

dwelt upon, and remedies pointed out. In that volume, too, my own method of laying out the waste lands of the crown, and for making roads and canals, a most important matter indeed, shall be fully explained, with the aid of those drawings which are exhibited on the spare spaces of the map, lettered and numbered for reference. A dotted line running through Lake Huron, and a little way into Michigan territory, was the water boundary by the old surveys, and will shew how very inaccurate these were. The waters below the circle in which the word *Toronto* is written have not yet been accurately explored. The plans of Kingston and York Harbours may be referred to in a future volume, and will be interesting even now. To those who do not regard expence, and wish to save time, Upper Canada is best approached from Britain by way of New York; and for the traveller's information, I have noted along the great leading roads through the state of New York, &c. the distances between the principal stages, which have been examined in that country, and pronounced sufficiently correct. Lines of roads through Upper Canada are generally, but not so minutely, correct, as I could have wished. I have let them stand as taken from the Government surveys, with a few additions. I travelled through every quarter of Upper Canada; and twice, by various routes, to and from New York; so that my personal knowledge is considerable. No where in Upper Canada have roads been yet accurately measured, so as to admit of noting distances, in miles, between stages.

The names of some of the late surveyed townships will be found variously spelt on the map, and, in the Act of Parliament, page 693, of vol. II. Whether the printer of the Statutes of Upper Canada, or the Government Surveyor is most correct, I cannot determine; but the reader, with this notice, can make his choice between these authorities.