

some thoroughfares, lead from the harbour for the distance of two miles or more to the mountain up which they rise, with pretty villas on either side, till they reach the foot of the cliffs. The Market Square is a fine open space, and the court-house and gaol stand in another handsome square; indeed, without entering more into particulars, Hamilton is rapidly becoming one of the handsomest and most flourishing cities in North America.

Land in the outskirts sells for building purposes at about 300*l.* per acre. It is a favourite mode servants have of investing their money in purchasing one of the small lots into which each acre is divided, so that, when they marry, they have at once a spot on which to build a cottage. Something very like the truck system is employed here by builders, who have little or no capital. A builder goes to a store-keeper, and gives him a mortgage on the house he is about to build, getting in return so many hundred pounds' worth of tickets, of the nominal value of five or ten shillings each. With these tickets he pays his workmen, and for them the receiver can take out the value in goods at the store. Instead of a mortgage, the builder perhaps accepts a bill at six months' date, and allows the store-keeper twenty per cent for the accommodation. A meeting of the principal merchants was held lately at Hamilton to put a stop to this very obnoxious system. There is much of it on the Ottawa I was told.

Having met Mr. Brydges, the resident manager of the Great Western Railway, he invited me to attend the dinner and fête to be given in honour of the opening of that important line of communication. I regretted not being able to wait till then. Mr. Whyte afterwards sent me a full account of it. Mr. Brydges was on the