some of the limestones and in the shales.

Bands of black dolomites, capable of yielding good hydraulic cement, and limestone fit for burning are occasionally found among the strata, together with an abundance of building and flag stones.