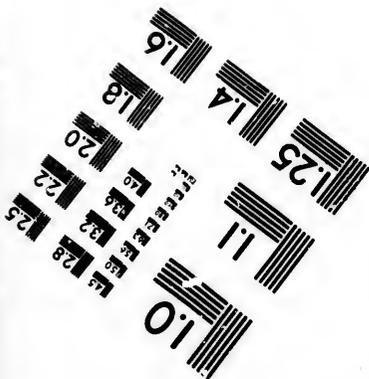
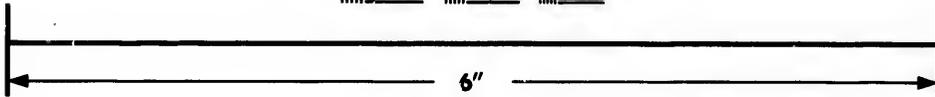
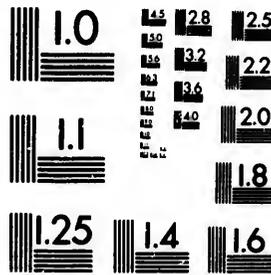


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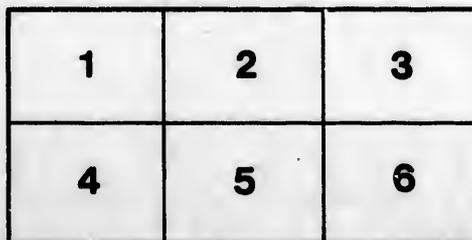
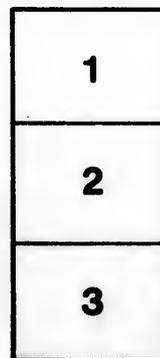
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NARRATIVE

OF A

VOYAGE,

WITH A PARTY OF EMIGRANTS, SENT OUT FROM
SUSSEX, IN 1834, BY THE

PETWORTH EMIGRATION COMMITTEE,

TO

MONTREAL, THENCE UP THE RIVER OTTAWA
AND THROUGH THE

RIDEAU CANAL,

TO

TORONTO, UPPER CANADA,

AND AFTERWARDS TO HAMILTON ;

ALSO

OF THE JOURNEY FROM HAMILTON TO THE
TOWNSHIP OF BLANDFORD, WHERE THE
FAMILIES WERE SETTLED :

*And of a Journey through a large portion of the London and
Gore Districts, WITH A MAP, shewing the Route :
a description of the state of the Country generally,
and the nature of the soil .*

TO WHICH IS ADDED

A COMPARISON OF THE ROUTE TO UPPER CANADA BY
QUEBEC, WITH THAT BY NEW YORK; AND OBSERVA-
TIONS ON THE PROPER MODE OF FITTING
OUT EMIGRANT SHIPS,

BY

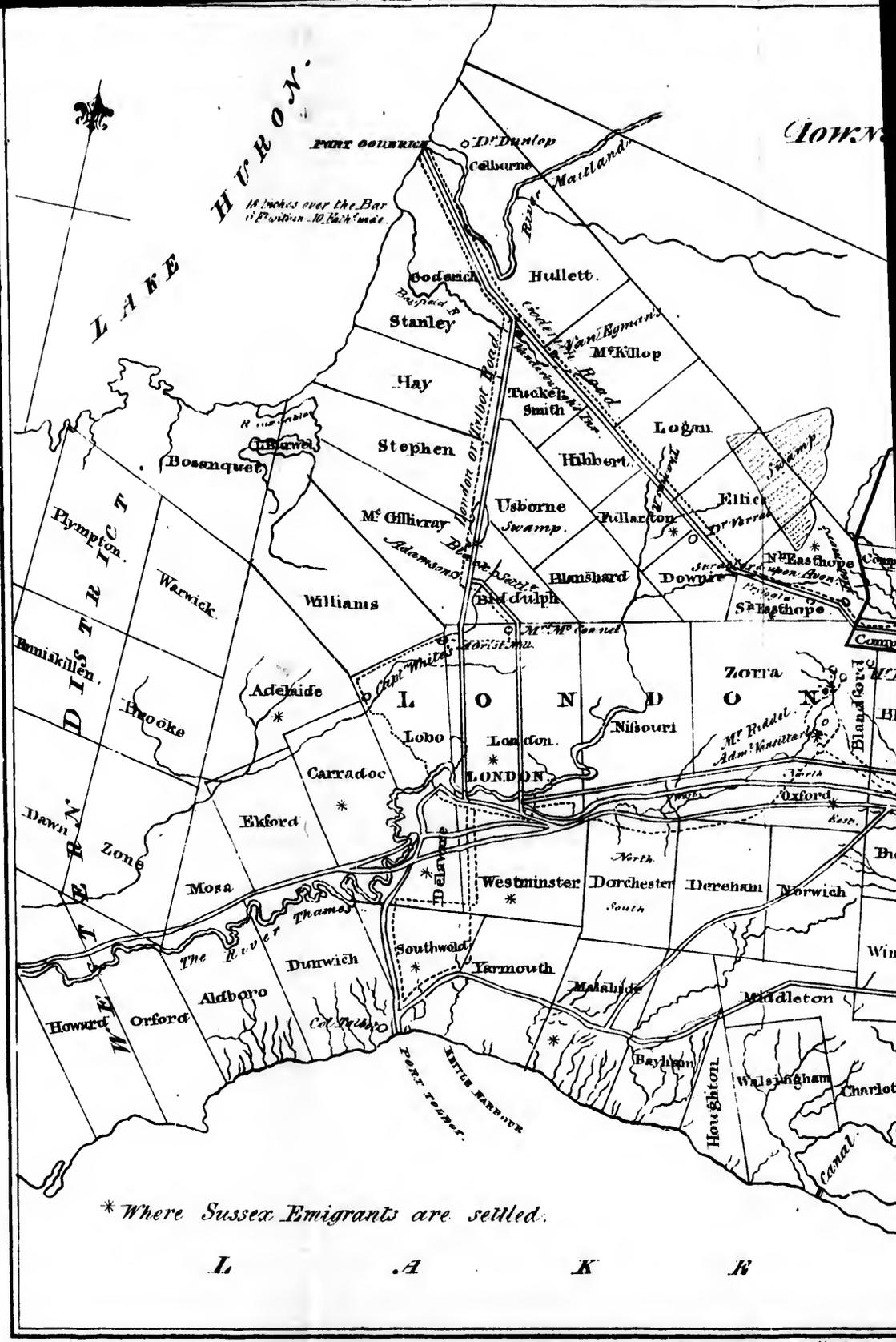
JAMES MARR BRYDONE, SURGEON, R. N.

SOLD BY JOHN PHILLIPS, PETWORTH; AND BY
EFFINGHAM WILSON, 88, ROYAL EXCHANGE, LONDON.
1834.

Price Two Shillings.

PETWORTH :
PRINTED BY JOHN PHILLIPS,
CHURCH STREET





LOWN

L A K E H U R O N.
*18 inches over the Bar
 of Position - 10. High water.*

D I S T R I C T
 Plympton
 Warwick
 Baniskillen
 Brooke
 Dawn
 Zone
 Howard
 Orford

A MAP
OF THE
TOWNSHIPS IN THE LONDON AND GORE DISTRICTS
OF
UPPER CANADA.

*Shewing M^r Brydones route in 1834, by a dotted line
 marked by the side of the Road on which he travelled.*



Printed by George F. Lombard, St. London.

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INTRODUCTION.

In the early part of this year, the Petworth Emigration Committee, being assured of a continuation of the liberal support of the Earl of Egremont, again made preparations to send a party of Emigrants, from the western part of Sussex, to Toronto, late York, Upper Canada.

On this occasion, the Earl of Chichester expressed a wish to place under the same management, a considerable number of persons, who had been enabled by his kind assistance, and that of some neighbouring gentlemen, to emigrate from the more eastern part of the county, and the committee felt much pleasure in meeting his Lordships views.

It has from the first, been their anxious wish, to obtain every possible information (not merely for their own guidance, but for the benefit of the public at large) which might tend to smooth the emigrants passage to Canada, and tho' no expence had been spared, on the former occasions, they had been disappointed of obtaining full knowledge, on many desirable points. They therefore considered themselves particularly fortunate, in having prevailed on Mr. Brydone, to take charge of the whole party.

That gentleman's established character in his Majesty's service, and experience of nearly thirty years, as a naval medical man, and a knowledge of his private worth, by one mem-

ber of the Committee, founded on a long acquaintance, afforded an assurance, that every effort would be made on his part, to convey the emigrants safely, and comfortably, to their ultimate destination : and as Mr. Brydone had, in the early part of his life, been practically acquainted with farming, in Scotland, and as he had, at a later period, made a very extended journey in the interior of Australia, he was peculiarly well qualified to form a correct opinion of the nature of the country to which he was about to proceed, and to point out the most eligible spots for location. The Committee therefore deeming it inexpedient to fetter his exertions, by any very detailed instructions, gave him only the few general ones which follow.

Petworth 14th. April, 1834.

*Instructions of the Petworth Emigration Committee, to
J. M. Brydone Esq. their superintendent in the British
Tar.*

‘The Committee having first originated and hitherto steadily pursued, the plan of conveying such emigrants as are placed under their management, the whole distance to York, in Upper Canada, instead of turning them adrift, as had been before done, at the out ports ; and the superiority of the plan, having been fully proved, by the very satisfactory results that have ensued ; they are the more anxious to persevere in it ; and entrust its execution to Mr. Brydone on this occasion, with peculiar satisfaction ; and, well assured as they feel, that Mr. Brydone will exercise all practicable economy, they hope, that he will not be deterred from a full performance

of their engagement to the public, by the risk of any additional expence.

On arriving at York, U. C. Mr. Brydone will first communicate with A. B. Hawke, Esq. the government agent for emigrants in that city, who will probably attend him to wait on the Governor. From Mr. Hawke, Mr. Brydone will receive the best information, and such assistance as may be necessary, towards the forwarding the emigrants to the different places, to which they may wish (having friends already settled there) to proceed, or which may be recommended to them by the Government, as likely to afford advantageous locations, or profitable employment.

The Committee wish to recommend to Mr. Brydone's peculiar care, on their arrival at York, U. C. any boys, or lads, who may be placed under his charge, and who do not belong to any families going out, and to use every effort in his power, towards placing them with masters of good character, and, where practicable, getting them apprenticed. Mr. Brydone is requested to keep a particular account of the destination of the different families, and individuals, and to communicate the same to the Committee."

How Mr. Brydone acquitted himself of the charge entrusted to him, what his opinion is of the country through which he travelled, and of the different routes to Upper Canada, will appear from a perusal of the following pages.

T. SOCKETT.

Petworth,
Dec. 18th. 1834.

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NARRATIVE.

THE BRITISH TAR, A. 1, 333 Tons, commanded by *Captain Robert Crawford*, had been taken up by the Committee, for the conveyance of emigrants to Montreal, and had been fitted up, in a substantial manner, with a double row of berths, six feet square, the whole length of the vessel from the partition, or bulkhead of the Captain's cabin, to that which bounded the space for the seamen.

A partition was built across the ship, before the main hatchway, and another abaft the main mast, by which, the portion appropriated to the emigrants, was divided into three parts, each having its own separate access, namely, by the fore, main, and after hatchways.

The division forward, was appropriated to the boys, above fourteen years of age, and single men: the other two to the families: the partition between which, was so constructed, as to give a separate water closet to each of these divisions, thereby avoiding the risk, and inconvenience, especially to females and children, or others in delicate health, attendant on going on deck in bad weather, and at the same time securing perfect cleanliness and comfort.

By this arrangement, either of these divisions could, if required, have been readily appropriated as intermediate berths, to persons rather above the common class, or, in the event of sickness, during the voyage, become a place of complete separation.

No berths were placed across any of the partitions—The whole centre of the ship was left free, except a small store-room, for the convenience of issuing the provisions.

It at once struck me, that these arrangements were excellent, and such as ought to be adopted on board every ship carrying emigrants.

April 17th, 1834.—The BRITISH TAR sailed from Spit-head, with a fine fair wind from the Eastward, having on board 135 emigrants, namely 81 men, 20 women, and 34 children, from the county of Sussex, and Isle of Wight, for Upper Canada.

I immediately formed the people into messes, amounting to twenty in number, and issued the following Regulations :

Spithead, 17th April, 1834.

RULES AND REGULATIONS OF J. M. BRYDONE, TO BE OBSERVED BY THE EMIGRANTS ON BOARD THE BRITISH TAR.

1st.—The Bread and Water will be issued daily, between six and seven in the morning.

2nd.—The beef or pork, on Sundays, Mondays, Thursdays, and Saturdays, at ten in the forenoon; and on these days, brandy, or rum and water, at two in the afternoon.

3rd.—The flour, raisins, cheese, and butter, on Mondays, Wednesdays, and Fridays, at ten in the forenoon.

4th.—The tea, or coffee, and sugar, on Saturdays, at four in the afternoon.

5th.—One man to be selected from each mess, to draw the provisions and water. Four of the young men, in daily rotation, to assist the cook in getting up the provisions, coals, and water, fill the water cisterns, and keep the upper deck clean and dry.

6th.—John Gamblin, William Green, and William Martin, to attend the issuing of the provisions and water, in daily rotation, to see that the messes occasion no delay, and that justice is done to all.

7th.—The heads of the messes in the fore steerage; Perring, Snelling, Voice, and Warren, in the middle steerage; Bassam, Coleman, Ditton, and West, in the after steerage; to see that the berths and deck of the ship be properly cleaned every morning, before *nine*, the deck swept up, after every meal, and the water cistern kept constantly supplied with water, by the young men in rotation; who are also requested to give some assistance to the families, if required by the superintendent to do so.

8th.—John Gamblin, William Green, and William Martin, to visit the berths daily, and when clean, report to the superintendent for his inspection, in the forenoon.

9th.—All the parties before named, to prevent smoking between decks, swearing, or improper conduct of any sort: and all are required to refrain from such acts as may tend to disturb the comfort and harmony of the whole.

10th.—No person to remove, or take a light from the lamps, or move the lamps from their position, unless directed

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by the superintendent, or master of the ship to do so; and all complaints, or causes of complaint, to be submitted to the superintendent, who will immediately enquire into them, and as far as in his power, cause them to be removed.

SCALE FOR THE ISSUING OF PROVISIONS.

Daily,	Bread, $\frac{1}{2}$ pound; water, $\frac{1}{2}$ gallon.
Sunday.	Beef, 1 pound; potatoes, $1\frac{3}{4}$ pound; rum and water, $\frac{1}{2}$ pint.
Monday.	Flour, $\frac{1}{2}$ pound; raisins, $\frac{1}{4}$ pound; cheese, $\frac{1}{2}$ pound; butter, $\frac{1}{4}$ pound.
Tuesday.	Pork, 1 pound; potatoes, $1\frac{3}{4}$ pound; brandy and water, $\frac{1}{2}$ pint.
Wednesday.	Flour, $\frac{1}{2}$ pound; raisins, $\frac{1}{4}$ pound; cheese, $\frac{1}{2}$ pound; butter, $\frac{1}{4}$ pound.
Thursday.	Beef, 1 pound; potatoes, $1\frac{3}{4}$ pound; rum and water, $\frac{1}{2}$ pint.
Friday.	Flour, $\frac{1}{2}$ pound; raisins, $\frac{1}{4}$ pound; cheese, $\frac{1}{2}$ pound; butter, $\frac{1}{4}$ pound.
Saturday.	Pork, 1 pound; potatoes, $1\frac{3}{4}$ pound; brandy and water, $\frac{1}{2}$ pint.
Weekly.	Tea, 2 oz., or coffee, 4 oz.; sugar, $1\frac{1}{2}$ pound.

When required, vinegar, mustard, and soap.

Preserved meat, and porter, for the use of the sick.

Sunday, April 20th.—Read prayers, and the sermon which had been addressed to the Emigrants, on board the Lord Melville and Eveline, in 1832, by the Rev. T. Sockett, Rector of Petworth.

The same wind with which we sailed from Portsmouth, continued until the 26th April, by which time, we had reached the long. of $36.4\frac{1}{2}$. having run nearly half our distance. At noon, the sun obscure: calm, foggy weather, with constant rain, and heavy sea.

The ship rolling much, the cooking coppers were upset before dinner, without other injury, than that of dirtying the beef, and frightening John Barton the cook, whose post was immediately filled by Job. Hodge. In the evening, the wind sprung up from the N. W. and increased to a strong gale in the night.

Sunday, April 27th.—At 4 A. M. Wind N. moderate breeze, and clear weather. Read prayers. Lat. 46.3 ; long. 37.8 .

The morning of the 28th April brought us an increase to our party, Mrs. Ditton having been safely put to bed of a girl.

The lead pipe, from the water closets, was choaked up through carelessness; the carpenter, in endeavouring to clear it of a large bone, injured the pipe so much, as to render its removal necessary, and reported that he could not repair it. In this dilemma, two young men (Kemps) voluntarily brought their knowledge and labour to our aid, and repaired it in a substantial manner. The lead which had been used was much too thin: and I mention the circumstance by way of precaution, on any future occasion, as there is scarcely a greater privation on board of an Emigrant ship, than the loss of this kind of accommodation.

April 29th.—A violent gale, the wind blowing very hard from the west, from the attention however, of Captain Crawford to the ship, and still more, from the qualities of the ship herself, we rode safely, and triumphantly, through the storm; and the people suffered but little comparative inconvenience. From this period, the winds continued alternately adverse, and favourable.

Finding that all the people, more especially those affected by sea sickness, were suffering much from thirst and cold, during this tempestuous weather; and that the latter, was increasing as we approached Newfoundland, and knowing, from experience, that the water on board of a ship, is, at no time, a very palatable beverage, I procured some peas from Captain Crawford, and caused to be made for every person a pint of excellent soup, which was so generally liked, that I was induced to continue it, every Tuesday and Saturday, until we reached the river St. Lawrence.

April 30th and May 1st.—A strong gale from the west.

May 4th. (Sunday.)—Whether there be any thing clerical in my manner or appearance, I cannot pretend to say, but certain it is, that this day, Mrs. Ditton's husband came to me, and gravely requested to have the child, born on Monday last, baptized.

May 8th.—At 4 A. M. A most beautiful morning, the wind S. S. W., and the sea as smooth as glass. At noon cold, lat. 43.9; long. 50.27. At 2 P. M. passed within one hundred yards of an ice berg, about 100 yards long, 30 yards broad, and 10 or 12 yards high. At 5 P. M. passed another ice berg, and at 9 P. M. a third.

May 9th.—Obtained soundings on the grand bank of Newfoundland in 50 fathoms. Long. 54.32. Passed three brigs at anchor, fishing.

May 10th.—At 6 P. M. Spoke the Caledonian from Hull to Miramichi; out four weeks. Her long, by chr. 53.20.

May 11th.—At 5 A. M. wind S. S. W. strong breezes, and hazy, with rain. At 8, light breezes, and thick fog; sun obscure. At 6 P. M. strong breezes, and clear. Thermom. 31.

May 12.—Found soundings in 40 fathoms.

May 13th.—Strong breezes with rain. Wind W. S. W.

May 14th.—Wind W. S. W. Course N. W. Thick fog, and inclining to calm. At noon fresh breezes, and clear. Lat. 46.48. The wind shifted suddenly to North West. At 3 P. M. discovered the high ground of Newfoundland. The people were rejoiced at the sight of land, but nothing flattered by its snow covered mountains.

At 6 P. M.—Wind W. Tacked the ship when about 10 miles from the shore. Cape Ray bearing N. by W. distance 20 miles.

May 15th.—Wind W. A remarkably fine day; the people enjoying themselves dancing on deck, to the violin. Mrs. Ditton, who was confined on the 28th. ultimo, (seventeen days since) and her husband, the most actively engaged in this exercise.

May 16th.—The wind fair, and the water smooth. At noon, passed Bird Island in the Gulph of St. Lawrence. Four new cases of measles. At 8 P. M.—Wind N. W. Fresh breezes, with hail and rain.

May 17th.—Wind N. Strong gales with heavy rain, and snow, during the night. Cape Gaspé N. W. by N. distant 25 miles.

May 18th.—Wind N. W. Strong breezes, and clear. At 10 P. M. Anticosti light E. by N. $\frac{1}{2}$ N. distant 10 miles.

At 8 A. M.—Off the river Magdalen. Mr. Peltic a pilot came on board. Country mountainous.

May 22nd.—Fair wind, and smooth water, saw many white porpoises in the river. At Mal Bay, 80 miles below Quebec, there is a fishery of them; they are about 12 or 15 feet long, and will each yield a barrel of oil. The breadth of the river is here about 20 miles; depth 60 feet. During the night, a succession of fires, arising from the burning of trees in clearing, on each bank of the river, lighted and cheered us on our way. There are plenty of salmon in the rivers entering the St. Lawrence.

May 23rd.—At 4 A. M. we arrived at Grosse Isle, after a passage of thirty five days. The wind N. E.

The plan, of issuing the provisions daily, prevented any loss

to individuals ; either from want of means for their preservation, or from carelessness ; and the attention paid to this subject, by Mr. Upton, the steward, precluded all complaint on that score.

The provisions were remarkably good ; all continued to the last, in an excellent state of preservation.

Many of the families admitted that the daily allowance was more than sufficient ; all the people spoke of their superior quality, and several of the young men expressed a wish that the voyage might last for six months.

By a strict observance of the rules and regulations, I may say, comparatively speaking, that I experienced very little trouble—with one or two exceptions, I have no complaint to make, and none was made to me, of any improper conduct, but such as arose from the thoughtlessness of youth.

I found no difficulty, in procuring such services as were required, without further extra allowances, than a bottle of brandy weekly, to Mr. Upton, Gamblin, Green, and Martin—a bottle of rum weekly to the cook, and the men who assisted him, for the days only, on which no grog was issued ; and a bottle of rum weekly, which I thought it advisable to give to the ship's company, in order to promote a good understanding, between them, and the people—in the latter object I fully succeeded. All were comfortable and contented.

We had, during the voyage, our share of sea sickness ; but out of the whole party, only two women, five men, and two boys, suffered severely ; in these cases a cup of coffee was the most grateful beverage, but as usual, the most certain, and effectual relief, was derived from lying down in their berths.

We had also, during the voyage, twelve cases of measles, seven of these, had perfectly recovered before our arrival at Grosse Isle, four were at the time recent, and mild cases, between the sixth, and eight day, of the disease—and one remained in a state of convalescence, though under considerable debility, having embarked as an invalid from a severe attack of influenza. All the people, with the above exceptions, were in high health and spirits.

Here we counted twenty eight vessels, at the anchorage. At 9, A. M. Captain Nicholas, the harbour master, came along side, and furnished us with a copy of a Proclamation, of the executive Council of Lower Canada, dated at Quebec, 27th. March, 1834 ; directing that all ships with cases of Asiatic cholera, fever, small pox, or severe cases of scarlatina,

or measles, shall be put under quarantine ; and all patients under the above diseases sent to the hospital. At 10, A. M. the inspecting physician, Dr. Fortie, came on board ; mustered the passengers, directed us to hoist the *yellow Flag*, and to send the convalescent. and the four recent cases of measles, to the hospital. We were thus placed in durance vile, at a time, when the same disease (the measles) prevailed, both at Quebec, and Montreal, and probably, in half the Townships of the Lower Province.

From want of room, however, in the hospital, the convalescent only, was sent on shore, for the benefit of hospital diet, and better nursing ; and the four recent cases left in my care.

From the mildness of the disease, the cleanliness of the ship, the general health, and comfortable appearance of the people ; we hoped, and were led to believe, day after day, that we should obtain our liberty—and I am satisfied, such would have been the case, had any discretionary power rested with the authorities at Grosse Isle, but unfortunately we came within the limits of a general enactment.

May 24th.—The regulations required, that every man, who had chaff or straw, in his bed, should throw it overboard, although, none was allowed to replace it.

This circumstance, may be but of trifling moment, to the generality of emigrants, who in 24 hours, reach Quebec, and there quit their ships ; but not so to our people, who were to proceed in a body, and had still before them, a passage of ten days, to Toronto (late York) ; some of the women being at the time, near the period of their confinement.

It is true, that Captain Read, the Commandant, to whom I had appealed, on the subject, told me, on the day of our liberation, that he had just received a supply of straw, for the service of the hospital ; and offered me some, but I preferred purchasing, at Quebec, or Montreal, to avoid further delay.

Sunday, 25th. May. Read prayers to the people, and delivered a testament and prayer book, in their presence, with admonition and advice, to Samuel Richardson ; who, on his way from Brighton to Portsmouth, sold his bible, to John Barton, for eighteen pence.

May 27th.—Received orders to land the people for inspection, who were obliged (the wind and tide being unfavourable) to remain on shore all night. Captain Crawford's boat's crew, having got some drink on shore, became unruly,

and were put in the guard house. Consequently, Captain Crawford and myself, were unable to get on board.

Captain Read the commandant, had the kindness and hospitality to make us both dine with him, and to send us on board by his own boat, at (midnight) the time of high water.

May 28th.—At 9 A. M. carried bread and cheese on shore for the people. Fumigated the ship.

At 1 P. M. obtained permission to re-embark the people.

At 5 P. M., got all the people and their baggage safely on board, although William Dighton had a momentary dip in the water, along side the ship.

May 31.—At noon we were liberated from quarantine. Brought on board our convalescent, improved in health. Weighed anchor with the tide: nearly calm. At 8 P. M. wind contrary: anchored for the night.

On the 5th May, the first ship of the season had arrived at Grosse Isle, and by this time, the number amounted to 327, bringing 645 cabin, and 10,919 steerage passengers: in all 11,564 Emigrants.

Sunday, June 1st.—At 6 A. M. weighed, with a light breeze, from the N. E. a remarkably fine day. At 11 A. M. reached the Isle of Orleans, which is about 20 miles long, 4 miles wide, and 50 miles in circumference; the river is 16 miles wide, and fresh at low water, the scenery beautiful; the people were highly delighted—those who hitherto hesitated, from the sterile, and mountainous appearance of the land, to give an opinion, now yielded their ready approbation, saying, "This will do." On the upper end of the Island, the timber ships Columbus, and Baron Renfrew, were built. After passing the Isle of Orleans, to the south, the beautiful falls of Montmorency, on the north side of the river, open to the view.

At 1 P. M. anchored at Quebec, which is situated on the promontory of Cape Diamond, 320 feet high, and 360 miles up the St. Lawrence.

Delayed by the customary visitations, and inspections, of Harbour Master, Custom House, and Quarantine Officers: but more especially, by changing our pilot; and the new one refusing to go on, until the following morning. A fine fresh breeze from the N. E. with thunder, lightening, and rain, during the night. Here a novel appearance, presents itself, in the tin covered roofs, of the churches, and public buildings, which produce a brilliant effect in the sun. William Warren, his wife and child, were left here.

June 2nd —At 7 A. M. got under weigh, with a fine fair wind, from the N. E. At 10 A. M. the wind came suddenly like a torrent from the westward; we were in consequence obliged to anchor at Wolf's cove.

At 2 P. M. went on shore with Captain Crawford, and engaged a steam boat, (the St. George) to tow us up the river: about midnight the boat took us in tow.

June 3rd.—We passed the rapids of Richlieu, in the night, which was very dark.

At 11 A. M. reached *Trois Riviere*, 90 miles from Québec, and 90 miles from Montreal.

Here we took in a supply of wood, for fuel. The country is rich, and well cultivated, on the banks of the river St. Lawrence; but being generally flat, the scenery has little variety. At 6 P. M. passed through the south channel of the Lake St. Peter: the entrance is so narrow, that one might almost leap on shore, and so concealed, as to give no indication of a passage, until it opens suddenly through, a beautiful, grassy flat, or meadow. In the dusk of the evening, we passed Sorel, 40 miles from Montreal, by midnight: we had got over the Rapids, and difficult part of the passage, up the river: we were obliged however, to wait, an hour or two, for the tide, in order to pass some rocky shallows and narrows.

June 4th.—At 4 A. M. we arrived at Montreal, advantageously situated for trade, and shipping: the town is large and populous; the houses good, built of stone; streets pretty regular, and wide: here are fine buildings, particularly, a very handsome Roman Catholic Cathedral, built of red free stone; here is a beautiful hill of considerable elevation, in the back ground of the town.

At 9 A. M. called on the Hon. Peter Mc.Gill, from whom, I received the greatest possible attention, and assistance, and who gave me some useful information, about the old route by the St. Lawrence, and the new one, by the Rideau canal.

Having conducted the people thus far, in safety, I cannot avoid remarking, how much they were cast down, and annoyed, by having been detained under quarantine, for nine days, landed, with all their luggage for inspection, at Grosse Isle, and obliged to remain on shore there, all the night; without any other shelter, than that of an open shed, with barely room sufficient for the women and children.

It is impossible for me to describe, how sorry I was, to see a cleanly, and healthy people, mixed, as they were in the dirt, and filth, of thousands

The vexation, which I experienced from these circumstances, was greatly increased, by the continuance of a fine fair wind from the N. E., during the whole time of our detention, which would have carried us to Montreal, in thirty-six hours! And further, by the expence of £6 : 15 : 0, which we were daily incurring—amounting for nine days to £60 : 15 : 0.

Mortified, however, as I was, by these occurrences; I soon found myself placed, under circumstances, still more vexatious; by the sudden changing of wind, from fair, to foul, at Quebec: here I was under the necessity of engaging a steam boat to tow the ship to Montreal; on arriving at which city, a charge of £21 : 7 : 6, as half-passages money, from Quebec, in addition to £53 : 7 : 10 for towage, was preferred against me, which, notwithstanding every remonstrance, I was obliged to pay.

Thus, by this detention, have the Committee been exposed, unnecessarily, (tho' unavoidably on my part) to an expence of £135 : 15 : 4.

This circumstance, has been to me, a subject of continued regret, and to the Committee one of peculiar hardship, as they spare neither toil, care, nor expence, in furnishing the Emigrants, sent out under their management, with the most ample allowance of provisions, water, and every comfort, which a ship can afford; both in regard to accommodation, and safety.

Not many medical men, of the present day, would place a ship under quarantine, on account of a few cases of *measles*, more especially, at a time, when the disease prevailed in the country; at Quebec, and Montreal, and probably in every town of Lower Canada.

The cases of measles, on board the *British Tar*, were of the *mildes* description; therefore I say, as a professional man, that the detention at Grosse Isle, and consequent expence, were unnecessary; the more so, as those cases, were placed under such arrangements, as would have prevented, their mixing, with strangers, before their arrival at Toronto; a journey of ten days.

I do not blame the authorities of Grosse Isle, for any of these occurrences: I am satisfied, that the accommodation, and assistance, at that place, is not adequate, to the duties of the station; and I believe, they have little, or no discretionary power. The principal place, where persons in quarantine, at Grosse Isle, are sent to wash, and clean their clothes, and themselves, is a continued succession, of small,

rugged, projecting points, of rock, where the filth accumulates, in the hollows, and eddies, until the winds scatter it abroad, over the clean, and the unclean; instead of the ground being levelled, and the filth, swept into the River St. Lawrence. Were the ground, properly levelled, the prevailing winds, would nearly perform the work of sweeping. The inspection of Emigrants, and their luggage, might be performed, in a manner equally efficacious, on board their ships; by which mode, those who have any clothes, to inspect, would be saved, from much unnecessary trouble, and annoyance, and at the same time, thereby avoid, the risk of loss of property and life.

Engaged of Mr. Cushing, a new boat, to carry us to Kingston, at 12s. 6d. per passage, including one cwt. of baggage, for each full passage; and eight cwt. of provisions. This vessel was different from the Durham boats, used on former occasions; of which there has been so much complaint: she was entirely decked over, had a good commodious cabin, with fixed bed places, in which were accommodated the principal part of the women, girls, and children.

The access to the cabin, was by a good stair, or what is called, a companion ladder. The vessel, had a main hatchway, near which, the remainder of the females, and children, were placed, next to the cabin; and a fore-hatchway, by which the young, and single men, entered to their berths.

This part of the boat, was not partitioned off, from that down the main hatchway; but the whole of the married men, were placed between the single ones, and the females. By this arrangement, the whole party had ample room for sleeping, in the night, and protection, and shelter, either from bad weather, or heat of the sun, by day, and felt perfectly comfortable; being, as nearly as possible, in the same relative position, which they had been accustomed to in the British Tar, and from which they might easily fancy themselves not yet removed.

In this manner, the people proceeded, from Montreal to Kingston, without being once removed from the boat, and I immediately found a conveyance for the whole party, (125) on board the Cobourg steamer, to Toronto.

As steam boats leave Kingston daily, for Toronto, there is no probability of even a large party, being detained for more than 24 hours; and Emigrants proceeding by the St. Lawrence, are liable to the like detention at Prescott.

June 5th.—Landed the baggage, and provisions for eight days; which were conveyed free of expence, by Mr. Cushing's

carts, to his store house; there weighed, and put on board the boat; (56 cwt. charged extra) but too late to start before the morning.

Here I purchased straw, to fill twenty-five bed ticks, which had been emptied at Grosse Isle: the people were comfortably accommodated for the night, in Mr. Cushing's store-house.

We were prevented landing the remainder of the provisions, in time for the custom house hours, by the absence of the seamen of the British Tar: but Captain Crawford engaged to deposit them, with the Hon. Peter Mc.Gill, the following day.

Scaled, and delivered the medicine chest, into the hands of Captain Crawford, for conveyance to England.

Mr. and Mrs. Huntley, and Mr. and Mrs. Bassum, and child, who had paid for their passage, only to Montreal, quitted our party. George Townsend, Charles Crossing, William Rackett, and George Walden; left here, but without permission.

June 6th.—At 7 A. M. the boat, with the people, set out for Lachine, I remained myself at Montreal, for a few hours to settle accounts, with the Hon. Peter Mc.Gill, and Mr. Cushing, whom I would strongly recommend, to persons passing on to the Upper Province, for his attention to the business of his office, readiness to give information, respecting the mode of proceeding, and his remarkable civility, and patience, towards those who apply to him.

At 11 A. M. I left Montreal, by coach, and had the good fortune, to find, amongst my fellow travellers, on the outside, Mr. Gunn, a gentleman in the Commissariat Department, proceeding also to Lachine, in charge of two government batteaux; having stores for Kingston, accompanied by his friend, Mr. Hodges, Adjutant of the 24th Regt. on a pleasure excursion.

At noon, reached Lachine, a distance of eight miles; where I found our boat: here we were detained five hours, in consequence of the steam boat, having got aground up the river.

While waiting for her arrival, Mr. Gunn, and Mr. Hodges, took a row boat, and crossed the river, to view a large village, of native blacks; and were anxious, to persuade me, to accompany them; I declined with reluctance, not thinking it prudent, to leave the people, and it was well I did, from what occurred with William West, who having got some beer, quarrelled with Henry Snelling, beat Snelling's wife, and be-

coming exceedingly cross, and stubborn, set off for Montreal, with the intention of returning to England, and, leaving behind him, seven children, under twelve years, and his wife, very near the time of her confinement, with the eighth. I immediately set out myself, in pursuit of him, accompanied by six men: after a diligent search, he was fortunately discovered, in some bushes, a mode of concealment, probably not new to him, being an old smuggler.

This happened, just at the right moment, as the steam boat, that was to tow us, had arrived in the mean time, and the master was impatient to set off.

We started at five, in a remarkably fine evening; and were at once delighted, and astonished, at the magnificence, and grandeur, of the scenery, as we ascended the river Ottawa.

Just before dark, we arrived at the mouth, of a short canal, in the seignory of Vaudreuil; 30 miles from Lachine.

This canal, has been cut through a reef of rocks, which extends across the river, by the company of forwarders; and it has one lock: in the stream, there is not more than two, or three, feet water.

As we approached, several small boats, or canoes, were fishing, and others preparing to fish, with harpoons.

We entered the lock, just at the close of day, and saw some young men, wading, in the stream, and spearing plenty of fish, by the light of their torches, which powerfully, and agreeably, called to mind, the scenes of my youth, in the Ectterick, the Yarrow, and the Tweed.

We experienced considerable delay, in getting through the lock, first with the steam boat, then our boat, and next the two government batteaux. This seignory had descended to two heiresses, Mr. Bingham, (an American) married one of them; and Mr. Harwood, of Sheffield, the other. Here is a mill belonging to the latter.

The navigation, both before we reached, and after we left Vaudreuil, is very intricate, and difficult, in the night time; but from the experience of the boatmen, we got on without interruption.

June 7th.—At 7 A. M. we arrived at Carrillon, 30 miles from Vaudreuil: from this place, passengers proceed by coach, to Grenville. Mr. and Mrs. Huntley, who had rejoined at Lachine, went on by this conveyance, as did also (Mr. Gunn's friend) Mr. Hodges; with a request to the Captain, of the steam boat, at Grenville, from Mr. Gunn, to wait for him.

At Carrillon, we entered a canal of two miles, in length;

with three locks upon it : along this canal, the boats are usually tracked by horses, but they not being in readiness, the people willingly performed the work, and in a short period of time we again entered the river.

Here, after the delay of an hour, another steam boat took us in tow, for three miles, when we again entered a short canal, cut through the solid rock ; with one lock, in order to pass the rapids of *Chute au Blondeau*.

Here the river is divided into two streams, by a mass of high rocks, sixty, or eighty yards long, which has the appearance, of having been torn off, from the main land, by some convulsion of nature.

The current is here so strong, that the steam boat, was compelled to keep close under the high land of the main stream ; where the water is very deep, and comparatively still.

The steam boats, in returning, do not pass through the lock, but go down the principal stream, which carries them along with great rapidity.

Having ascended the river, for two miles from *Chute au Blondeau* ; we arrived at the entrance of the Grenville canal, which is cut through a horizontal stratum of schistus rock, for a distance of seven miles: it has seven locks. We were towed through the canal by horses.

As we approached Grenville, Mr. Hodges met us, and said, that the steam boat, had left that place, (the passengers for the previous day, who had already been detained twenty-four hours, refusing to wait any longer) but that, the Captain had promised, he would return for us, the next day.

At noon, we reached Grenville : no accommodation for strangers in the village. Mr. Hodges, fortunately for us all, had an acquaintance here, on whom he called, a Mr. Eddy, Paymaster of the Ordnance Department, in charge of the canal, and of the people employed on it.

Mr. Eddy, came down to the canal, and asked Mr. Gunn to dinner : an hour afterwards, Mr. Eddy, accompanied by Mr. Hodges, came down to the water side, where they found me preparing to take a dip, in the cool, limpid, stream ; he insisted also on my joining them, at dinner ; which was waiting.—I did so.

After enjoying a very good meal, Mr. Gunn's men, manned Mr. Eddy's boat, and we made an excursion, with the family, across a large bay, formed by a sudden turn, and expansion of the river, to view the Falls of Chalumet, which are formed by a small stream of water, dashing over a preci-

pitous rock of seventy feet high. About half a mile higher up the rivulet, a quarry of variegated marble, on a white ground, has been discovered, and a mill for sawing it lately erected.

Returned to spend the evening, and to the enjoyment of excellent beds: gave Mrs. Eddy six testaments to distribute.

Sunday, June 8th. rose early, and visited the people, and gave them permission to attend church: returned to breakfast, with Mr. Eddy's family: we were all preparing for church, when the steam boat came in sight, and in an instant, were on the move; by noon, all were embarked, the boat, in tow of the steamer, and we on our way.

At 2 P. M. passed on our left *La Ross', nole*, the residence of Sir C. Grant, in the township of Hawkesbury.

At 5 P. M. passed a pretty island, with a good neat house, on a small hill, in which a man, of the name of Winsor (one of the mutineers of the Nore) resides.

June 9th, at 5 A. M. we reached Bytown, about 60 miles from Grenville. Accompanied Mr. Hodges, to visit the *Chaudiere Falls*, or grand rapids of the Ottawa, which are situated, about a mile out of our course, higher up the river. There is here, a communication, with Hull, on the opposite side, by a succession of bridges, thrown across the rapids: elevated portions of rock, resembling an artificial embankment, running across a dry, ravine, and affording an easy access, to these bridges: here many lives have been lost, many rafts of timber have been wrecked in these rapids; numbers of fine spars, and logs lay, rotting, entirely out of the reach of man; in the deep holes, and crevices, of the rocks, worn by the continued fall of the water, in its mighty, and impetuous course—the scene is wild, and grand.

Returned to Bytown, to breakfast on board the steam boat Toronto. Here, we quitted the Ottawa, and entered the Rideau canal, by a succession of eight locks, of excellent workmanship, and durable materials; affording a rise of eighty-one feet: we were detained an hour, by two steam boats, in vain attempting to pass each other in the upper basin of the canal. Surely the possibility of passing should be reduced to a certainty, and not left for idle experiment.

At Hogsback, four miles from Bytown, there are two locks, with a rise of thirteen and a half feet: the canal here, is narrow, and passes, a part of the way, through a natural hollow. At Black rapids, four miles from Hogsback, there are two locks, with a rise of fifteen feet.

At Long Island rapids, eight miles from Black rapids, and

sixteen miles from Bytown; we reach a dam across a river; where are three locks, with a rise of thirty feet: stopped during the night, between Long Island and Burrett's rapids; the latter twenty-seven miles, from Long Island rapids: here is one lock, with a rise of nine feet: limestone prevails here.

June 10th: Nicholson's rapids, three miles from Burrett's rapids, two locks, with a rise of fifteen feet. Clowes Quarry falls, half a mile, from Nicholson's rapids; one lock, with a rise of nine feet: here the canal crosses the river: the ground is prettily undulated, and country beautiful: limestone prevails.

Merricksville, two and a half miles, from Clowes Quarry; three locks, two basins, with a rise of thirty-one feet: here is a saw, and grist mill, and a block-house: land much cleared. Six miles from Merricksville, and one mile, from Maitland's Falls, there is a fine farm on the left hand, and a considerable quantity of cleared land.

Maitland's Falls; seven miles from Merricksville, one lock, with a rise of only two feet: land good.

Edmund's Falls; three miles from Maitland's Falls, one lock, with a rise of ten feet: here you see the junction of the four townships, of Emsley, Kitley, Montague, and Wolford: scenery very pretty, the land good, and much cleared: enter the lake Rideau: four miles further, we arrived at Edmund's upper dam; one lock, with five feet rise.

Old Sly's Falls; four miles, from Edmund's Falls; two locks, with a rise of fifteen feet: here you enter the canal, or lock, at a right angle, the passage is narrow, and much incommoded, by about twenty stumps of trees, on the projecting angle; which might easily be removed, and the entrance widened, by one half: here is plenty of freestone.

Smith's Falls; two and a half miles from Old Sly's Falls; three locks, with a rise of thirty-four feet: here is a small village, rapidly increasing, from the facility of erecting water mills, of which there are already several, in operation, its chief recommendation: here is a rocky island of hard limestone, approaching to marble: the country is swampy, and a chain, of beaver meadows, runs a distance of several miles, back towards Merricksville.

At First rapids, three miles from Smith's Falls, and eight from Oliver's Ferry, there is one lock; with a rise of seven feet.

Five miles from the latter place, the Tay, or Perth river, enters the Rideau lake, on a smooth bed of limestone rock: here we stopped for the second night.

June 11th : at 4 A. M. passed the Narrows, about one hundred feet wide, twenty-one miles from the first rapids ; one lock, with a rise only of two feet ; this is the summit level of the Rideau canal: here is a block-house. Elevation about 250 feet above the Ottawa, at Bytown ; and 150 feet above Lake Ontario.

Oliver's Ferry, runs across the Lower Narrows, of Lake Rideau ; eight miles from Perth, and thirty-five miles, from Brockville ; the public road passes the Rideau Lake at this place, which is 460 feet wide, and 35 feet deep.

At 8 P. M. passed the Isthmus, about one mile in length, four and a half miles from the Narrows ; one lock, with a fall of three feet : the night being very dark, the boat got aground ; and we were obliged, nothing loath, to wait till the morning. Called up in the night to Mrs. West, who had threatening symptoms of labour, but which passed away.

June 12th.—The steam boat, being unable to make headway against the wind, let go her anchor, to avoid drifting, on the rocky shore ; and we did the same : soon afterwards, having cast off the batteaux, she proceeded with our boat only, as far as the nearest headland, and leaving us there, returned for the others.

We then, all got on together, without further difficulty, to Chaffey's Mills ; four and a half miles from the Isthmus ; one lock, with a fall of fourteen feet : here is abundance of limestone, resembling white granite.

Davis's Mills ; three miles from Chaffey's Mills ; one lock, with a fall of ten feet.

Jones's Falls ; four miles from Davis's Mills ; four locks, with a fall of sixty feet : in approaching Jones's Falls, the scenery of the lake is beautiful ; the passage, romantic and intricate : here is a dam, of a semicircular form, 330 feet across, and 64 feet high ; substantially built, not an oozing of water : plenty of freestone, and limestone of the granite-like appearance.

In approaching Brewer's Mills ; we passed through a large lake (Cranberry) full of sedgy, floating, islands ; having the appearance, of a meadow, overflowed with water, and the passage very intricate.

Brewer's Upper Mills ; twelve miles from Jones's Falls ; two locks, with a fall of eighteen feet.

Brewer's Lower Mills ; two miles from the Upper Mills ; one lock, with a fall of thirteen feet : the entrance to the canal, was here, at a right angle to our general course, with a

rock in the centre, leaving a passage on either side, just wide enough for the steam boat to pass.

Kingston Mills, ten miles from Brewer's Lower Mills; four locks, with a fall of 49 feet: stopped for the fourth night: situation low and marshy.

June 13th, at 8 A. M. arrived at Kingston, six miles from Kingston Mills; having, notwithstanding the accidental delays, above described, arising from various causes; and in no slight degree, from the impediments, presented by stumps, and floating trees, which I trust, will not long be suffered to remain, accomplished the passage, from Montreal to Kingston, in seven days.

All the people arrived there in perfect health, for altho' from the dismal stories, spread abroad of the extreme danger, to which they would be exposed, of contracting fever, and ague, in the swamps of the Rideau, I had provided myself, with an ample supply of quinine, not one case occurred, among them, which required a single dose, of this, or any other medicine, since we left Montreal.

I will subjoin an extract from the journal of a respectable man, William Phillips, of Merston, near Chichester, who went out with his wife and child in 1833, at his own expence, to join his son, already settled in Adelaide, describing his route up the St. Lawrence; and then leave the reader to form his own judgment as to which of the two is the best.

"In the morning, we with our luggage, went on board two large Durham boats, and was carried through the locks in the Lachine canal, there we were forced to unload the boats, to have every thing weighed; it was six in the evening, before we left this place, and got to Lachine at eleven at night; could go no farther, for the lock: we expected some place to go to, but no place was provided for us; so we sat in the boat all night: in the morning the men went, and stole wood, and made a great fire. The next day, being Sunday, we stay all day and night, we made tents, and slept on the ground. Monday morning, at break of day, sailed the remainder of the canal, and crossed a small lake, into another canal, called the cascades; with a great many locks, every one taking us several feet higher up a hill. This canal, is cut through a rock, to miss the rapids in this place: we were now drawn by oxen, up the rapids, they walked at the edge of the water, taking us as near the outside of the water, as the boats could go: our travelling this way is very tiresome,

and took us eight days, to get to Prescott; the first night we reached a village, and after begging hard, we prevailed with them to let us lay on their floor: we carried our beds, and slept there, at the charge of 6d. each: at break of day, we went on board, and stopped at night, where there was no houses: we borrowed the sail, and as many as could get under did: the others, made a large fire, and sat, or slept by it; the next day, it rained all day, and at night we stopped at a village, and prevailed with some poor people, to lodge us, a house full, on their floor; they let us make tea, and dried our clothes: in the night, I was taken ill, with the spasms, and a fever followed; I did not eat one mouthful, of food, for eight days; only drank a little port wine often. I could not hardly get in, or out of the boat, nor did I think I should ever see Adelaide. We at last came to Prescott; *sleeping on the ground every night, but two*: the boatmen were all Frenchmen, and no way obliging; we could not make the kettle boil, by the fire. When we came to Prescott, we were all very wet with rain, and went to a tavern, hoping to dry ourselves; but we were so many, standing in their way, they did not want us there, so we was forced to remain, as we was. At five o'clock, we went on board the steamer, to Cornwall, in a close room; should have been comfortable, if we had been dry. We got to Cornwall, about five in the morning; the boatmen said, we must walk nine miles, the rapids run so strong: a great many walked; but myself, so ill, I could not; so myself, and Ellen, and three more women, with small children, hired a waggon, and two horses, to carry us twelve miles, for two dollars: these waggons are not like yours, they have one straight board, on each side, one at the head, and one behind, just like a great chest, without a lid; they are like this all the country through; but we had spring seats, and a man to drive: the boats did not get here until the afternoon: the roads are very dirty, and rough; but this is one of the best, being where the coaches run. The men walked on, but the women and children got in the boats, for we were as much in the rapids, as before; the middle of the stream, is worse, by far, than the edge of the water; where we were drawn by oxen, when we got at last to Prescott, we took the steamer for York, across Lake Ontario.—I have told you wrong; we came to Cornwall, before we came to Prescott; the other place's name, I have forgot: Prescott is where w. took the steamer, for York."

Mr. Gunn, who was in charge of the government batteaux left us here. I cannot allow this gentleman to depart, without expressing my sense of obligation, for the very great services, he rendered us, during the whole route; especially in getting through the locks, which, by his assistance and influence, was accomplished much quicker, than would otherwise have been the case.

Kingston is a thriving town, with abundance of fine stone for building, or pavement, in the vicinity: here is a wooden bridge, of many arches (under one of which we passed) communicating with the dock yard opposite; which is strongly fortified. From Montreal to this place, by the St. Lawrence, is 190 miles, and by the Rideau, 240.

The people not having been able to procure any milk or beer, since we passed Merricksville, I gave on our arrival at Kingston, a pint of beer to every man and woman; and half a pint of milk to each of the children, as a treat, which cost 22s. 6d.

At 10 A. M. agreed with the captain of the Cobourg steam boat, to carry us on to Toronto, at 6s. 6d. per passage, including all luggage.

About 20 women, and some of the youngest of the children, were accommodated with beds in the fore cabin.

June 14th, at 4 A. M. the steam boat touched at Cobourg. I came on deck here, to take a view of the place, which is certainly very pretty.

The scenery on the banks of Lake Ontario was fine, and the expanse of water magnificent.

At 3 P. M. we arrived at Toronto, 170 miles from Kingston, all in high health and spirits, not the slightest indisposition felt by any of the people.

I waited immediately on A. B. Hawke, Esq. the government agent for Emigrants, who accompanied me to the governor's house, where I was graciously received, delivered my credentials, and was directed by his excellency, Sir John Colborne, to allow as many of the people as could find employment for themselves, to do so.

An open shed on the beach, or bay, was allotted for the people generally: a small house, at a considerable distance, with two or three rooms, was provided for one or two families, West's particularly, whose wife expected daily her confinement.

All however declined the accommodation provided for them, and found lodgings for themselves: the heavy luggage, I deposited in a store on the wharf.

It would certainly have been of advantage to the people themselves, and convenient to me, under the circumstances, to have had them altogether, within my grasp : but I must admit, that the kind of accommodation offered, was calculated only, for the most destitute description of Emigrants, and but ill suited to our people, (who were rather of a better class) at the termination of a voyage ; I could therefore neither be surprised, nor find fault with them, for rejecting it.

At 8 P. M., I found shelter for myself in the Ontario house, where I was comfortably lodged; lived at a kind of table d'hote of fifty or sixty persons ; and was much amused to witness the rapidity with which the gentlemen assembled, at the ringing of a bell, and the despatch they made in eating, or rather devouring their meals, as if engaged in a match against time, or impelled by the most ravenous hunger. In a quarter of an hour, nearly all had swallowed their food and disappeared, except some few stragglers, who had come in late, and with whom I commonly finished my meal in quiet.

June 15th. I considered that on arriving at Toronto, my expenditure for the people should cease ; but, as it was Sunday, and they could not receive their money, payable at the office of the Canada company, and many were consequently without food, I procured, after much search and trouble, enough bread and cheese and beer, to supply all, who applied to me, namely, fifty-eight persons with bread and cheese, and forty-one persons with beer.

June 16th. Signed the peoples' drafts for their money on the Canada company, which they all received, and were perfectly contented.

I called on Mr. Jones, of the Canada company, and found a letter from the Rev. T. Sockett. A most agreeable and delightful circumstance, to receive intelligence of friends at a distance ! This letter also contained the following

ADDITIONAL INSTRUCTIONS.

To spare no pains or expence to become master of the subject, which is the preferable route, the Rideau or St. Lawrence ; what accommodation of waggons ; shelter of boats, &c. for women and children ? If the route by Quebec is considered a *bad* one, and that by New York, Albany, and Oswego, is likely to be performed with less discomfort, you will make every practicable enquiry, as to any system of agency, established at New York, and through the States,

to ensure any Emigrants from being enticed away from their ultimate destination, by delusive representations.

Return by New York, and communicate with our English Emigration agents, at every station, explaining your commission from us, and reason for so doing. Some plan might possibly be hit upon for parties to be met at Toronto; Hamilton; Fort George; Niagara; or the Welland canal: we shall not complain of any expence which tends to the main object; *relief* on this side; and *improvement* on that.

I am above all things anxious that you should return fully informed upon every point; and furnished with every book; map; plan; every document, of every kind, that for love or money, you can lay your hand upon.

Let no fear of a little extra expence restrain you from pushing your enquiries to the utmost.

(Signed) T. SOCKETT.

Received a note from A. B. Hawke, Esq. intimating the Lt. Governor's intention to send the people to Blandford; and requesting to see me the following morning on the subject.

June 17th. accompanied by Mr. Hawke, I waited on the Governor, who received me in the most affable manner. His Excellency directed, that all the families should proceed to Blandford; where he was certain they would find employment: that each family should receive a five-acre lot of cleared land, in the township, on which a log hut should be erected; that they should hold the above, for a few years, or until they could do better for themselves.

That such of the young men as I thought fit, and were willing, should go to the canal forming on the Grand River, or to the harbour at Kettle Creek, where they would find employment, at from £2 to £3 per month: and that the others should accompany the families to Blandford, where several gentlemen had lately made purchases of lands; and where labourers were much required.

Shut up in the Ontario house for the remainder of the day, by a torrent of rain.

Paid Mr. Upton the steward; the cook, and other persons, who had been useful in various capacities, during the voyage, for their respective services.

June 18th. engaged at Mr. Hawke's office until four in the afternoon, in binding some boys as apprentices; in making

arrangements to carry the directions and wishes of the Governor into execution; and in preparing a list of the families, and young men, for Blandford, and also of those for the canal.

Received from Mr. Hawke a letter of introduction, and instructions, to Mr. Cattermole, at Hamilton, to provide accommodation and waggons; also letters to Captain Drew and Mr. Hatch, resident magistrates at Blandford, to provide accommodation; and to give every assistance in their power to the people.

Received from the Hon. Peter Robinson, government land-agent at Toronto, a letter of introduction to Colonel Talbot, and some to the land-agents in different parts of the province, requesting them to furnish me, as the superintendent of the Egremont Emigrants of this season, with every information in their power, respecting the state of the province generally.

Mr. Hawke told me that the Governor would pay the passages of the young men by the schooner Superior, for Kettle Creek, which would land them at Port Robinson, in Lake Erie; that he would also pay for the passage of the people for Blandford, in the steam boat to Hamilton; and for the conveyance of their baggage, by waggons to Blandford; and for bread and cheese, and beer, and accommodation on the road.

Mr. Hawke also told me, that the governor had done this from a conviction, that the government ought to do something for the people sent out by a nobleman, whose liberality and humane feelings induced him to contribute so much, to the relief of the suffering poor, and to confer so great a service on these provinces.

I was requested by Mr. Hawke to take charge of a man of the name of Rivers, with his wife and six children, under nine years of age, who had arrived at Toronto at this time, by way of New York; and who had expended his last shilling. The Governor had consented to give to this family, the same advantages at Blandford, as to our people. This man complained much of the impositions to which he had been subjected, in passing through the states, from New York, to Lake Ontario, and Toronto: he had, he said, been even charged for a little boiling water, to make his tea.

June 19, at 8 A. M. The whole party, consisting of seventy men, women, and children, composing the families; one family of eight, (Rivers's before mentioned,) and twenty young men, in all one hundred persons, including myself, and Dit-

ton's baby, born at sea, were embarked in the Queenston steam boat, and proceeded for Hamilton.

At 3 P. M. we arrived at the head of the Lake Ontario, about one mile from Hamilton: here I found Mr. Cattermole, on the wharf, where the people and baggage, were landed. Experienced much delay and difficulty, in procuring conveyance, from the circumstance of twenty-one waggons having left this place, the previous day for Blandford, with the family, luggage, &c. of Admiral Vansittart, who had just arrived, and was proceeding to settle in that township.

A sufficient number of waggons was at last obtained, the baggage loaded, and by eight in the evening, we reached the house of Mr. Cattermole, where all the people were supplied with bread, cheese, and beer: several of the women obtained beds in the house, and the remainder, men, women, and children, were lodged in a barn for the night, with plenty of clean straw and hay.

The two Hammonds, from Hellingley, found employment at Oakville, on the Lake Ontario, and engaged themselves, the one at 50s. and the other at 40s. per month, with board and lodging. George Morgan found employment at Hamilton, and left us: the three Uptons also engaged themselves there; but the eldest, Frederick, volunteered his services, to assist me in conducting the people to Blandford, which I readily accepted.

June 20th. at 10 A. M. left Hamilton: proceeded onwards with the party, having fourteen waggons, four of them carrying the women and children, and ten carrying the baggage.

The first waggon, had the families of Barton, Gamblin, Kemp, and Martin, thirteen in number: the second, those of Perring and West, twelve in number: the third, those of Coleman, Ditton, and Green, twelve in number: the fourth, those of Rivers, Snelling, and Voice, thirteen in number: and the remaining ten waggons, had the luggage only. In ascending to the top of the hill behind Hamilton, a distance of about one mile, the latter part of which is very steep, the prospect is remarkably fine; and at the top, you enter at once, upon a table land of good clay soil, suitable for wheat, which extends as far as Ancaster. The soil is of a light sandy loam; for the next five miles, where you find again, a good clay, which continues to Fair Child's Creek, a distance of about eight miles: from this place, a sandy loam extends to Brandtford, a distance of about five miles. About half way between Hamilton and Brandtford, I obtained bread and

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cheese, and beer, or spirits, for the whole party, and went on. As we approached the latter place, the road leads along the edge of a high table land, on the left or east bank, of the Grand River, which opens suddenly, and most delightfully to the view, 300 or 400 feet immediately below you, skirting a large tract of low land, considerably cleared on its right or west bank. The waggon with Coleman's, Ditton's, and Green's families, and about half of those with luggage, being, either more heavily laden, or the horses not so good as the others, had fallen far behind; but, as Mr. Upton was with them, I was under no uneasiness : and as there was not a very good prospect of obtaining comfortable accommodation, for the whole party ; and as the drivers with me, were very anxious to proceed some miles further, I procured, a supply of bread, cheese, and beer, and we went on.

Crossed the Grand River, by a good wooden bridge, to which, there is a short, but very steep, descent.

After passing the flat land W. of the river, we came to some, of an inferior quality, thinly covered with oak trees, and rising gradually for five miles, at the end of which, at 8 P. M. we arrived at Vanorman's Inn, where we stopped for the night.

I procured bread and milk, for the children ; tea and beds for the women ; and a barn, with plenty of straw, for the men and boys ; at a price agreed on with the Landlord.

The landlady (an American) as soon as the boys had retired to rest, in the barn, carried out eight or ten counterpanes and covered them, as they lay on the straw, in order to charge us, so many additional beds ; but, as this was objected to, and she found, on a reference to her husband, the device would not answer, she immediately carried off the counterpanes.

June 21st. West's wife being taken in labour in the night, I was obliged to leave her here, with a daughter of Voice's, as her nurse, and we started at an early hour, in order that the house might be quiet, and proper accommodations afforded to the woman : but not before I had ascertained that all was right : that a midwife was at hand : and a medical gentleman near.

In paying the bill, I found that the landlady had doubled the usual charge for milk, which I should have resisted, had I not been apprehensive, that Mrs. West might fare the worse, by the landlady suffering a second defeat at my hand.

At 6 A. M. Crossed a considerable stream of water : land

very good : much of it cleared. At 7 A. M. Crossed a bridge, over another stream, to which the descent was steep.

At 8 A. M. About ten miles from Vanorman's, and the same distance from Blandford, stopped with the people to breakfast, and found very comfortable accommodation, good treatment, and moderate charges : here we crossed a stream, called Horner's Creek, which runs into the Grand River. From Vanorman's to this place, the land is of middling quality, of a sandy clay loam, with black mould, as far as Horner's Creek, a distance of ten miles. From thence, passing between Blenheim and Burford, the soil is sandy, and very poor. As you approach Blandford, the soil is of a good black mould : very good land is found in this township.

At 11 A. M. We arrived at Blandford. I delivered my letter to Captain Drew, whom I found on his way to attend a Justice Court. I then called on Mr. Hatch, who gave the use of his barn, to such of the party as had arrived, and procured another, from a neighbour, for those who were following.

The waggons, with the second party, came dropping in, during the afternoon, and by 9 P. M. had all arrived, except one, which had been delayed, by one of the horses falling ill.

Sunday, June 22nd. The remaining waggon came in early this morning. Several applications were made to me, yesterday, for mechanics and labourers, and many enquiries this day, particularly, for *female servants* and *little girls*, some of whom were actually engaged.

June 23rd. The object of my journey being happily accomplished, I quitted Blandford, under the full conviction, from the numerous enquiries made of myself, and the assurances of Mr. Hatch (with whom I left a list, and description of the people) that, in two or three days, all would find employment in the neighbourhood.

There was but one exception to this, in the case of Mr. Barton, who in leaving Toronto, had calculated on obtaining the situation of organist to a very pretty church, just finished here. This church, a substantial brick building, was to be opened in two or three weeks, but, there were not means at present to provide an organ : Mr. Barton's prospects were consequently, rather dismal. All the others were contented, and happy.

Mr. Upton and myself, retraced our steps to Hamilton by a waggon belonging to a man of the name of Hamilton Walker, of Esquesing, which, in consequence of the condition

of the horses, remained over the Sunday, the only conveyance likely to offer.

At 8 P. M. We reached Ancaster, where it was requisite to rest for the night.

June 24th. We arrived at Hamilton, to breakfast, where Mr. Upton left me. I found Mr. and Mrs. Huntley at this place, about to set out for Guelph, by a waggon, with all their luggage.

After arranging some accounts for the people, with Mr. Cattermole, I also proceeded for Guelph, but by a different road: Mr. Huntley's waggon being heavily laden, his driver determined on taking the best, though longest route, and the driver of mine, having only my luggage, which was light, determined to take the shorter road, by fifteen miles, altho' very bad, after the first seven or eight.

At 1 P. M. I left Hamilton, passed through Dundas, a flourishing town, situated at the head of Lake Ontario, about seven miles from Hamilton, in the hollow, between two mountainous ranges of limestone, through which a fine stream of water runs. The ascent from Dundas to the top of the hill, is very steep, but the road is good: the scenery is romantic: prospect extensive, and beautiful.

We soon entered a very bad rough and stony road, through West Flambro, passing along the top of rocky ridges, with deep ravines below them, for some miles.

Here we found a horizontal stratum of limestone, rising in many places, to the very surface, with little or no soil, yet heavily timbered. The road sometimes stony and rough, sometimes through swamps, and many a long line of corduroy, among stumps, and holes, innumerable. The hemlock pine prevails, and is of great size. I observed frequently, from one root, a short trunk of about six feet, dividing into four trunks of two feet diameter, each rising to the height, I should suppose, of ninety feet, without a branch; others dividing into six trunks, from eighteen inches, to two feet diameter, and rising, in the whole height, to from 130 to 150 feet.

At 7 P. M. Having passed over ten miles of the worst road I ever travelled, we stopped for the night at a house kept by a person of the name of Patterson, about seventeen miles from Guelph, where we found plenty to eat, but poor accommodation in other respects.

June 25th. At 5 A. M. Proceeded forward: the road very bad, for the first six miles. Land better, and more cleared,

on approaching Guelph. The driver, not being able to obtain any corn for his horses, we proceeded, without stopping, the whole distance, to Guelph, which we reached about 11 A. M. to breakfast. We approached this place by a considerable descent, and over a bridge across the Speed, which is in a very dangerous state. Guelph is very prettily situated, and has three churches, English, Scotch, and Irish, but there is little appearance of increase of population.

Here I left my luggage, and a cask for Mr. Hemming, and proceeded to his house, on foot, about four miles.

I found Mr. and Mrs. Hemming, had gone to Toronto, and were not expected to return home before Saturday.

It was arranged that Mr. Hemming's waggon should go to Guelph for the cask and luggage. Having obtained dinner here, I walked on four miles further, to the house of my friend George Sockett, in Eramosa who had accompanied Mr. and Mrs. H. to Toronto. I found an industrious servant in the field, who permitted me to take possession of his master's house, and procured me every thing I wished. Here I passed a few days quietly, and obtained some knowledge of life in the woods.

July 8th. At 6 A. M. Set out from Eramosa, on the road for Guelph, for 2½ miles, then turned to the right, towards Garafraxa, for 6 miles: excellent road: good land, large portions cleared: turned to the left, for eight miles, through the woods, full of swamps, and deep holes, and very bad, and intricate road, but much fine land. Got at last into the Waterloo road, and reached Mr. Gilkison's, of Elora, in the township of Nichol, at the falls of the Grand River, to a late breakfast. Crossed the Grand River, by an excellent new wooden bridge: went with Mr. Gillison, to see a saw mill, which he has erected, and to view the falls, from a high projecting point, or angle, at the junction of the Irvine, and Grand River, the water rushing impetuously over a shelving bed of limestone.

Mr. Ferguson of Woodhill, member and director of the Highland Agricultural Society of Scotland, who visited Canada in 1831, as he states, "for the purpose of satisfying myself, regarding the actual condition, and prospects of "Agricultural Settlers in these countries": and returned to Scotland, in the end of that year, had recently come out, with a large party, to Canada, and purchased 7,000 acres in this township.

Mr Gilkison proposed that we should take an early dinner,

and in the cool of the evening, ride over the lands of this gentleman, to whom he would introduce me, as he was expected to be there this day.

From Mr. Gilkison's house, which stands on the high elevated bank of the Grand River, overlooking the falls, I observed a most wonderful commotion in the air. The dark, gathering clouds, surcharged with rain, rushed in all directions, like radii from the circumference, to the centre of a circle: then assuming a circular motion, like a whirlpool, widely extending, and violently agitated by its rocky barriers. The contest lasted about twenty minutes, and was quickly followed, by tremendous peals of thunder, lightning, and rain, accompanied by a violent torrent of wind, which laid prostrate, the huge trees of the forest. "There goes one, right across my fence!" said Mr. Gilkison, as it fell. The grandeur of this scene was beyond description. This circumstance prevented our projected excursion.

Mr. Gilkison's hospitable roof afforded me shelter from the storm, and accommodation for the night. Woe to the traveller, who is exposed to the dangers of the forest, at such an hour!

July 9th.—At 6 A. M. Left Elora, in company with a younger brother of Mr. Gilkison, a solicitor at Toronto, on his way home, by Galt and Brandtford: we passed through Woolwich, for ten miles, very good land, but bad roads.

At 9 A. M. We breakfasted at the house of a farmer, named Beames, twelve miles from Elora: charge very moderate; 1s. 3d. self, and horse.

Accompanied Mr. Gilkison, for two and a half miles, in Waterloo, a light sandy soil, and excellent roads. Turned off to the right, at about fifteen miles above Galt; crossed the Grand River, at a fine gravelly ford, for Schneider's mills; much land highly cultivated, before I reached the river. Some good land on the opposite side, in a wild state: 1,200 acres belonging to an American. The soil in Waterloo, very light, sandy loam: At noon reached Schneider's mill. Proceeded through Wilmot. Soil of a sandy loam, excellent road, hilly land, much cleared on the road. Settlers chiefly Dutch. Much difficulty to obtain corn for my horse. At 1 P. M. came to the house of Amos Cresmonde, a farmer, where I obtained plenty of corn and grass for my horse; bread, butter, eggs, and milk, for myself. Rested here one hour: very moderate charge, 1s. 3d. Learned that I was travelling in too high a parallel for Goderich, by about three miles: re-

traced my steps about a mile. Crossed a wood of very fine timber, and large pines, for a mile and a half, to Abb's mills, where there is a creek to cross. Found people employed in repairing the bridge; twelve feet, at least, uncovered or incomplete, with corduroy logs, and no where else to cross, without returning about three miles. In this dilemma, I met with an instance of the greatest civility: the workmen left their work; crossed the creek to the saw mill; and covered the bridge with planks, that my horse might pass over.

Here I found a large tract of cleared land, rather flat, and an excellent road, leading N. W. on my former parallel.

At 4 P. M. I observed the clouds gathering in the distance, and anticipated the coming storm. I had not proceeded more than a mile and a half, when I perceived the people leaving their work, in the field, and hastening to their homes. I asked one of these men, if he would allow me to take shelter with him. To this he assented; and to avoid the rain I rode into his barn, which was open. I had not been there ten minutes, when I discovered the danger of my position. The wind rose to such a torrent, accompanied by rain, as to strip the boards off the roof and sides of the barn. This frightened my horse, so much, that I was glad to bolt with him round the corner, and get into the cow house. The storm lasted about an hour. When I proceeded, I found several trees lying across the road.

About two miles and a half N. W. I came to Smith's Creek: steep banks: from which I turned to the left, into a line of road lately cut through the wood, for two miles, which brought me to Cushman's mill, on the opposite side of the river. Here I got over by the aid of a large tree, laid across below the mill dam: the tree answering the double purpose, of a path for the foot traveller, and security to the horse, against the rapidity, and depth of the stream. I now learned, that I had been traversing, for two miles, a narrow neck of land, surrounded by the same (Smith's) Creek, and that it made a third turn, suddenly, and came back, a little below the mill. Mr. Cushman and his son in law have 400 acres of land here. On enquiring of Mr. Cushman, whether labourers were wanted in his neighbourhood, he answered yes: very much. I then told him, that I had just brought out 135 emigrants from Sussex. He asked me if they were Lord Egremont's people; and on my saying, they were; he remarked: that Lord Egremont had sent out a party, for the last three years: that they were generally considered in

the country, as a superior class of labourers; and he wished some of them would come his way; but added, he feared he was too far in the bush to expect that.

He invited me to alight, and take some tea with him, which I declined, from an apprehension of being late, in arriving at the place of my destination, for the night: but I thankfully accepted a draught of milk.

Two bridges were to be erected, this summer, across the creek to Helmor's, in North Easthope, which lay directly opposite, and is the first farm on the Huron Tract. This would shorten the distance 3 miles, and at the same time, avoid a very bad road, of six, which is deep, and swampy, over pretty undulating ground, thickly covered with trees.

About 7 P. M. I reached Helmor's: but the house being under a substantial repair, and enlargement, and the road now good, and the evening fine, I went on three miles further, to Fryfogle's, in South Easthope, where I stopped for the night; found plenty of corn, and good grass, for my horse, abundance for myself to eat; but other accommodation very indifferent. The land good.

July 10th.—At 5 A. M. Proceeded on my journey. Five miles W. from Fryfogles, arrived at a lake in North Easthope. Road $\frac{1}{2}$ mile S. W. then $\frac{1}{2}$ mile S. W. Beautiful small lake of about 10 or 12 acres. Corduroy road, W. by N. $\frac{1}{2}$ N. $\frac{1}{4}$ mile. A pine brush. Road W. $\frac{1}{2}$ N. Corduroy road 1 mile. Country flat; land good, and much cleared, for 2 $\frac{1}{2}$ miles, with excellent road to Stratford on Avon, in South Easthope, where I stopped to breakfast. I found several trees blown down across the road, by the storm of the preceding day, and people employed removing them.

At 10 A. M. Left Stratford on Avon, an advantageous and good position, for a village Dr. Daily agent to the Canada Company sides here. Sandy loam for 4 miles.

At about 5 $\frac{1}{2}$ miles from the Avon river, crossed a stream which they called Black Creek: very good land, in the townships of Ellice, and Downie. Met with obstructions from trees across the road. Dr. Verral, from Seaford, in Sussex, was residing in Downie, on the left of the road, where he had been settled about a fortnight.

Two miles further, arrived at Sebach's, in Ellice. Good land: considerable portions cleared. Two miles further, came to Whirl Creek, where a good house is building. Two and a half miles further, or about 5 miles from Sebach's, arrived at the river Thames in Logan. No corn to be got

for the horse. The landlord here is building the house at Whirl, or Whirlpool Creek, to which he is going to remove. Crossed the river, from which the immediate ascent is steep, and afterwards the ground rises gradually, to a considerable elevation: land not so good. Met with occasional obstruction, from fallen trees. Allowed the horse to feed for half an hour, on the road side.

At 2 P. M. Reached Carron Brook, a pretty stream in Hibbert. Good land: plenty of grass, for the horse; but no corn: bread, butter, and milk, for myself, but (for the first time) I could not get an egg. Rested here an hour. Experienced much interruption in my journey from fallen trees. In one half mile, between Carron Brook and Silver Creek, I think there were about fifty large trees across the road: the horse ~~climbed~~ over the trunks of some of them, and scrambled through ~~the~~ branches of others. I avoided some, by going into the wood, in which I got so deeply entangled, from a succession of trees newly fallen, that I had great difficulty to regain the road, and at one time, apprehended, I should have been obliged to return to Carron Brook. With much labour, and perseverance, I at length succeeded in reaching Silver Creek, a beautiful stream, in McKillop, about six miles from Carron Brook. After leaving Silver Creek, I still found a few trees across the road, and no persons employed in clearing them away. A waggoner, in proceeding eastward, had returned from this place, on hearing of the great difficulties before him. About two miles from Silver Creek, I came to the trunk of a tree, of full two feet diameter, across the centre of the road, over which this waggoner must have driven. At 7 P. M. arrived at the house of Mr. Van Egman, in Hullett, where I remained for the night. Here I found one of the waggoners, who had been with me to Blandford, and who was now returning empty, from Goderich, where he had been with a load of baggage. He said he had been as far as the Silver Creek to day, from whence he had been obliged to return, in consequence of the fallen trees lying across the road, and had passed over the one before mentioned.

This man was very attentive and obliging to me, in taking care of my horse.

Here I found a Mr. Dickison, a son of Mr. Dickison, formerly of Gledswood, near Melrose, who had been in this country twelve months, and had some land in the vicinity; about ten acres of which he had cleared. I also met here

Dr. Daily, the Canada Company's Agent at the river Avon. Received, at this house, very kind and hospitable treatment : the best accommodation for myself : a good supper, and excellent bed : plenty of corn &c. for my horse : and a good breakfast with the family, next morning, for the very moderate charge of four shillings, York, about 2s. 6d. English.

July 11th. Mr. Van Egman accompanied me six miles to Vanderburgh's, in the township of Tucker Smith. The river Byfield runs for some miles, nearly parallel to the road, and at one place, before you arrive at Vanderburgh's, comes quite close to it. At Hicks', three miles further, in the township of Goderich, the land begins to be of inferior quality, and more hilly, but having a considerable descent towards Lake Huron. A gentleman, of the name of Pot, or Pots, had just made a purchase in this neighbourhood. Rested here an hour, while my horse ate a little grass. No corn to be had.

At noon arrived at the town of Goderich, which is situated on the left bank of the river Maitland, upon a piece of flat land, of a sandy and gravelly soil, about half a mile in length and half a quarter wide, and about 200 or 300 feet above the level of the water in Lake Huron, and the river.

There is sufficient depth of water in the harbour, for vessels of considerable burthen, quite close to the shore, but the access to it, from the town, is by a very steep descent.

The road for thirty miles before you reach Goderich, is as good as our common turnpike roads : but the land, for eight miles, in its immediate vicinity, is of inferior quality.

The town, however, is fast increasing, and being advantageously situated for trade, must in time, become a place of considerable importance.

The Canada Company's Agent, Mr. Prior, occupies the best, and most prominent point (suited to a signal station) overlooking the harbour and lake.

On arriving here, I found that Dr. Dunlop, to whom I had a letter of introduction, had just returned home. His house stands on an elevated situation, some distance up the river, on the opposite side, overlooking a grassy flat, of some hundreds of acres, of a rich soil, and without a tree. The only spot of this description, I have seen in Canada.

I crossed the river, by a ferry boat, to the house, and found the Dr. at home. He gave me a welcome reception, and insisted on my staying to dinner : shewed me particularly, the rich land which his house overlooked, at present

reserved as common pasture, for the cows of the inhabitants of the town. Dr. Dunlop remarked, that it was the only place he has seen in the country, naturally free from trees, of any considerable extent. I met here, Captain Dunlop, R. N. who is living with his brother, the Doctor, and another gentleman, employed as surveyor under the Canada Company.

After dinner, Dr. Dunlop, the Captain and the gentleman referred to above, accompanied me to the mouth of the river, where they made a blazing fire, on the beach, just at dark : laid a seine twice out into the lake, by a boat, and caught about a hundred fish, consisting of bass, mullet, pike, &c.

July 12th. There are thirty houses building, and a steam boat is almost ready to start. She is to run between Goderich and lake St. Clair. Many purchases of land have been made this season, on the river Maitland : and many gentlemen are here, and in the neighbourhood, looking out with the same object. The Canada Company have raised their price a little : $4\frac{1}{2}$ dollars per acre, being demanded and given, for front lots : this may probably, prove injudicious, considering how great a temptation is held out to the man of small capital, in the neighbouring territory of Michigan, where the price is only $1\frac{1}{2}$ dollar per acre. This circumstance seems worthy of consideration both by our Government, and the Company.

A procession of about fifty orange men, this day paraded the streets, twenty of them with scarfs and badges, the authorities doubting whether they should interfere. All however passed off quietly.

At 4. P. M. Left Goderich, and returned by the road I had before travelled, as far as Vanderburgh's Inn, eighteen miles from Goderich.

This house is situated at the north west angle of the township of Tucker Smith, where the London (or as it is called the Talbot) Road, joins that to Goderich. Here I passed the night, and was very comfortably accommodated.

July. 13th. At 5 A. M. Proceeded along the London road, which the workmen were just beginning to form. After travelling about four miles, crossed the Bayfield, a river about the size of the Rother, near Petworth, by a wooden bridge : the land now good. About two miles further, crossed a small creek or brook. The land now very good, slightly and prettily undulated. The size and description of the trees, the best.

Near this place, a person of the name of Ross, possesses

two hundred acres : and two brothers, of the name of Campbell, one hundred acres each, of excellent quality, and well watered.

Two miles further, arrived at Clark Hillick's, but could not obtain any corn, therefore rode on about six miles further, to Mc Connel's.

Just before arriving at this house, I crossed a considerable stream, to which the people here gave the name of Great Sable creek, but which I am inclined to think, is the one named Benson creek, in the Canada Company's map.

Here I obtained corn for my horse : bread, milk, and venison, for myself : and after resting about an hour, proceeded on my journey.

At the end of the first mile, crossed a small creek : at the end of the second mile, another : and at three miles, a third.

About the end of the sixth mile, the road turned at a right angle, to the W. and continued in that direction, for one quarter of a mile, then turned to the S. skirting a beaver swamp, for a mile, when it returned to the E. for about one half mile, then resumed its original line, nearly S. The road for several miles, in the vicinity of the swamp, was very bad. About seven miles from this place, there is a considerable portion of cleared land, belonging to a person of the name of Adamson.

Here the road again turns to the E. and runs in the same line nearly on a level for two miles : then one and a half further, with considerable descent, to a stream called by the people, the Little Sable creek, over which there is a good bridge, the ascent from which is very steep. Here is a black settlement : the people are orderly, clean, and apparently comfortable. The road runs S. E. from the above named creek, four and a half miles : where after passing a sudden steep descent, and crossing a beaver meadow about a quarter of a mile, I arrived by a short ascent, at Mrs. Mc Connel's, in the township of London, where I stopped for the night. Good accommodation for my horse and self, with venison for supper. Near the house, is a fine elevated situation, but the view is obstructed by the uncleared forest.

At the foot of this hill, about half a mile distant, there is a creek which Mrs. Mc Connel says, the road crosses three times, before you reach London. I had this day passed over a tract of very good land, for about 18 or 20 miles, lying in the townships of Stanley, Tucker Smith, Hay, Osborne, and Stephen. The road through this tract is straight, and throughout the whole distance nearly level.

July 14th. At 5 A. M. Proceeded $1\frac{1}{2}$ mile, on the road to London : turned W. towards the township of Williams, $1\frac{1}{2}$ mile : pretty elevation, and good land : $\frac{1}{2}$ a mile descent : 1 mile flat : $\frac{1}{4}$ mile descent : $\frac{3}{4}$ mile gradual inclination : descent $\frac{1}{4}$ mile. Beaver swamp extending N. and S. 1 mile descent : entered the woods through a fine large flat, partly swampy, surrounded by high land : opened upon a large tract of fine cleared land, at the corner of London and Lobo. Turned N. $1\frac{1}{2}$ mile ; crossed a river ; turned W. $\frac{1}{2}$ mile ; came to a mill : proceeded along the boundary line, between Williams and Lobo. Much good land, uncleared. Very bad road. Crossed some difficult passes, over creeks ; swamps ; and a river running through a deep glen or ravine, probably into the Aux Sables. The last twelve miles, having taken me about five hours to travel.

At noon arrived at Curtiss's, near the boundary between Lobo and Adelaide, to breakfast. Plenty of corn for my horse : rested here two hours. Proceeded along the boundary line, between Adelaide and Lobo. Road unformed : very bad : difficult to trace my way.

At 6 P. M. Arrived at Captain White's, in Lobo, where I stopped for the night, and obtained very satisfactory information respecting the Sussex settlers in Adelaide, not only from Captain White, but also from one of the settlers themselves, named Phillips, late of Merston, near Chichester, who went out in 1833, to join his son, who had settled in that township in 1832.

Captain White, and Phillips, both confirmed the report which I had previously heard, that the principal road through Adelaide was almost impassable, and that I should not find my way by the concession lines, without a guide. This being the case, and the information I had here received, being so full and satisfactory, I therefore gave up my intention of passing into that township.

July 15th.—At 5 A. M. Set out for Delaware : passed for $2\frac{1}{2}$ miles, between Lobo and Carradoc : good land in both townships, passed through the centre of Lobo. The northern half is good land ; and the southern half very poor : chiefly a reddish sand, thinly covered with small oak trees, like a gentleman's park : ornamental ground : but not profitable. Roads very good : crossed the river Thames into the township of Delaware, by the bridge nearest to London. The bridge is very good, but the access on both sides, is very steep. Passed south about 10 miles, into Westminster, where I breakfasted.

Proceeded through *Westminster*, and *Southwold*, to port Talbot, and to the residence of Col. Talbot on Lake Erie : here I rested for the night. The approach to the house leads for about three miles, along a lofty ridge, through the most beautiful avenue of beeches I ever saw, from which you descend abruptly, cross a creek, and find grassy dell, and from thence ascend a cleared eminence, of considerable extent to the house, which is situated at a short distance from the Lake, but does not overlook it. Colonel Talbot received, and treated me very hospitably; and amongst other good things I partook of here, was the best ale I had tasted in Canada. When I retired to rest, the Colonel himself, in the old style of the old country, conducted me to my chamber, where I soon forgot the privations and toils I had so recently experienced in the forest.

July 16th.—At 5 A. M. Left Colonel Talbot's, and returned through Southwold and Westminster. These townships are chiefly flat; but towards the lake slightly undulating, and of a clay soil, mixed with sand. The land is extensively cleared. I observed a better description of horses; and every thing indicating a people enjoying superior comforts. Were it not for the rail fences, and the want of hedges, one might imagine himself in some well cultivated district in England.

At 2 P. M. Arrived in London by a bridge across the S. E. branch of the Thames.

In the descent to the bridge, where the town opens suddenly to the view, I overtook a Mr. Crawley, a farmer, in Westminster, whom I accompanied to the inn, where he was going to stop. In the course of conversation, he said he had heard from Mr. Hatch, of the people I had brought out: that they were of the right description: and he hoped more would follow, as they were much wanted in the country. The same remark was made, and the same wish expressed, wherever I made myself known.

Having a letter of introduction to Mr. Askew, government land agent here, Mr. C. accompanied me to his office. Mr. C. asked me on the way what I thought of Westminster. On my answering, that I did not like a clay soil. He said. He thought with me, when he first came out, but that having a portion of sand in it, it did not bind like clay land in England. I do not however much like either clay or sand soil. Mr. Askew confirmed the opinion of Mr. Crawley, that a superior class of mechanics and labourers would readily find employment, in this neighbourhood.

London is situate on the fork, formed at the junction of the N. and E. branches of the river Thames, which, approach each other, in opposite directions, and throw off their united stream, at an intermediate angle.

The town house, which is a handsome stone structure, and the church (barring the golden ball on the top of the spire) contribute greatly to the ornament of the town which is placed in an advantageous position. Here I found some unexpected business had brought Captain White to London. We dined together. Some noisy radical politicians with neither reason nor argument, continued debating until a late hour.

July 17th. At 6 A. M. Left London: passed through five miles of poor sandy soil, and oaks thinly scattered. Crossed the river by a bridge, into Dorchester: a clay soil for seven miles along the East branch of the river Thames, and on the South side, or left bank: passed through a seven mile brush of hemlock pines, with a reddish sandy soil.

At 11 A. M. Came into cleared land, about the N. W. corner of Durham, twelve miles from Oxford, and eighteen from Blandford: stopped here an hour to breakfast. Land and roads good, and scenery pretty, as you approach Oxford. About six miles from Oxford, met Mr. Hatch.

Having passed through Oxford, which is beautifully situated between two elevated ridges, I waited for half an hour, and fed my horse with excellent clover on the way side, waiting for Mr. Hatch; as he did not come up, I went on. Shortly afterwards I met Mr. Bullen, and subsequently Mr. Alexander came running to me, from a small hut, followed by Rivers, who had got employment here, about three or four miles from Blandford, with a Mr. Groves.

On entering the township of Blandford, I saw W. Martin, and Abraham Muzzle, finishing the roof of a frame house.

At 5 P. M. Arrived at the house of Mr. Hatch, who soon afterwards returned home.

July 18th.—Occupied for a considerable portion of this day in prosecuting an enquiry, respecting a cask belonging to the Rapson's, which had unfortunately been lost during our journey up the country, but without success.

Accompanied Mr. Hatch to inspect the huts, which I found all ready, several of them finished in a superior manner, with regular roofs, instead of the one sided lean-to appearance of the shanty: this had been effected, either by the individual exertions of the respective families themselves, or, in some

instances, by a trifling sum of money paid by them, to the Government contractor.

I observed that Coleman, Ditton, Gamblin, Martin, and Voice, had been vieing with each other, who should have the most comfortable hut. Ditton had thatched his with straw, which Mr. Hatch had given him : this sort of covering was quite a novelty in this part of the country.

It was most satisfactory to me, on my return to Blandford, at the end of a month from the time I left it, to find all the people in full employment.

Cornelius Voice, from Billingshurst, Sussex, told me, that it was impossible for him to express, how fortunate a circumstance his coming here had been : that himself, his two sons, and his nephew, were together, making six pounds per week.

Mr. Barton, the only one who, on my first leaving Blandford, I apprehended, might not find suitable employment, had been appointed schoolmaster, and parish clerk, and his prospects were now amongst the best.

The Church had been opened : and several of our people expressed to me their regret, that I had not returned a week sooner, to have been present at the ceremony. One of them said. "We conducted the singing ; and you would have liked to have heard us."

I may here remark, that during our voyage, it was pleasing to see, the very respectable appearance made by the emigrants, in the neatness and cleanliness of their dress, when they came on deck, to attend the service of the church on sundays.

I should also not omit to observe, that the very liberal supply of books, sent down to us at Portsmouth, by the Society for Promoting Christian Knowledge, was particularly acceptable, and useful, to our emigrants ; and that I also had an opportunity, of distributing a few of them, I hope with good effect, among those already settled in the upper province.

July 19th.—Before I finally left Blandford, it was truly gratifying to me, to witness, the removal of all the families from the barns, where they had been lodged, into the separate and comfortable abodes, I trust of peace and happiness, provided for them.

I was thus enabled, with peculiar satisfaction to myself, to leave these people, in whose welfare I had taken a deep interest, and for whom I had felt a considerable degree of anxiety, contented and happy, in the prospect now opened to them, of present comfort, and ultimate independence.

Accompanied R. Riddell, Esq. who had called for me, to his house in Zorra.

July 20th, Sunday.—The wetness of the morning prevented our going to church at Blandford.

Mr. Riddell, Mr. Hunter, Mr. Lindsay, and myself, dined with Mr. Buller, with whom the boy, George Sheppard, from Egdean, near Petworth, is living. Returned to Mr. Riddell's house, for the night.

July 21st. At 5 A. M. Left Zorra, through Burford, and Blenheim : very poor, sandy soil, reddish colour. Tamarac and hemlock brush abound. Crossed Horner's creek, and stopped to breakfast. At four miles, turned to the left, through Blenheim : crossed Smith's creek, at Falding's mill ; passed through Dumfries ; land of various quality ; wheat harvest just begun ; the crop very good. In proceeding towards Galt, the ground rises gradually to a very considerable elevation ; the soil is rather of inferior quality, and thinly covered with oak trees. Observed several small lakes amongst the hills, nearly on the top of the highest land, from which I descended for some miles, as I approached the grand river at Galt, in the vicinity of which, the scenery is very fine : limestone prevails here, in great abundance. Dined at Galt, and afterwards, proceeded on to Waterloo. About a mile and a half beyond this place, I crossed the Speed, and having turned short to the left, went on about a mile and a half, and crossed the grand river, by a wooden bridge, roofed over to keep off the snow. About two and a half miles further, I arrived at the huts of the Rapson's, late of Lodsworth, Sussex, about half an hour before dusk, and afterwards returned to Waterloo, for the night, where I met with excellent accommodation.

July 22nd.—Left Waterloo for Guelph. After travelling about three miles, crossed the Speed. For six miles the land is hilly, and irregular. For six miles before you reach Guelph, the road is good, and runs in a straight line : the land is good here, with abundance of limestone. Limestone abounds generally in Upper Canada. Reached Guelph to breakfast, and afterwards, proceeded to Eramosa, and again returned to Guelph. Mr. and Mrs. Huntley have purchased 200 acres, and settled here.

July 23rd.—At 7 A. M. Quitted Guelph in a waggon (called a coach) for passengers, and luggage, which runs three times a week, through Puslinch, and West Flambro, to Hamilton, and returns from thence, the following day, to Guelph. The driver of the waggon, the first stage from

Guelph, was remarkably civil. Nothing is usually given to the drivers in America. The waggon, on the second stage was driven by Paterson, the proprietor, who is a respectable intelligent man. By the aid of a pair of good horses, and an obliging and attentive driver, I passed once more over a very bad road, for eight or ten miles, through a thick and heavily timbered forest, which fortunately protected us from the scorching rays of the sun, during a sultry day.

At 5 P. M. Stopped at Dundas to feed the horses.

At 7 P. M. Reached Hamilton, and found that the thermometer this, and some previous days, had ranged from ninety, to ninety five degrees.

July 24th.—Returned from Hamilton, by the Queenston steam boat, to Toronto.

I fell in with a Mr. Durand from Warwick, in the boat, who gave me a very favourable account of some of the Sussex emigrants.

At 7 P. M. Arrived at Toronto, and again took up my quarters at the Ontario house.

July 25th.—Called on A. B. Hawke, Esq. and settled some accounts, which had been arranged with Mr. Cattermole, respecting the victualling of the people, from Hamilton, to Blandford.

The victualling cost £10. The steam boat, from Toronto to Hamilton, £20. the victualling and lodging one night at that place £5. the fourteen waggons about £70, besides the passage of twenty men, from Toronto through the Welland canal, to the works in the Grand river, by the schooner Superior, about £5. amounting together to £110. currency, or about one hundred guineas : the whole of which, was paid by Government.

I had an audience of his Excellency, in which I reported to him, the very comfortable state I found our emigrants in, on my return to them, at the end of a month after their location, that all were in full employment, contented and happy.

His Excellency was much pleased to hear so favourable a report, and said, that although he could not give the same assistance to all, who came out, he would still, do every thing in his power, particularly for large families. That he had represented to the Secretary for the Colonies, that he could receive 100,000 emigrants annually ; that he would find employment for all, who came out ; that it was a part of his plan, to set them to work, in cutting down the timber, and

clearing the land, not in such a way, as would enable them to make high wages; but at the usual rate, paid in the colony, for such labour; and so as to provide them with the means of subsistence, until they could do better for themselves: that the purchasers of land would repay this expence; and that it would be to the advantage of them to do so, in order to possess a portion ready cleared, the moment of their arrival, at as low a rate as they themselves could effect it: but that ultimately, the labourers must depend on their own exertions. He repeated that his plan was, to find employment for all.

July 30th.—Left Toronto, by the steam boat for Niagara, from whence I proceeded by coach, to the Falls. The view of the river Niagara, as it passes between the perpendicular rocky heights of Queenston and Lewiston, is very grand. Indications of red freestone, are observed in the banks of the river.

At 6 P. M. Arrived at the Falls. I did not hear their sound, owing to the noise of the coach, until within a mile or two of the pavilion. My first view from the top of this house, which overlooks them, was a slight, but temporary disappointment: descending to take a nearer view from a position where you rather look up to the great body of water, rushing with increased velocity (by passing along a shelving rocky descent for some distance) and then falling perpendicularly, you are struck with the awful grandeur of the scene, and become more, and more, impressed with it, as you contemplate the continued descent of the mighty mass into the abyss below; half filled, as it were, by a cream like foam and spray, continually rising up into a vapour, gradually becoming less and less dense, until it is lost in the distance, yet still renewed; and in which you may observe the swallows, like small black specks, flitting, and sporting, and half concealed.

The rays of the sun by day, or moon by night, passing through the vapour, present all the colours of the rainbow.

July 31st.—Spent the day with my friend Col. Delatre, who settled in Canada with his family, in 1833. He is highly delighted with the country generally, and particularly with the vicinity of the Falls of Niagara, about a mile and a half from which, at Lundy's Lane, he has purchased 200 acres and is building a very good house, having already most convenient offices, and out-houses of every description.

He keeps his close carriage, gig and sleigh, and has all the enjoyments of the best English society; Gen. Murray, and

ten or twelve other gentlemen, of great respectability, living in the neighbourhood, within an easy visiting distance. The Colonel has also purchased a considerable quantity of land in the township of Blandford.

August 1st. Left the Falls for Queenston, where I crossed the river Niagara, by ferry boat to Lewiston, in the United States, and from thence proceeded by coach, to Lockport.

Travelled this day, over a large tract of cleared land, of a clay soil, but not well watered. For the last nine miles, the road was excellent; and passed along a natural sandy ridge, of slight elevation, and sixty or eighty feet wide. This is called the ridge way.

The canal to Buffalo, is cut through a horizontal schistus rock, at Lockport, for a considerable distance, where there is a double set of locks.

August 2nd.—Proceeded by coach along the same kind of ridge as in the latter part of yesterday, as far as Orchard creek. Passed Linden and Gains, on the left hand, in the distance. At 6 P. M. arrived at Rochester, and immediately embarked in the canal track boat, Montgomery, Captain Couch, which was waiting the arrival of the coach.

A track boat is drawn by two horses; and carries heavy goods, and passengers, and their luggage; travelling from two and a half to three miles per hour, day and night.

I paid two and a half cents, about three halfpence English, per mile, for my passage in this boat, victualling, and sleeping berth, included. An English halfpenny passes for a cent, all over America.

The same description of boat, carrying passengers, and their luggage, and light goods only, and drawn by three horses, is called a packet boat; and travels at the rate of four miles an hour, day and night.

I regretted the want of time, to visit the beautiful Falls of the Genesee river, of ninety seven feet: Sam Patch's last leap.

Rochester is a large and flourishing town: already sufficiently described by travellers.

The canal passes over the Genesee, by an aqueduct of 804 feet long, on eleven arches, from twenty six to fifty feet span, and fourteen feet above the river, constructed of freestone, at a cost of 80,000 dollars.

There is a flouring mill at this place, of fifty three pairs of stones, which can grind 24,000 bushels of wheat, in twenty four hours.

Ten miles from Rochester, is Pitsford: twelve miles from

Rochester, the canal runs along the slope of a hill, for the distance of two miles, banked up on the other side sixty or seventy feet from the valley.

Fullon's basin is sixteen miles from Rochester by canal, but only seven and a half, by land.

August 3rd.—At 5 A. M. At Palmyra, about 30 miles from Rochester, the canal passes in a hollow, with high ground on each side, land poor, consisting of stones and gravel, and badly watered.

Port Gibson, six miles from Palmyra, and 125 miles from Utica, is a pretty place.

Thirty miles from Port Gibson and 95 miles from Utica, came to a lake, and marshy meadow.

August 4th.—At 6 A. M. Arrived at lake Salina, where there are salt works, a well being dug into the salt rock, 190 feet, at Geddesburgh by the side of the canal. In one house there are twenty eight boilers, containing from ninety, to one hundred gallons each. Fifty six gallons of water will produce 56lbs. of salt. The towns of Salina and Liverpool are situated on lake Salina.

At Syracuse, an extensive valley of very good land, surrounded by a high mountainous range, at the distance of from three to five miles.

Three hundred acres of land are here used for evaporating salt in the sun, the water being brought a mile and a half, by pipes from the lake.

A canal to Oswego, branches off at Syracuse, distance thirty eight miles.

August 4th.—At Syracuse 140 miles from Schenectady, a labourer or unwashed artisan, joined the boat, took off his shoes, and stretched himself out, on one of the four cushions, or seats, in the cabin, in his dirty stockings, in a very hot day, the thermometer about 95.

August 5th.—Another of the unwashed, without stockings, came on board the boat, took off his shoes, and also stretched himself out, on another of the cushions in the cabin, with his bare hoofs, regardless of the decencies due to old men or women, young men, or maidens.

Let no one, who wishes to receive agreeable impressions of American manners, commence his travels in a lake Erie canal boat.

The canal passes through the valley of the Mohawk, one hundred miles, where the low land is good, but the surrounding hills gravelly, rocky, and barren.

August 6th. At 7 A. M. Arrived at Schenectady, by tow boat, a distance of two hundred and forty miles, for six dollars, including victualling for three and a half days. Breakfasted at Schenectady, and proceeded to Albany by steam carriage, fourteen miles, over the worst description of land, I have ever seen.

Albany is a very beautiful town, finely situated on the N. W. side of the Hudson, on a steep ascent. Some of the public buildings, are handsome. The town house in particular, is built of marble, from Sing Sing. It has a large handsome entrance hall, leading by a beautiful stair case, to a vestibule, from which you enter the rooms and offices, of the town and county Courts of Justice, which are elegantly fitted up. One is shocked and disgusted however, with the stained floor, and stair case; in every turn, and corner of which, stands a square box, ready to receive filthy contributions, from the consumers of the nauseous and deleterious tobacco plant.

I observed on the walls, about the town, the following placard.

“ Jackson and the people, against the Emperor Nicholas.
 “ and his gold; the Democracy against money, and
 “ family influence. The true friends of the soil against
 “ the worshippers of the Golden Calf.”

August 6th.—Obtained from the office of Thaddeus Joy, at the foot of State Street, Albany, the following information, respecting the expence of conveying Emigrants from New York to Albany, and from thence along the canal.

From New York to Albany, per steam boat, on the river Hudson, including an allowance of 100lbs. luggage, for each person, one dollar: the overplus of luggage paying 12½ cents, per 100lbs.

Passengers on the canal to any point, in all cases including 50lbs. luggage, pay 1½ cents per mile each passage, exclusive of board: they have the privilege of cooking in the boat, and the use of cooking utensils.

In case of a large number of passengers, who may wish to be boarded on the canal, the expence will not exceed thirty seven and a half cents per day, for each.

Passengers wishing to go to any part of Ohio, Michigan, or to any port on lake Ontario, will always find steam boats, at Buffalo, Rochester, or Oswego, to convey them at a reasonable price, without delay.

For particulars of the Erie Canal, see Picken on the Canadas in 1832.

August 6th.—At 5 P. M. Embarked at Albany, on board the steam boat, in the river Hudson. The banks of the river rise into hills of considerable elevation, on both sides. The scenery on the banks of the Hudson, viewing it with the eye of a landscape painter, is undoubtedly beautiful; but the land in the eye of the agriculturist, is, comparatively, of little value.

The river Hudson however, possesses many excellent situations, on its banks, which may become the residence, and retreat of those, who have been long accumulating dollars, in the thronged and busy city of New York.

August 7th.—At 5 A. M. Arrived at New York, breakfasted, and afterwards occupied in making arrangements for my passage to England, by the American Packet, (Independence), Captain Nye, for Liverpool.

The Independence, was elegantly, and superbly fitted up, with beautiful specimens of maple pannelling.

The day being exceedingly hot (Thermometer 95) while I was engaged in this business, I observed, on crossing in the lower part of Wall street, some workmen employed in repairing it, and one of them in the act of drawing a pannican of water from a pump; I accosted him, and said, I should feel much obliged, if he would give me a little water. He replied, yes! when I have drank. He drank accordingly, and then presented me the empty pannican. I doubt whether any English, Scotch, or Irishman, would have shewn so little civility. Another workman, possibly not an American, who had observed what passed, took the pannican, filled it with water from the pump, and gave it to me. It has been remarked, that no beggars are seen in the streets of the principal towns, in the united states of America; but while sitting in the open air, with some other gentlemen, in front of Niblo's hotel, in the Broadway, in the evening of the 7th. August, two boys came, to solicit charity of me, and the following morning, while sitting in the same place, a girl presented herself, with the like object. As I remained only thirty hours in New York, I cannot say whether these are common occurrences, or otherwise.

August 8th.—At noon. Thermometer 92. I embarked in the Eagle steam boat, and at one P. M., was put on board the packet, which was towed out of the harbour. At 2 P. M.

the steamer left us. At 3 P. M. a heavy squall with rain. There were eighteen cabin, and 170 steerage passengers, chiefly Irish, many of whom had not been more than a fortnight in the country, and were returning, dissatisfied and disappointed, because they had not been able to find employment at New York. Six persons, who had not paid for their passage, had secreted themselves on board, but were discovered in time to be sent back by the pilot boat, which left the ship at 4 P. M. Wind fair.

August 12th.—Wind E. Spoke a ship from Halifax to Newcastle, out six days.

At 7 P. M. Thermometer 60.

August 13th.—Wind fair. At 7 P. M. Passed a ship standing to the westward.

August 16th.—Wind S. very hazy, and moist weather. Thermometer 54.

August 22nd.—Wind N. very fine breeze: passed three vessels.

August 23rd.—Wind N. breeze increasing.

At 10 A. M. Spoke the Caleb Angus of London, her long. 19. 22. Independence's long. 19. 30.

August 24th.—Wind N. E. by N. sharp gale.

August 25th.—Wind N. N. E. blowing very hard.

August 26th.—At noon, about ten miles from the land, at the entrance to Milford Haven.

August 27th.—Working up St. George's Channel at dusk, passed Holly Head lights, about nine in the evening.

August 28th.—At 8 A. M. Liverpool in sight, the ship laying to, for the tide.

At noon left the ship in a small boat, accompanied by Major Pew, and at 3 P. M. landed at Liverpool, after a passage of 20 days. Proceeded on to Manchester (by steam carriage) where we stopped for the night.

August 29th.—At 5 A. M. Left Manchester, by the Telegraph coach; arrived at the Bull and Month, London, at midnight and slept there.

August 30th.—Arrived at home.

GENERAL OBSERVATIONS.

Having made the extended circuit, described in this narrative ; I proceed now, to offer such opinions, on the different routes to Upper Canada—the state of that country generally—the care necessary in making purchases of land—the system adopted by Government in making grants—and the proper method of conveying emigrants to the colony—as the information acquired, and my own personal experience and observation have enabled me to form.

I prefer the route to Toronto by Montreal, Rideau Canal, and Kingston; to that by New York, the Erie Canal, and Oswego, for the following reasons.

The expence of freight to Montreal, will be less than to New York, in consequence of the great number of ships proceeding to the St. Lawrence in the spring, and summer, for cargo ; while there are few, or no English ships to New York, with the like object.

If the voyage be undertaken about the middle, or latter end of April, it may be accomplished in the same period of time, or at most, two or three days more, than to New York, and with perfect safety; provided a fit ship be engaged, and the master gives proper care and attention, to his vessel.

Emigrants, if proceeding in a body, should go on, *in their ship* the whole distance to Montreal, 180 miles from Quebec; by so doing, they avoid the great trouble and inconvenience attendant upon landing their luggage, at the latter port, or even shifting it on board a steamer, which may probably be so crowded, as to afford accommodation very inferior to that they have been accustomed to, in the ship.

They can procure at Montreal a decked boat, which will come along side the ship, and at once, take the people and baggage on board, without the trouble of landing, and re-embarking it, or them. Such a boat as I procured, and have described, affords the people every requisite accommodation, ample protection, and shelter, from all weather, either the heat of the sun by day, or the cold by night, while passing through the Rideau canal, and they and their baggage will

remain, *undisturbed*, a circumstance of the greatest importance until they reach Kingston; from whence there are steam boats *daily*, to Toronto: the whole cost from Montreal to that city, being 19s. per passage, including one cwt. of luggage, for each passage. Thus from Portsmouth, all the way to Toronto, only *three* different kinds of conveyance would be employed, namely, the ship to Montreal; the decked boat from Montreal to Kingston; and the steamer, from Kingston to Toronto. Whereas by the New York line, *four* different kinds of conveyance must be employed; namely, the ship to New York, the steamer from New York to Albany, the track boat from Albany to Oswego, a steamer, or other vessel, from Oswego to Toronto.

Our passage from Montreal to Kingston, from some trifling accidental occurrences, occupied eight days, and some hours, although usually performed in seven days. At present, the Rideau canal is in its infancy, several parts of it are narrow, many impeded by stumps, and loose floating trees: in some places, there is a sudden turn, with but just room for the steam boat to enter the passage, where, by the removal of about twenty stumps, from the angle, it could be easily widened one half. In one place we passed through a large lake, covered with floating islands, formed of the trunks of trees, matted together by coarse grass, and covered with small shrubs, over one of which, our boat, towing along side the steamer, was carried.

The steam boats, employed on the Rideau canal, neither possess the proper form, nor power for the work. At least such was the case with the Toronto, an old boat, nearly worn out, on the river Ottawa, where she had been employed previously to the opening of the Rideau, by which we had the ill luck to be dragged along.

I am fully satisfied however, that this part of the journey may, and will be accomplished, in six days: in less time, at less expence, and with much less trouble and danger, than from New York, by the Erie Canal and Oswego, which passage cannot be accomplished in less than seven days. The charge by steam boat, to Albany, including 100lbs. of baggage, one dollar; from thence to Oswego 209 miles, at 1½ cents per mile, three dollars and a quarter, but including only *half* a cwt. of luggage from Albany to Oswego. The cost of the other half cwt. would considerably increase the expence, by this route, already exceeding that of the Rideau. Moreover, there is not the smallest probability of the expence on the

Erie canal being reduced, as is evident, from the following extract of letter of Thaddens Joy, Chairman of the board of forwarders, to A. C. Flagg, of the Comptrollers office, Albany.

July 10th. 1834.—The forwarders on this canal, feel a lively interest in doing all in their power, to make the New York and Ohio canals, a desirable channel for the conveyance of merchandise, but I am frank in saying, that I do not believe a *less* rate, than is now charged, will ever sustain them, while they transport with their present expedition, and more especially so, when our rail roads, which are fast progressing, shall take our passengers from us.

Albany Argus, 6th. August, 1834.

Comparative statement of the expence of the two Routes above described, exclusive of provisions.

Montreal to Toronto.				Miles.	£	s	d	N. York to Toronto.				Miles.	£	s	d
Montreal to Kingston, thro' the Rideau canal in decked boat towed by steamer.	}	240	12	6	New York to Albany, by steamer,	}	160	5	9	}	209	15	7	½	
															100lbs. of luggage allowed free. 12½ cents/or every cwt. extra.
Kingston to Toronto by steamer, one cwt. luggage allowed <i>all the way</i> .	}	170	6	6	Albany to Oswego by track boat 50lb. luggage free.	}				}					
					62lbs. luggage extra to Oswego.										
					Oswego to Toronto one cwt. luggage included.	}	170	7	6						
		410	19	0			539	11	14						

Between Montreal and Toronto, the emigrants by the British Tar, and their luggage were only transhipped *once*, namely, at Kingston.

Between New York and Toronto, there must be *two* transhipments, namely at Albany, and Oswego.

And moreover, no *one covered boat* on the Erie canal, could have contained our whole party, and to have divided them, would have been productive of considerable inconvenience.

The personal safety of emigrants, on the Erie canal, is much endangered, by the frequent occurrence of bridges, which cross it almost at every mile, or mile and a half, and are only about three feet above the top of the boat. The following extract is a strong corroboration of what I say.

“The boats too, are made narrow and confined, to ensure speed, and a very little inadvertence, in moving about, may leave you in the lurch. While on deck this forenoon, my attention was attracted by a splash, the boat going at a good rate, and on looking round, to my consternation, I beheld George, a fellow of ten years old, in the centre of the canal, sticking erect, like Tantalus, with the water at his chin. He was speedily relieved, without further damage than a little fright, and a complete soaking, but had it happened a few yards further on, the event might have been very different, as the canal there, suddenly deepens. It was altogether to be considered, as a very providential escape.

“The numerous low bridges over the canal, are extremely annoying, and require constant attention. My youngest boy was prostrated, happily without injury, as we entered Rochester, and a poor woman received a deadly blow, on the following morning at Lockport.” *Fergusson's Second Visit to Canada, in 1833.—p. 20.*

The almost innumerable houses along the canal, where beer, and spirituous liquors can be obtained, at a very cheap rate, and the facility with which the people can have access to them, would render it a difficult task to keep them together and in order; and make the duty of a superintendent one of great responsibility, and extreme difficulty, in the execution; while along the Rideau canal, the temptations of this description, to which the people are exposed, are few.

A canal being also under formation on the St. Lawrence, to avoid the *Long Sault*, will, when accomplished, cause a more powerful competition to arise between the forwarders by the St. Lawrence, and the Rideau, than that which already exists, from which the expence by both these routes, may yet be considerably diminished.

It is also a matter of great importance, to British emigrants, that they should pass through a tract inhabited by their own

countrymen, having the same habits, manners, and feelings, as themselves, where they will be more likely to meet with sympathy and assistance, and at the same time, avoid the impositions but too commonly practised on emigrants, in passing through the States, and the risk of being driven back to their native country, through despair of finding work, as was the case with many who returned in the same ship with myself, from New York.

Some emigrants are induced to prefer the United States by the low price of their land; others may be enticed away by misrepresentation, in passing through them. Against this there is no security. Every American thinks highly of his learning; speaks well of himself, and of his country; which he represents, as the best in the world. It were well if he stopped here; but alas! most Americans pride themselves on their sagacity, acuteness, and ingenuity, in over reaching their neighbours. Gold is the idol of almost every one of them: and few of those with whom the poor emigrant is likely to have transactions, are of a class to be scrupulous how they obtain it.

Every settler in the States must take an oath, by which he renounces his allegiance to his king, and native country (not so in regard to an American, settling in Canada). If he have been dissatisfied with the existence of things at home, he may perhaps not be averse to this, but let me inform him, that he will not find the boasted prairies of America like the meadows of England, the richest of the soil. The advantages of the most fertile regions of the States, are more than counterbalanced by the greater insalubrity of the climate when compared to that of Canada.

The English emigrant may rest assured, that he will not long feel himself satisfied, and comfortable, amidst American manners and customs, but will become disgusted with the *peculiar* system of liberty, and equality that prevails in the States, and will regret, when too late, the step he has taken.

The most respectable, and best informed of the Americans, are already tired of the child (Liberty) which they have reared; and although, from expediency, they still continue to nurse their bantling, are well convinced that a system of liberty and equality, so contrary to all experience, to every law human and divine, cannot long exist.

Although 22,754 emigrants, had arrived at Toronto this season, they had all been distributed, and were apparently

lost sight of, in the general population, and still *there was a demand for labourers, for sober and industrious labourers and mechanics* of every description. *Young women*, in particular, were very much wanted. Any reasonable number, proceeding to Canada, would find places there, in a few days. In fact, the deficiency of young women in that colony is so great as to be frequently mentioned in the emigrants' letters, and made the subject of much complaint in the newspapers. *Middle aged women*, qualified to act as housekeepers, cooks, nurses, and in various other domestic offices, are also much required.

I have already described the destination of the Sussex emigrants of this year. With respect to those of former ones, wherever I went, I obtained satisfactory information concerning them. If, in any instance, there were an exception to this, it was uniformly accompanied by the expression, that he, or they "might do well, *if they would.*"

Here are millions of acres, of very fine land, heavily timbered, still uncleared. Many gentlemen of considerable property, have, within these two years, settled in Canada, and much capital is now embarked in these provinces.

Gentlemen, although possessing capital, cannot themselves clear the immense forests which cover this fine country. Capital must come to the aid of the workman, by increasing the demand for his labour, and keeping up the present high rate of wages; of which I will mention only two instances, out of many that came to my knowledge; Wm. Squibb from the Isle of Wight, and Henry Heasman from West Grinstead, were engaged at Blandford, the one at £25, and the other at £20. per annum, with board and lodging.

The expence of living, taking every thing into consideration, will not exceed one half of what it costs in England: every thing is cheap, for the poor man, except house rent; but he is usually lodged and fed, by his employer.

Articles of dress were formerly dear, but the competition, caused by a greatly increased demand, has already much lowered their price, and is continuing to do so. It is clear therefore, that this is the country for the mechanic, and laborer.

Let the emigrant but carry with him frugal and industrious habits, or the determination to acquire them, and he will be sure to prosper.

But it should be remarked, that the rate of wages, I have mentioned, so advantageous to the poor labourer, in the first

instance, in procuring him an abundance of all the necessaries of life, and exciting the hope and prospect, of obtaining greater comforts, becomes his chief obstacle, the moment he attempts to emerge from his present sphere. He will then, in his turn feel the pressure of high wages: the price of oxen also, which are indispensable, is gradually rising with the increase of population, and of capital in the country.

The man of small means, even if he has been accustomed to labour, finds considerable difficulties to contend with, for the first few years, in clearing the forest, and getting his land into a state to produce a return.

To him who has been brought up as a gentleman, the task is still more severe, and very few of this class, are qualified to succeed in it. No one therefore, under such circumstances, should make the attempt, unless he is capable of enduring fatigue and privation; can be satisfied with the necessaries of life; and look on its luxuries with indifference.

Those who are possessed of such qualifications, and at the same time, have a knowledge of agricultural pursuits, a few years will place in a state of comfortable independence.

He who has the command of money, may readily surmount all the obstacles in his way, arising from the expence of clearing land; building his house (and offices) or renting one, at a very high rate; providing himself with oxen and horses, now much advanced in price, and furnishing his farm with the requisite stock, and implements of husbandry; and the expence of living until he shall have cleared a sufficient quantity of land to meet his expenditure.

Much caution is requisite in making a purchase, not only to the man whose means are limited, but even to him who has a considerable command of money. In purchasing from Government, or the Canada Company, great care must be taken to ascertain, the qualities of the soil; the access to roads; the facilities of water communication; the existence of good mill-streams; or, as the Americans call them water privileges.

In purchasing of private persons, care must be taken to ascertain, that the property is perfectly unincumbered, by debt, for which the land in Canada is at all times answerable.

Into whatever township or district, the emigrant passes, he will find many persons, who will represent to him, that the land in their particular neighbourhood, is the best in the country; who will point out to him, the great comfort and advantage of purchasing cleared land; how much expence of

cutting down trees ; burning them ; rooting out stumps ; and fencing the fields ; he will thereby save : how much the land has been increased in value by these labours ; but without once alluding to the number of crops that have, in the mean time, been taken from the ground ; or hinting, that hitherto, no system of agriculture has been adopted in the country, by which the land can be kept in proper heart.

I have observed land in Canada, that had been cropped, until, apparently, it could be cropped no longer ; covered with weeds ; and totally neglected.

I believe it to be an every day occurrence in the Canadas, as well as in the United States, for persons to dispose of lands, in this condition, and remove further into the bush, (or woods,) where they can purchase at a lower price.

I am apprehensive that from the price of Government land in Canada, four dollars per acre, many emigrants may be induced to go into the States, where they can purchase at one dollar and a quarter, per acre, who would not otherwise think of doing so.

Many respectable settlers disapprove of Government giving small grants of land to industrious labourers, and persons of small means ; for no better reason, than, that the difficulty of obtaining good and respectable servants, which is already very great, is thereby increased.

The immense tracts of land in the Canadas, in the possession of Government, are of no real intrinsic value, so long as they remain in a state of nature ; the first object, therefore, would seem to be, to *people* the country ; in order to convert the wild, and now uncultivated forest, into a fruitful soil, increasing the revenue of the colonies themselves, and the commerce of the mother country, by a continually increasing demand for her manufactures, providing the means of still further exertion, and thereby tending, in no small degree, to promote the stability and welfare of the British empire.

I do not advocate indiscriminate or unlimited emigration, aware of the evils and misery, that would arise from such a measure : but if it bear a fair proportion to the increase of capital, carried out, and if it be made, after previous arrangements, well and duly considered, the country cannot be too soon covered, from one end to the other, by the frugal and industrious.

It is certainly, most desirable, to secure the labours of the actual cultivators of the soil (for the labourer is the producer of capital) by allowing to many, or to all, a small portion of

land, from ten to thirty or forty acres, at a very moderate price, thus giving them an interest in the soil, and attaching them to their country.

It is not less desirable, to provide some check to the number of speculators who purchase land, with the view of making a profit, by the advance in price; but actually clear no more than they are compelled to do, by the conditions of sale.

One circumstance surprised me: namely, the little encouragement given to officers of the army and navy, to become settlers.

Instead of a grant of land as formerly, the subaltern officer is allowed the sum of £100. equal to £115. currency. And a captain £200. equal to £230. currency. According to the present price of land, (4 dollars per acre,) these officers, would respectively, obtain, the one 115 acres, the other 230 acres.

A private soldier still receives a grant of 100 acres. A serjeant of the 36th. regt. of the name of Green, who went out with me. was entitled to a grant of 200 acres. Steps were taken before I left Canada, to obtain this for him: and I doubt not, he has actually received it.* Whence this disparity? probably at the time when certain fixed sums of money to officers, instead of land, was determined on, it was meant as a favour, to enable them to purchase in the part of the country most agreeable to themselves. If the sudden, and great rise in the price of land (which government, possibly, did not contemplate at the time) has caused an arrangement, *intended as beneficial*, to become *so very injurious* to a class of men who have such strong claims on their country's gratitude, the remedy will be easy.

There are no men more accustomed to hardship and fatigue; none are better suited to become useful settlers, than officers of the navy and army. No men better calculated to preserve regularity and order; none whom it is so much the interest of the country to encourage.

By making grants to gentlemen of this description, such as their rank and services may fairly warrant, this country would secure to herself the attachment of a host of men of approved loyalty, whose services and those of their descendants, would prove of inestimable value in the hour of need.

There are some persons belonging to our own country who forbode that the Canadas will one day become the conquest

* See extract from his letter.

of America. Our Government however, has wisely, although at great expence, raised a powerful barrier against the accomplishment of this, by the formation of the Rideau canal; which at once opens a ready conveyance for troops, and the munitions of war; and affords great advantages to the extensive tracts of land on its banks, in the easy transit of their produce to market; and at the same time, a perfectly safe passage to those now emigrating, to the upper province, who having obtained an interest in the soil will, I trust, not only become useful members of society, and truly independent in their respective spheres, but the strenuous defenders; the *chief bulwark*, of that portion of the British empire to which so easy an access is thus afforded.

Being of opinion, that the committee had been aggrieved in the charge made on them by the steam boat that towed us to Montreal, I (before leaving Toronto) addressed the following letter to the chief agent for emigrants at Quebec.

Toronto, 26th. July, 1834.

Sir.

I consider it incumbent on me, as superintendent of the Egrement emigrants of this season, to represent to you, that on the 2nd. June last, I found it necessary at Quebec, to engage a steam boat, the St. George, to tow the ship British Tar, to Montreal: that on my arrival there, in addition to the towage of the ship, a charge of 3s. 9d, per passage, upon 114 full passages, was preferred against me, which notwithstanding my remonstrance with the agent of the company, I was obliged to pay.

The duties of my situation prevented me from making the communication at the time, but I mentioned the circumstance to the Hon. Peter Mc.Gill.

I am now about to return to England, by New York, and before doing so, I beg to call your deliberate attention to this subject, as a charge appearing to me, *wholly* unreasonable: and to request the favour of your representation, and influence, that the amount paid, £21 : 7 : 6, may be returned to the Petworth Emigration Committee; and the charge in future discontinued.

That the share holders of the steam boat company, should have some such check upon ships embarking passengers at Quebec, for Montreal, to protect their interest, seems fair and

just : but I must submit that a ship bringing passengers from England, and paying towage, in proportion to the breadth of beam, and draft of water, that draft of water occasioned, *solely* by her passengers and their luggage, ought not to be subjected to a charge of 3s. 9d. upon each passenger.

I beg to request the favour of a note from you, on the subject, addressed to the Rev. T. Sockett, Chairman of the Petworth Emigration Committee, that they may better be enabled to judge, what route to adopt in a subsequent season.

I am, Sir,

Your most obedient humble Servant,

J. M. BRYDONE.

To

A. C. BUCHANAN, Esq.
Emigrant Agent,
Quebec.

If a plan similar to that adopted by the Petworth Committee, were followed, by all concerned in sending out emigrants, we should neither hear of one half of the suffering, sickness, or loss of human life, which but too frequently occurs, especially to those from Ireland, not only during the voyage, but after their arrival ; nor should we hear such tales, of the destitution and misery, in which many are left, in the streets of Quebec or Montreal.

The complaints on this subject, in the Canadian Papers, are loud, and numerous. A few instances will suffice.

The brig Cottingham, of the *same size* as the British Tar, and which was at Grosse Isle with us, brought over from Ireland 270 passengers, *just double* our number. One man belonging to this vessel, was drowned on the 28th. May, in coming on board from inspection, at Grosse Isle.

Capt. Robert Lawrie who commanded the ship Thomas Gelstone, from Londonderry to Quebec, admits that she had a row of berths down the centre ; carried out 317 souls, or 292 *full passages* : 50, he says, *under the number allowed by law* : he states that he landed them safe at Grosse Isle, and in good health too : but that sickness had broken out among them since, owing to the treatment which they received there. *Letter from Capt. Robert Lawrie, 23rd. August, in Montreal Weekly Abstract, August 28th. 1834.*

“The Stirling Castle a vessel of 351 tons, sailed with 368 passengers, from Isla.”

This ship, like the Thomas Gelstone, was fitted up with a row of berths, down the centre of the lower deck; so that the passengers were stowed, to use the language of one of them, “like herrings in a barrel.”

The space between the berths, *was not three feet*, and many of the berths assigned to females, contained eight or *more* in number.” *Surely such things ought not to be permitted.*

Much is required to alleviate the discomforts to which landsmen, and more especially females and children, are subject at sea, to sooth the mind of the poor emigrant; to soften the rigour of quarantine laws, and regulations; to check the cupidity of some, and the knavery of others.

But there seems little reason to hope, that these matters will be generally attended to, unless considerable alterations are made in the passengers’ Act; as it permits a ship to carry *a much greater number*, than is consistent with the preservation of health. The remedy is simple, and may easily be effected in the following manner.

Every ship or vessel, under 250 tons, to allow *twelve feet* superficial, for the sleeping berth of every passenger or *full passage* (i. e. one person above, or two under 14 years of age) Under 350 tons *ten feet*. And in all ships or vessels, above 350 tons *nine feet*.

The *space* to be allowed in each ship or vessel, will thus be determined *by her tonnage*. And the *number* of passengers, by the quantity of *clear space* set apart, for their use.

The centre space, in every vessel carrying passengers, to be *entirely free* of berths. And in no division or apartment of any such vessel, to be permitted a greater number of passengers, than in proportion to the space required in each ship, according to its class.

This will allow *one* passenger to every *two tons*; but as regulating the number by tonnage, is more liable to abuse, than by space, I prefer the latter mode.

The Americans require a still greater space to be allowed, than I have recommended; and their regulations, with regard to ships carrying passengers, are in other respects, very strict, as will appear by the following extract.

By an Act regulating passengers ships, and vessels, in the American States, 2nd. March 1819. Chap. 452.

Sect. 1st. To carry *only two* passengers, to every five tons of measurement, besides the complement of men usually employed, in the navigation of such ship or vessel.

That every master, or other person so offending, and the owner, or owners, of such ship or vessel, shall severally forfeit, and pay to the United States, the sum of one hundred and fifty dollars, for every passenger above the number allowed.

Sect. 2nd. That, if the passengers on board any ship or vessel, shall exceed the number allowed, by twenty passengers in the whole, every such ship or vessel, shall be forfeited to the United States.

Sect. 3rd. That every ship or vessel, shall have on board at the time of sailing, properly secured under deck, at least sixty gallons of water, one hundred pounds of salted provisions, one gallon of vinegar, and one hundred pounds of wholesome ship bread, for every passenger, over and above such provisions, stores and live stock, as may be put on board by such master, or passenger for their own use, or that of the crew, of the ship or vessel. And if any passenger is put on short allowance, in water, flesh, vinegar, or bread, the master or owner, shall severally pay to every such passenger, three dollars for each day.

In concluding these remarks, I beg again to impress on the reader, my decided preference of Upper Canada, to the United States, as a place of settlement for British Emigrants; and to assure them, that they may arrive at Toronto, or any place westward of that city, by Montreal, and the Rideau canal, at much less expence and risk, than by New York; and I need hardly add, that it is evidently the interest, of every emigrant, to spend his money, small as the sum may be, individually, in the provinces belonging to his native country, and now the land of his adoption. On his arrival at Toronto, he will meet with every possible attention from Sir John Colborne, and the best advice from A. B. Hawke, Esq., the emigrant agent of that place, where to direct his steps for employment. Can he expect this in the United States?

If he be the father of a numerous family, he may probably, even receive some facility, in reaching the spot recommended. And should he have sons and daughters grown up, or even above ten years of age, they will be of infinite service to him. I may say, with the Psalmist, "happy is the man, who has his quiver full of them."

The instructive and entertaining author of the *Backwoodsman*, after putting the question, who shall come to Canada? facetiously, and significantly, answers, in the motto he has adopted for his chapter, "come a' thegither" I do not say go altogether! but I do repeat, that, **TO THE INDUSTRIOUS AND FRUGAL, CANADA AFFORDS A SURE RESOURCE.**

J. M. BRYDONE.

Extract of a letter from William Green, late of Pulborough, Sussex, who emigrated to Canada, in 1834, in the British Tar. See page 58.

Town Plot, Blandford,
20th. October, 1834.

* * * * *

Relating to myself and family we are all well; and doing very well just now; have got my order for 200 acres of land, which I intend to go to, in spring. People may say what they will concerning America, it is one of the finest countries, for a poor man that is industrious, for he has to want for nothing. Please to give my thanks to Mr. Sockett for his kindness to me.

*Extract from "The Advocate," published at (a) TORONTO,
Upper Canada.*

Township of (b) Nichol,
February 13th. 1834.

" Mr. Fergusson having purchased a portion of the above Township, fronting upon the Grand River, and commencing about 2 miles, above the Falls of Ellora, takes this method of acquainting intending settlers of respectable character, that he is prepared to receive proposals, and will have a plan to exhibit, as soon as the weather will admit of the surveyor prambulating the ground.

It is Mr. Fergusson's intention, without delay, to erect a good Saw and Grist Mill, a Bridge upon the River, and a Tavern for the accommodation of travellers, and to use every exertion, towards improving the communication with Dundas Street, in the shortest and most convenient line.

A Church and School House, will also be built by Mr. Fergusson, so soon as a proper Clergyman, and teacher can be provided.

From the situation being healthy, and dry, with a fine run of the purest water, a small Village may be advantageously established, and Mr. Fergusson is desirous to treat with respectable Mechanics for Building Lots, and to whom he will afford every encouragement and facility in his power.

N. B.—For further particulars, application may be made to Mr. Webster, at the Little Falls, Nichol; or to Adam Fergusson, Esq. Drummondville, Niagara Falls. See page 30.

(a) *The Town of York, Upper Canada, has been erected into a City, and the name changed to TORONTO.*

(b) *Nichol adjoins to Guelph, Woolwich, Erumosa, and Garraj'axa.*

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