

round Ottawa were being made or repaired for him to pass along on his winding route to all the chief towns in Upper Canada, almost the most that had transpired in England was, that he was certainly going to Quebec—that he would open the great Victoria Bridge at Montreal—probably visit the President, and not improbably go to New York; the whole visit lasting about a month. In fact, the English public knew very little about the matter at all; and, if I am not mistaken, the first intimation they received of the real extent and importance of the great visit was from the programme of what was to be done in Canada, forwarded to the *Times* from Quebec.

Some little stir was made by the embarkation of His Royal Highness at Plymouth, and a kindly farewell address was presented to him by the mayor and corporation of that town; but this was almost the only public formality that marked the departure of the Prince of Wales on one of the longest, grandest, and most important tours which royalty has ever undertaken.

The vessels chosen to accompany the Prince and form the royal squadron, were the *Hero*, 91 guns, Captain Seymour; the *Ariadne*, 26, Captain Vansittart; and the *Flying Fish*, 6, Commander Hope. The two first named are the finest and fastest ships in the navy—probably of their class the two finest and fastest ships in the world. The last, though a most beautiful steam sloop to look at, is like all of the same sort, by no means a good one to go, but on the contrary, so slow, that it was necessary to give her a week's start of the other vessels to enable her to arrive at St. John's in time. On board the "*Hero*" were the Prince, the Duke of Newcastle, Secretary of the Colonies, and state adviser on this tour to His Royal Highness; Earl