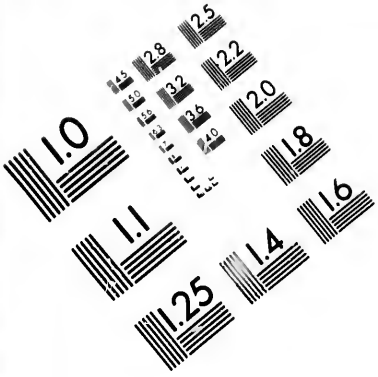

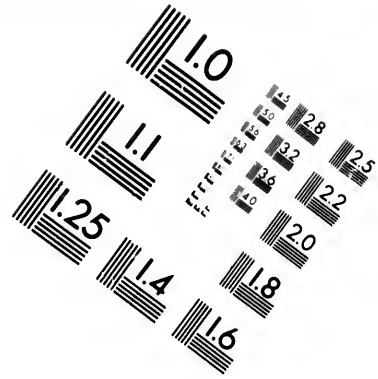

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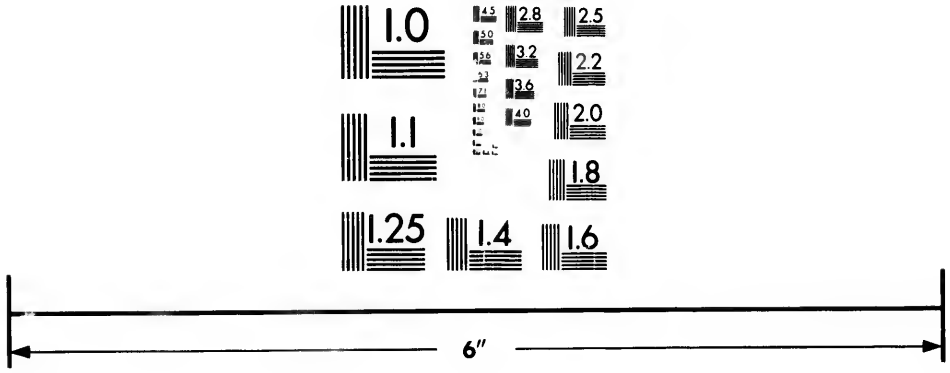

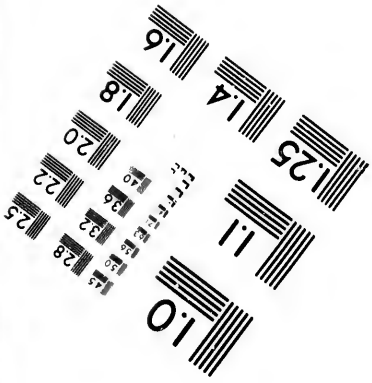

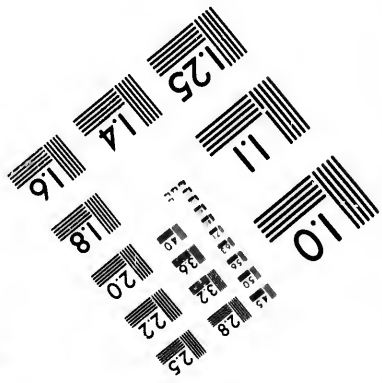

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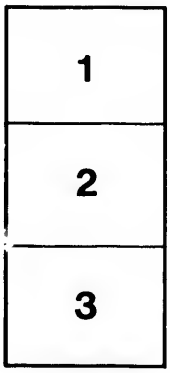

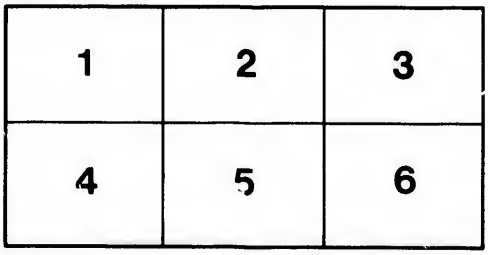

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TWO LECTURES

ON

CANADA;

By MOLLO CAMPBELL, Montreal.

DELIVERED IN THE SHERIFF COURT HALL, GREENOCK, SCOTLAND,
On Tuesday Evening, January 20, and Friday Evening,
January 23, 1857.

FIRST CANADA EDITION.

TORONTO:
REPRINTED FROM THE GREENOCK EDITION.

1857.

TO THE RIGHT HONORABLE

THE EARL OF ELGIN AND KINCARDINE,

LATE

GOVERNOR GENERAL OF CANADA,

THESE LECTURES

ON THAT NOBLE PROVINCE

ARE RESPECTFULLY DEDICATED

BY HIS LORDSHIP'S OBEDIENT SERVANT,

ROLLO CAMPBELL.

LECTURE I.

From the Greenock Advertiser, January 23, 1857.

On Tuesday evening, a most respectable, very numerous, and highly intelligent and attentive audience, assembled in the Sheriff Court Hall, to hear the first of two lectures upon Canada, delivered by Mr. Rollo Campbell, of Montreal. Mr. Campbell, as our readers are aware, left this town many years ago and settled in Canada. He has had the best opportunities of witnessing the extraordinary progress of that fine province in moral and physical improvement, and he has most kindly taken the trouble of committing his impressions of the country and its capabilities to paper. The subject is wide and most interesting, but, in order to meet the requirements of his own time and from his desire to gratify the tastes of a larger circle, he has condensed his observations into two lectures. Unfortunately other demands upon his attention prevent their re-delivery in other Scotch towns, but as it would be a great loss to have the labour which their preparation must have cost expended upon a single delivery, we have much pleasure in transferring them to our columns.

The Provost occupied the chair upon Tuesday, and there were present on and around the platform—Bailie Arbuckle, Councillors Grieve, MacCunn, Hunter, Stewart, McIlwraith, Messrs. McLea, C. Scott, Sword, Crawford, Allan, Curtis, Denniston, Neill, Orr, Blair, Williamson, Walker, McDonald, McFarlane, Morison, Aitken, Leitch, Black, Welsh, McMillan, Hunter, &c. The hall was quite crowded.

Provost Hunter rose amid cheers, and said he had much pleasure in occupying the chair on the present occasion and in introducing Mr. Campbell, who after a long absence is now on a visit to his native land. He was sure he would meet with a hearty welcome, not only as an old townsman, but as a gentleman who had ever evinced a deep interest in the prosperity of Greenock, and had often given advice and assistance to many of our countrymen when on their journey to the Far West—(hear, hear). Mr. Campbell had availed himself of his visit to

prepare and deliver two lectures on Canada (cheers). He could not render better service to his adopted country, or confer a greater benefit on those of our countrymen who, to better their condition, are preparing to emigrate to another land. The glitter of the gold-bubble, he feared, had dazzled many a one to seek a home far off which would have been found nearer home. Canada is one of the most important and prosperous colonies attached to the British Crown, and will stand comparison with any other of the British possessions, and indeed with any country in the world for its boundless resources, its rapidly increasing population, and the substantial wealth, energy, and intelligence of its people (cheers). Its proximity to this country is of the utmost importance to the emigrant who, when the telegraph is laid down, will communicate as quickly with his friends here, as if he were writing from one of our metropolitan towns (the village home—cheering). It has long been a popular opinion that the route by the United States was the best way to Canada. He (Provost Hunter) always considered this an erroneous idea, and he will [illegible] and Mr. Campbell's books show them that the direct voyage by the St. Lawrence was not only the quickest but the cheapest and most comfortable, particularly since steamers had commenced plying. He had now the greatest pleasure in introducing their talented, whose address they had met to hear.

Mr. Campbell was received with much applause. He said—

Provost Hunter, ladies and gentlemen. With a proper desire, I trust, to contribute something towards making Canada, the country of my adoption, better known in this my native land, I shall endeavor to occupy your attention with that subject this evening. You must not expect me however, to say much that any of you may not, if you wish, find in books and other publications on Canada. For I would be scrupulous in me to assume to be better informed than the scientific and learned gentlemen who have devoted much time and labour to the development of this very topic. My object is to call your attention to what is already known of Canada, rather than to add to that knowledge, and if I succeed in awakening your interest in that country, my end will have been fully answered.

Many vague and incorrect ideas prevail in most lands about foreign and distant countries, just because there appears no special reason why more accurate information should be sought; and I am quite sure the remark applies in Great Britain in respect to Canada, which country is not so well known as it is to be desired it were, or, as in the exercise of a sound policy on the part of its rulers, it will hereafter be. If proper means had been adopted by the Canadian Government, years ago, to bring

the claims of their country before intending emigrants from the United Kingdom. Hundreds of those who have since found homes in the United States would have given the preference to Canada, where, I have not a moment's hesitation in saying, they would have been better placed than they ever were in the American Republic. At the great London Exhibition of 1851, and later at that of Paris, something was done to press the claims of Canada on the world; and it is satisfactory to know that these efforts have not been without beneficial results. But useful as these great fairs were in securing the attention of the wealthy and middle classes to the productions and resources of the country, they were not so effectual in reaching the class which emigrates most; and I therefore consider that some method better adapted to compass that object must be employed. I trust such means will be adopted, and that the superfluous population of the British Isles will learn to seek a home under the ægis of the British Constitution, and that, too, in the fine province of Canada. I ought not to omit saying, that the honorable the Canadian Minister of Agriculture, Mr. Vankoughnet, is now turning anxious attention to this subject, and that his high talent and well known perseverance, afford sufficient guarantee for the satisfactory performance of the task he has undertaken.

In entering upon a subject of such immense and varied extent as the one before me, and having to confine it within the small compass of a couple of lectures, it will be almost impossible to avoid making the mistake of leaving out of view some things which should be noticed; however, I will be my object to crowd as much within the narrow limit as possible, and to make such selection as will best answer the end proposed.

It was in 1492 that Columbus discovered the new world. This marvellous achievement created the greatest excitement throughout Europe, and awakened an intense zeal among its principal nations for further discoveries. In 1497 Sebastian Cabot, under a commission from Henry VII. of England, sailed for the west in search of unknown countries, and was the first navigator who reached the main-land of America. This was the present province of Nova Scotia. He is supposed also to have entered the Gulf of St. Lawrence, and to have proceeded some distance up the river; but nothing very authentic in relation to this alleged fact is on record. It was not till the year 1534 that Canada was discovered; and to Jacques Cartier, a famous mariner in the service of the King of France is the honor of this discovery due. He landed in that year at Quebec, then called Stadacona by the natives, and without proceeding further returned to France to report his adventures. The ensuing year he came back and visited Montreal and other places. Montreal was then a very small native settlement, and was named Hochelaga. From 1534 to 1629 Canada continued as an appendage of the French crown, when Quebec was taken by Admiral Kirke, then fighting for England against France. But the conquest was declared of such

great importance, that the country was restored to France upon very easy terms, three years afterwards. In 1759, the two nations being again at war, the immortal Wolfe laid siege to Quebec, and having, by one of the most remarkable feats known in history, gained the Plains of Abraham, he met the French troops entrusted with the defence of the city, gave them battle and defeated them. In this "well fought field" both he and the gallant Montcalm, the French General, lost their lives. It may not be amiss to state here, that the citizens of Quebec erected a beautiful monument to the memory of the two heroes, some twenty five years ago, and that it is so situated as to be one of the first objects which arrest the eye of a stranger arriving by boat at Quebec. With the fall of Quebec French dominion in Canada ceased, and in 1763 the country was finally ceded to Great Britain, and has continued to be one of her dependencies ever since.

Perhaps the easiest way of conveying a correct impression of the extent of Canada will be by observing, that it is three times as large as England, Scotland, Wales, and Ireland. It begins on the east at the mouth of Chaleur Bay and is bounded at the west by the river Kaministiquia, a stream near the head of Lake Superior. Northerly, it has Hudson's Bay territory, and southerly, it has the great lakes, the river St Lawrence, and the United States as boundaries. It is not necessary for our purposes to go into a minute longitudinal and latitudinal account of these limits, and it may be sufficient to say that it is about 1000 miles long and 250 broad.

Until 1791 Canada was known as the Province of Quebec, but as much difficulty was experienced in managing so extensive and thinly peopled a country, it was divided into two sections, the eastern being called Lower, and the western Upper Canada. In 1841 however, under the administration of Lord Sydenham, the provinces were reunited, and while, for certain purposes, the line between the two sections is still acknowledged, the country is under one government and has a common treasury. Nevertheless, as there is a good deal of dissimilarity between the eastern and western sections of Canada in their physical features, climate, productions, and inhabitants, in their religion and laws, and as the whole subject would be too extensive for one evening, I shall, on this occasion, give more particular attention to Lower Canada, and reserve my remarks upon the upper division for another lecture.

Lower Canada.

Lower Canada takes in the immense stretch of country from Labrador on the northern side of the Gulf and River St. Lawrence up to Montreal, where it gives up the main river as a boundary and takes the northern shore of the Ottawa, which river disembogues into the St. Lawrence at the lower or eastern end of the Island of Montreal. On the southern side of the St. Lawrence it takes in the district of Gaspé, which comprises the

Bay of Gaspe and the northern side of the Chaleurs, from the head of which bay a sinuous western line divides it from the British province of New Brunswick and the United States. This river runs up to the south bank of the St. Lawrence, about 75 miles above Montreal, whence up all the way there, that river becomes the boundary between Canada and the United States. From that point on the St. Lawrence, which gives the United States access to the river, that magnificent stream passes through Canada to the ocean, a distance, reckoning to Cape Rosier, of about 550 miles. At some hundred miles below Quebec the St. Lawrence begins to open out, the two banks receding until they are some 150 miles apart. Here it is called the Gulf, and in the Gulf there are several islands under the jurisdiction of Canada, the principal of which are Anticosti and a group called the Magdalens.

Anticosti is an island 120 miles long, and in its widest part 30 broad. It has all along been recently, been regarded as an inhospitable country, hardly worth attention; and as it is almost destitute of harbours, it has remained neglected; but recent cultivation has shown, that in some places at least it possesses a generous soil, which richly repays the labour bestowed upon it. It is known to be an excellent fishing-station, and to abound with animals valued for their fur. I believe it has been greatly undervalued, and I entertain the conviction that before many years have passed, it will be inhabited by thousands of industrious families, who will find their account in developing its resources. At present there are only a few families residing on it, besides the keepers of the light-houses erected there by the Canadian Government.

The Magdalens are noted for the abundance of the fish which swim on their coasts: and as they afford good shelter to fishing craft, they are resorted to by great numbers of these vessels in summer. They contain some hundreds of inhabitants, and are becoming known as very thriving little spots. The northern coast of Canada, for hundreds of miles, is uninhabited; except here and there, where the Hudson's Bay Company has erected trading-posts, to which the few wandering Indians resort with their peltries to exchange them for clothing, fire-arms, powder, shot, &c. This coast is indented by numerous small bays, and broken by a great many rivers, several of which, in Europe, would be deemed very large streams; but as it is comparatively unoccupied, and is likely to continue so for many years to come, it is not necessary to dwell upon its peculiarities. I cannot, however, pass by the Saguenay, without saying a few words about it. The Saguenay is unquestionably one of the most extraordinary rivers in the world. Bouchette, in his work on Canada, described it, as follows, in the year 1815:—

"It is the largest of all the streams that pay tribute to the great river; it draws its source from Lake St. John, a collection of waters of considerable expanse, receiving many large rivers that flow from the north and north-west. At its eastern extremity two large streams issue from it, which, after flowing about

87 miles, unite their waters, and become the irresistible Saguenay; from this point it continues its course in an easterly direction for about 100 miles down to the St. Lawrence. The banks of this river are very rocky, and tremendously high, varying from 500 to about 2000 feet. Its current is broad, deep, and uncommonly rapid; in some places where precipices intervene there are falls from 50 to 60 feet in height, down which the whole volume of the stream rushes with indescribable fury and tremendous noise. The general breadth is from two to three miles, but it contracts to one at its mouth; and its depth is also extraordinary, a line of 500 fathoms having failed to reach the bottom.'

There is an excellent harbour within the mouth of this river, where large vessels take shelter, or may be seen loading timber for Great Britain. Various lumbering establishments have been opened on this stream, and some of the finest wood shipped from Canada is taken here. The Saguenay is not more famous for its grand and solemn picturesqueness than for its excellent fisheries; and it is not unusual for parties of eager sportsmen to resort thither in summer, from Quebec for a week or two in quest of that king of fishes, the magnificent salmon. It is worthy of remark, that although Lake St. John is much further to the north than Quebec yet there and at Chicoutimi, a settlement on the Saguenay, it has been observed that the climate is much milder, and that agricultural operations are far more successful. There cannot be a doubt that, in a few years, this region of country will afford homes to a large and prosperous population.

From the Saguenay, which is distant from Quebec about 120 miles, the northern bank of the St. Lawrence becomes populous, and many very beautiful farms may be seen which give evidence that good husbandry, even there, meets an adequate reward. From this point up, also, the river is broken by numerous islands, most of them occupied and cultivated, the largest of which is that of Orleans, within a few miles of Quebec, a rich and beautiful spot now almost entirely cleared and cultivated.—The journey up the St. Lawrence, through these islands in summer, is one of the most delightful that can be imagined, and numerous steamers find it remunerative to carry passengers up and down, who escape from the busy cares of commerce to catch the sea breeze, to bathe, and to fish. Indeed, within the last five or six years, Rivière du Loup, Murray Bay, Kacouna, the Saguenay, and other places on the Lower St. Lawrence, find it difficult to accommodate all the health and pleasure-seekers.—Several large hotels have been erected at these and other localities, and thousands of persons from the western part of Canada and the United States, as well as from the nearer cities of Quebec and Montreal, crowd these life renovating coasts.

Before reaching Quebec by the north bank of the St. Lawrence, we have to pass over the river Montmorency, whose falls are among the most celebrated and grand sights in a country abounding with natural wonders. The river is neither very

wide nor very deep, but sufficiently so to produce a great cataract. It varies from 50 to 60 feet in breadth, according as it may be swollen by rains or reduced by drought. It passes over a rocky bed, and acquires great velocity as it reaches the precipice over which it tumbles into a chasm two hundred and forty feet below. The water being broken by sharp rocks, acquires a fleecy whiteness like foam; and the spray, as it catches the sun's rays, reflects all the prismatic colours, producing an inconceivably beautiful effect. No stranger ever comes to Quebec "on pleasurable thoughts intent," without visiting this remarkable and beautiful fall, but it is in winter, especially, that it attracts attention. Then the mist, as it is wafted by the wind, is congealed and forms a cone, sometimes 100 feet high, from the sides of which small sleds, guided by city beaux and freighted with city belles, may be seen every afternoon careering with immense speed and immense fun. Scores and hundreds of elegant vehicles, luxuriously cushioned and furred, and drawn by fine horses, rejoicing in the music of innumerable small bells, may be seen going to and from the Falls of Montmorency during the three decided winter months, when the merchants of Quebec are reposing from the arduous toils of their summer business. None but persons who have spent a winter in Quebec can have any idea of the pleasures enjoyed by its more elevated classes during that season.

QUEBEC.

Quebec itself, as many of you know, is a quaint, old, but very respectable city. It was laid out by its original founders, who followed all the surface irregularities of the bold rocky bluff on which it stands, and its crookedness and other defects are now past cure. The old French notions which presided at its erection seem to have become peculiar institutions; and even the modern houses display all that solidity and grave solemnity which distinguish the earlier edifices. The city is divided into the upper and lower town. The former stands perched upon a rock from two to three hundred and fifty feet above the level of the river, and is surrounded by massive walls, surmounted by equally massive pieces of ordnance. Here and there are embrasures, from which equally ugly looking customers protrude their gaping mouths, which speak as plainly as guns' mouths can do, that they would deliver very powerful arguments against an undue approach. The upper town is entered by five gates, and numbers about 10,000 inhabitants. Upon the highest eminence the citadel is situated, and commands the country in every direction so far as the bristling cannon will bear their metal. It also overlooks the river, and would probably sink any fleet that would presume to approach within the range of its 32-pounders. The lower town is an aggregation of stores and warehouses, wharves, docks, shops, and other adjuncts of trade, with some hundreds of dwellings for mechanics and labourers. It is situated directly at the foot of the Cape upon

which the upper town sits enthroned in pride; but it is here that the immense foreign business of Quebec is transacted, and the small strip so occupied, which is not over an eighth of a mile wide by one mile in length, is valuable almost beyond price. The straitness of the place has caused business to be pushed out along the foot of the Cape westward, and one street runs up some three miles. Here wharves and stores, booms enclosing untold quantities of timber, piles of deals and boards almost defying measurement, bewilder the eye, and suggest the question of where all this wood will go, or when it will go.—However, the sight of five or six hundred ships at the same moment, stowing away in their capacious insides whole rafts of immense logs, returns the answer; and when it is borne in mind that from 1000 to 1500 such cargoes are despatched every summer, the wonder as to what becomes of the wood ceases. Yet it is one of the greatest sights in America, to behold from some commerce in the neighbourhood the acres upon acres of squared pine, oak and elm logs, which the Coves present, and the spectacle immediately impresses the observer with the vast extent of the timber trade of Canada.

Back of Quebec are situated the two suburbs, inhabited chiefly by mechanics and traders. Each of these is much larger than the walled town, and they assist in swelling the population to about 30,000 souls. Back again of these suburbs are the residences of the merchants and affluent gentlemen who prefer a country residence to the narrow streets and circumscribed dwellings in the upper town; and no city in Canada has finer or more tasteful cottages and villas in its vicinity than Quebec.

One of the chief branches of industry here is shipbuilding, which is carried on very extensively; as many as forty or fifty merchant vessels being often on the stocks at the same time.

Quebec is famed for the courteous manners of its citizens, and not less for their generous hospitality. On the whole, it is a most comfortable and cozy old affair; and as it is the only city which boasts of walls and ramparts all round, and of old religious buildings which remind you of the old world, one could hardly wish to modernize it much, for then all its poetry would be gone. Seen from the river on a sunny day, it is a most gorgeous spectacle, and always elicits the enthusiastic admiration of visitors.

In concluding this notice of the ancient capital and present stronghold of Canada, I must not omit saying, that the scenery in its neighbourhood, embracing as it does three other remarkable water falls besides the Montmorency, is beyond conception the most sublime and grand in North America, and has afforded more fine prospects to the artist and the lover of nature in her most august forms, than all the other cities of Canada put together.

Proceeding westward by the north bank of the St. Lawrence, several large streams are encountered, the principal ones of which are the Jacques Cartier, named after the discoverer of

Canada, the St. Anne, and the Batiscan. Upon all these rivers lumbering operations are extensively carried on, and saw-mills may be seen busily at work. Villages, generally in the vicinity of the parish churches, are scattered all along this bank; and indeed, beginning fifty miles below Quebec and up to Montreal, a distance of some 230 miles, there is an almost continuous line of houses visible from the river. The same thing may be said of the southern shore of the St. Lawrence, which from Rivière du Loup, 120 miles below Quebec, and westward to Montreal, exhibits the same uninterrupted line of human habitations, with here and there a group forming a village. It has often been remarked, that the exceeding whiteness of the dwellings, relieved by roofs and doors generally painted red, with a fine back-ground of green fields or trees, has a very beautiful and lively effect when seen by the traveller coming up the St. Lawrence.

Returning to the northern bank, the next river of magnitude, after passing the Batiscan, is the St. Maurice. This great stream takes its rise hundreds of miles in the interior, and some of its branches almost meet the head-waters of the Saguenay. It drains an immense extent of country, and affords the means of bringing to market a very large proportion of the timber shipped from Canada to Great Britain and the United States. Lumbering is carried on all along its banks upon a very extensive scale, and upon all its tributaries; and within a few years past large American houses have actively prosecuted the business there.

The town of Three Rivers is situated at the mouth of the St. Maurice; and although for a long time a slow place, the recent large lumbering operations have given it an impulse which promises greatly to add to its prosperity. Extensive iron forges and foundries are actively at work in this neighborhood, where iron ores abound. The population of Three Rivers may be about 6,000, chiefly French.

Between Three Rivers and Montreal—a distance of 90 miles, Three Rivers being exactly midway between Quebec and Montreal—there is no river or town of note; but, as already stated, there are several thriving villages, and an almost continuous succession of houses.

—

MONTREAL.

Within fifteen miles of the city of Montreal, which stands upon an island of the same name, the waters of the Ottawa or Grand River, merge into those of the St. Lawrence; but as I shall have more to say upon the subject of that stream, and the region of country through which it passes, I shall leave it aside for the present, and proceed to give a brief account of the island and city of Montreal.

The island, at its western extremity, divides the waters of the Ottawa into two channels, one of which meets the St. Lawrence there, and the other, as before stated, at the eastern end.

The united streams form Lake St. Louis, a basin 20 miles long and from 8 to 10 wide. The island is 32 miles long, and in its broadest part about 15. There is probably no spot of similar extent in Canada of so great fertility; the soil is remarkably rich, and throughout is under the highest cultivation. All kinds of vegetables grow here in the greatest perfection; and I consider it no exaggeration to say, that the whole of North America does not offer a market better stocked in respect of such products than that of Montreal. The island is also celebrated for its fruits, especially for its apples, which have a delicious flavour peculiar to themselves. This is attested by the fact, that they are in great demand for exportation to countries which grow very fine apples. Grapes, pears, plums, cherries, strawberries, and the other small fruits, with very superior melons, are also raised, and may be had at exceedingly moderate prices. In respect to the products of the garden and dairy, the island of Montreal is unquestionably one of the choicest localities in Canada. Of the city it is hardly necessary to say more, than that it is the best built, and the handsomest, as well as the largest, in the province. The architecture of Montreal is upon a scale of magnificence which is rivalled by few of the finest European cities, and perhaps equalled by none with an equal population. The churches, banks, colleges, market, and court houses, are the admiration of all strangers, who invariably admit that nothing approaching to such excellence had been anticipated. The city does not stand high above the water like the upper town of Quebec, but it has a gradual ascent from the front to its suburban limits in the rear, amounting to about 150 feet in a mile; and back of this, the eminence called the Mountain raises its stately head some 400 feet more. Montreal is the commercial emporium of Canada, and although its trade suffered a good deal in consequence of the change in the commercial policy of Great Britain some years ago, it has considerably revived, and it is expected that the recent communication with Upper Canada, established by the completion of the Grand Trunk Railway to Toronto, will bring back all it has lost, and a good deal more. This road will doubtless draw down the products of the Western States, in winter, to be conveyed to Portland, and thence shipped to Great Britain.

In proportion to their abilities, the Montreal merchants are very energetic. The present Canadian Ocean Steam Line is owned in part by a House there; and at this very moment a project is being pushed for the establishment of a line of large propellers to Chicago, which cannot fail to divert a considerable portion of the trade of the Great West from the American artificial water-ways to the St. Lawrence, the natural outlet for the products of the vast grain countries bordering the immense lakes. It is also expected that an arrangement will be made for making the Ocean Line weekly, instead of fortnightly, as at present; and if it is effected, the western passenger traffic will assuredly take this route, which is shorter, more pleasant, and a good deal cheaper than the New York and Boston routes.

Montreal is already the centre of an extensive railway system, five lines converging to it and others are projected. When the Victoria Bridge, now far advanced, is completed, Montreal will be able to boast the greatest viaduct in the world. It would be easy to expend the whole time alloted to this address in a description of Montreal, its numerous factories being alone deserving of lengthened notice; but as other matters claim a rightful attention, I shall have to pass on.

Before proceeding west, however, I shall give you a short account of the south shore of the St. Lawrence, which comprises a large part of Lower Canada. The waters of the River Restigouche, in the Bay of Chaleurs, divide the province of New Brunswick from Canada, and the line runs up in a northwesterly direction as far as the Grand Falls on the noble River St. John, where the boundary of the United States intersects. This tract, from Gaspé Head to Montreal, is over 600 miles in length, and may have an average breadth of 80. Bay Chaleurs, Percé, and Gaspé are well known fishing-grounds, and give employment to thousands of men and boys in summer; many of whom are brought thither from the British Channel Islands in the spring, to return with the loaded vessels in autumn. The resident population is considerable.

Undivided attention to fishing kept these people poor for a great many years, but of late more attention has been paid to agriculture, and their circumstances have greatly improved.—From Gaspé upwards for 150 miles or more, there are but few human habitations; and it thus appears that even in this portion of the province there are over 10,000 square miles unoccupied; nor is it very probable that this wilderness will soon be opened up. Proceeding westward, we then begin to find lumbering and fishing establishments, as at Cape Chat, Rimouski, Matane, Metis, and Rivière du Loup, where a good deal of timber is made, and thence shipped to Great Britain.

I have already stated that from Rivière du Loup upwards, the bank looks like a long file of houses; indeed, they are so near together, that without much impropriety the road might be called a long street. It has been observed of this portion of Lower Canada, that is up to Quebec, the houses are better built and kept, and the farms are better cultivated, than in any other locality in this section of the province. The people, too, seem more active and enterprizing, and altogether it may be said to be in a very prosperous condition. There are several large villages on that line of road, the most considerable of which are Rivière du Loup and St. Thomas, both of which might with propriety be designated as towns. Opposite to Quebec is the village of Point Levy, where there is a large community spread out at the part of the high lands which come down almost to the river. The shores for five or six miles are used as lumber-coves and shipyards, and the population cannot be less than 7000 or 8000.

The coves on the Quebec or north side having been described,

I need only say that these resemble them in every important particular. The country on both sides of the St. Lawrence is occupied for from thirty to sixty miles in depth, but immense tracts continue as they were from "the beginning"—dense forests.

Several considerable rivers run through the country, the principal of which are the Chaudière, the Nicolet, the St. Francis, and the Richelieu. On all of these the invariable lumbering business is conducted, and there are also various manufactories where paper, cloth and coarse linen are made.—Sorel, at the mouth of the Richelieu; Chambly, further up; Melbourne, Stanstead, and Sherbrooke, in the interior townships, are all thriving places, and in process of time will become large towns.

Before proceeding to the vicinity of Montreal, I would fain dwell at some length upon the very fine district of country lying southeast, and known as the Eastern Townships, but the multitude of things which have yet to be considered warn me that I shall not be able to do this—a very brief allusion to them must therefore suffice. These Townships comprehend an area of something like 25,000 square miles, beginning at the back of the French country, on the margin of the south bank of the St. Lawrence, midway between Quebec and Montreal, and terminating with the boundary line between Canada and the United States. The population of these Townships is chiefly English, and may amount to about 80,000 souls. Since the projection of the railroad between Montreal and Portland, in 1847, this district has made extraordinary progress not only in population but in wealth, and it is now held to compare favourably with the best portions of Upper Canada in respect to agricultural thrift and general forwardness. And why should it not? The soil is of the best, and the climate, though somewhat more rigorous than Western Canada, is not on that account unfavorable to farming operations. Wheat is not grown there in equal profusion, but oxen and swine are raised in much greater abundance. Cheese and butter of the best descriptions are made in great quantities, and bring handsome returns. The capacious and substantial farm-houses, many of them made of brick, the great barns and other outbuildings, the good fencing and improved implements of husbandry in use, the powerful teams with their capital appointments, and the dress and equipages of the sturdy farmers, show that our Townships are inhabited by a class of indomitable workers, who cannot be left behind in the race for material improvement. A considerable proportion of the people are somewhat Yankeefied, having formed alliances by marriage with American families on the border, but in respect to loyalty to the British throne they yield to no other class. 'Tis true they have been accused of annexationist tendencies, and at one time they were perhaps open to the charge; but that time has passed away with them, as it has with all other Canadians, a few young and inexperienced politicians at Montreal and Quebec excepted.

About 24 miles south of Montreal there is a village of considerable extent called St. Johns. It is situated at the north end of Lake Champlain, and was for many years the custom-house-gate into Canada for American merchandize, but it has lost that privilege in consequence of the extension of the Champlain and St. Lawrence Railroad to Rouse's Point, on the division line between Canada and the United States. This has somewhat affected the prosperity of St. Johns, but it still continues to be a thriving place, exporting large quantities of lumber to Troy and New York, as well as peas, oats, potatoes, and other farm products, to the latter market.

The rest of Lower Canada, on the south side of the St. Lawrence, is of small extent; but possesses a claim to notice, in that the Beauharnois Canal, one of the splendid public works of the province, is situated there.

Passing across the river, we come to the tongue of land formed by the junction of the rivers St. Lawrence and Ottawa. The old division line between the two sections of Canada runs across from one stream to the other, at a distance of about thirty miles from the point.

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THE OTTAWA.

Putting Upper Canada aside for the present, we come to the Ottawa or Grand River, which, as already stated, flows both in front and rear of the island of Montreal, being re-divided in rear of that island by the large Isle Jésus, and two smaller ones. The Ottawa, after the St. Lawrence, is the largest river in Canada, being probably over 600 miles in extent. On both sides it is fed by other streams, more than twenty of which are from 200 to 300 miles in length. In addition to these, which themselves branch off into innumerable channels, there are scores of inferior rivers which fall directly into the Ottawa, so that it may truly be said that the great valley of the Ottawa, as this region is called, is magnificently well watered.

It is not possible, within the limit necessarily to be observed here, to give anything like a satisfactory account of this river, and the country through which it passes, and I will therefore have to dismiss the subject with a few general observations. The river Ottawa, itself, is a succession of long reaches, wide enough in many places to be called lakes, upon which steamers and other crafts may ply, and to which they are confined. Thus when you have travelled thirty, forty, or fifty miles, as the case may be, upon one of these levels, you are met by an impetuous rapid or an abrupt cataract, and you leave that vessel and proceed by land one, two or three miles to the next level. There are six or seven such reaches, and the ascent is some 700 feet. A canal to connect Montreal with Lake Huron, or rather a succession of canals by way of the Ottawa, has been long projected, and at this moment has some very warm and influential advocates, but it has likewise some determined opponents. The work would cost an immense sum of money,

probably not less than a million and a half of pounds, for the obstructions in the river itself where it might be rendered navigable are numerous, and the places where locks would have to be constructed are generally granite rocks, which of course would occasion a large cost to excavate. An accurate survey of the whole route is, I believe, in course of being made, and a complete report will probably settle the question. Unscientific men, like myself, who look simply at the directness of communication, will be apt to favour this gigantic project, for it would save several hundred miles of lake navigation to the products of the great west in their way to market, whether at Montreal or New York.

The provincial government has already expended considerable sums in improving the navigation of the Ottawa, or more properly speaking in affording facilities for the floating down of the vast quantities of square timber made upon its banks and those of its numerous tributaries. In several places the rapids or falls have been furnished with large inclined planes, with upright sides, generally known as slides, by which the wood to be carried down from the upper to the lower level is safely shot through, instead of being dashed as in former times among the rocks, with the risk of leaving ten per cent. of it fast wedged there, and the rest considerably injured. These slides, besides effecting a great saving to the owners of timber by preventing loss and keeping it from injury, save also a great deal of time and personal risk to the men employed. Much, however, remains to be done, especially upon the upper portions of the Ottawa, before its immense resources have a fair chance of being developed.

Besides the money spent by the government, very large sums have been laid out by the parties extensively engaged in lumbering, but chiefly on the tributaries of the Ottawa where their personal interests were centred. A good deal of bridging has been done, rocks have been removed, slides and shoots have been introduced, roads have been opened, and many other things accomplished which have contributed to the extension of the business. Over a quarter of a million of pounds has probably been devoted to these improvements. This is of course irrespective of the saw-mills, booms, stores, boats, scows, and all the apparatus of the camps, in which an untold amount of capital is invested. The number of men employed in lumbering upon the Ottawa and its feeders is supposed to exceed 10,000, a figure which will assist you in forming an idea of the vastness of this branch of trade.

It would be interesting to describe the lumbering operations in detail, but time forbids, and if any one has the curiosity to inquire into the subject, he can easily procure the desired information.

One of the greatest difficulties attendant upon the lumbering business, is the transportation of supplies for the men, horses, and oxen, employed; and from the want of roads and convey-

ances, these supplies are often enhanced 100 per cent. in cost before they are received.

It is to be noted, that comparatively little attention has been paid to agriculture in this region, and yet the fertility of the soil, and the certainty of being able to dispose of all that could be raised in excess of the farmer's own wants, at large prices, seem to indicate this as a mistake. Those who have turned their attention to farming have succeeded amazingly well, and I believe some of the large lumbering firms have recently turned their attention to the soil, for the purpose of growing their own supplies. It seems, however, that when a population has for any length of time pursued a particular branch of industry, it is difficult to divert them from it; and this is exemplified by the axe-men of the Ottawa, who are quite averse to farm labour.

Taking Canada as a whole, I do not know that any portion of it offers greater inducements to emigrants than the Valley of the Ottawa. Land may be bought here from the Government at a mere nominal price; indeed on the south side two roads have recently been opened, upon which 100 acres of land are offered to any person, upon the simple condition of residence, and the clearing of the soil. For an indefinite period of time, that is for a hundred years to come probably, lumbering will be the chief business of the Ottawa country. Agriculture must go hand in hand with it; and when it is taken into account that the felling of trees in Canada is the preliminary operation of the farmer, it seems natural that it should follow as an adjunct to lumbering. It is asserted that the Valley of the Ottawa can afford a comfortable subsistence to a population of two millions of inhabitants; and moreover, that it presents better prospects of competence and wealth than any other locality.

In the more southern and western portions of the province, land has greatly risen in price, and it requires some capital to take up the business of farming; but on the Ottawa there are no such hindrances, and, as I have already stated, the farmer need not carry anything to market, for he will be able to dispose of all his surplus to the lumberers who are found in every creek and rivulet, with men and animals requiring to be fed.

Bytown, or, as it is now called, the City of Ottawa, is the largest town on the river, and may contain at present about 12,000 inhabitants. Speaking of this place, Hogan, in his essay says, that "in 1830 it had but 140 houses," some of them "mere sheds and shanties," now, however, it must have over 2000. Not many years before the date named, the property upon which it is built was bought for £80! now the real estate it embraces is perhaps not much short of a million!! The city of Ottawa is at present the head of navigation from Montreal, but above it there are two lakes, or reaches, each of them navigated by a steamer, and doubtless before long some of the upper portions of the river will also have similar vessels plying upon them.

From Ottawa city there is a canal called the Rideau, which was built by the Imperial Government to connect that place with Kingston, and an enormous amount of money was sunk in it to little purpose, for it has never paid above 2 per cent. upon the outlay. A portion of the sawed timber manufactured on the Ottawa, with a good deal made in the country through which it passes, finds it way to the St. Lawrence by this canal, and thence to the United States; and it may be that hereafter this great work will prove remunerative, but it must be confessed that its prospects are not very bright.

I have now run rapidly over the principal portions of Lower Canada, without fatiguing you with statistical details, which could hardly be acceptable in a lecture, and have also presented an imperfect view of the staple business of that section of the province, viz., lumbering. There are a few other items, however, which cannot be passed over, and to these I shall now briefly address myself.

CLIMATE AND SOIL.

The first is, the climate of Lower Canada, concerning which monstrously exaggerated stories have been propagated abroad. I might deal very summarily with the topic, by assuring you that the climate is the most salubrious in the world, and not by any means unpleasant to persons accustomed to it. That it is healthful, is abundantly proved by the returns of mortality, which show fewer deaths per cent. than any country I am acquainted with. There is some difference between the Eastern and Western portions of Lower Canada, in the duration of winter, but not much in the extremes of cold and heat. The most intense cold is stated by Bouchette at 31° below zero, and the greatest heat at 102°. Some very rare exceptions to these figures have occurred, but it may safely be affirmed that there are not half a dozen days in winter when the thermometer falls to 30°, nor half a dozen in summer when it rises to 100°. The summer heat hardly averages 80° at mid-day, and the winter cold is not much beyond freezing point. Within the memory of many not very old inhabitants, the climate has greatly ameliorated, a circumstance which is no doubt due to the opening and settlement of the country. Hogan, whom I have already quoted, following many other writers on Canada, and following the truth, thus speaks of the climate:—

"A Canadian winter, the mention of which some years ago in Europe conveyed almost a sensation of misery, is hailed rather as a season of increased enjoyment than of privation and discomfort by the people. Instead of alternate rain, snow, sleet, and fog, with broken up and impassable roads, the Canadian has clear skies, a fine bracing atmosphere, with rivers and many of the smaller lakes frozen, and the inequalities in the rude tracks through the woods made smooth by snow, the whole face of the country being literally macadamized by nature, for a people as yet unable to macadamize for themselves."

Again, "Comparing the two provinces, it is admitted that the climate of Upper Canada is the most favorable for agricultural purposes, the winter being shorter and the temperature less severe; but the brilliant sky, the pure elastic air, and uninterrupted frost of Lower Canada, though perhaps lingering too long, are far more exhilirating and render out-door exercise far more agreeable. Few who have enjoyed the merry winters of Quebec and Montreal, with the noble hospitality and charming society of these cities, their sleigh-drives and their pic-nics, can ever forget the many attractions of a winter in Lower Canada."

This will probably be enough about the climate, yet I may add, that less time is lost in Lower Canada, by ship-carpenters and other persons who work out of door, in consequence of inclement weather, than perhaps in any other part of the world. There may be half a dozen of snow-storms of sufficient violence to drive them home, just as a rain-shower may do elsewhere, but they are seldom if ever stopped by the cold. The same may be said of the warmest summer weather, which is very rarely, indeed, certainly not one day in each season, such as to prevent men from labouring under the noon-day sun. In a word, Lower Canada has an excellent working climate, and if during winter, men are well clothed and fed, they are more than a match for the keenest breath of winter.

The soil of Lower Canada varies a good deal. In many places it consists of a light sandy earth over a substratum of gravel; in others it is composed of clay, loam, and a good vegetable mould upon a reddish argillaceous bottom. This latter species exceeds the inferior classes in quantity, and with proper attention to husbandry cannot fail of yielding satisfactory returns. On the whole, however, the soil of Lower Canada is inferior to that of Upper Canada, which also has the advantage of climate for agricultural purposes. Yet, at one time, Lower Canada, which at present produces but little wheat, raised with half its present population full one million bushels in excess of its own wants; and the fact of its hardly feeding itself now, is rather due to the kind of agriculture which has prevailed, than to any inherent defect in the soil. The *habitans* of Lower Canada, as the French Canadian farmers are designated, are averse to move from the lands bequeathed them by their fathers, and the consequence of this attachment to the soil has led to the division, sub-division, and re-sub-division of the farms among the increasing families, to such an extent that upon many of the principal roads these lands are reduced to narrow strips like streets. The soil, obliged to yield sustenance to an unreasonable number of mouths, and unrenewed with rich and restoring manures, has become quite impoverished, and refuses to grow such exhausting crops as wheat. Of late, however, necessity has compelled the *habitans* to provide for their children by opening up new lands, and it is found that wheat grows there just as well as it did thirty years ago upon the front farms. It may not be amiss to state here, that by the

exertions of patriotic gentlemen in the establishment of agricultural societies, annual exhibitions, &c., a great interest has been excited in the minds of the French Canadian farmers, and that an improved system of tillage and cropping is now in course of being introduced, which cannot fail to be incalculably beneficial.

POPULATION.

The population of Lower Canada cannot at present be much under one million two hundred thousand. Of this number, nearly one million are French Canadians, and of course Roman Catholics; the other two hundred thousand odd are English, Irish, Scotch, Germans, Americans, and French, with a few from other Continental nations, and mostly Protestants, the exceptions being the Irish, who are generally adherents of the Romish Church. It is computed that the Roman Catholics are as eight to one of the whole population, and while stating this fact, it is very gratifying to be enabled to do so, with the assurance that religious animosities are almost totally unknown in Lower Canada. As a general thing, the French Canadians are a simple unsophisticated people. They are strongly attached to their religious instructors, and accept their teachings with an unquestioning faith. The general morality of their lives will favourably compare with that of any other people on earth, and would seem to indicate that the duties they owe to their fellow creatures are successfully taught them. I do not know that any country presents so little vice or crime as Lower Canada, serious offences against person and property being almost unknown in the rural districts.

THE FRENCH CANADIANS.

Not very remotely in the past the almost total ignorance of book-learning or education was cast as a reproach upon the French Canadians, and it is still cast upon them by their enemies, but with much less reason than formerly, for during the last twenty years they have made very great progress in education. It is claimed for Lower Canada, and not without some show of evidence, that classical education is more common there than at the West; in other words, that they have more men thoroughly educated than in Upper Canada, and the great number of doctors, lawyers, notaries, surveyors, and ecclesiastics, seem to enforce the claim. Be this as it may, one thing is clear, and it is, that education in Lower Canada has not been practical enough, for in agriculture the French Canadians are confessedly behind their western brethren. This disparity is willingly admitted by them, and the present Superintendent of Education for Lower Canada, is zealously engaged in carrying out measures to remedy past defects in the system. If the Franco-Canadians are not so far advanced in commerce, agriculture, and mechanical science as the Anglo-Canadians, they cannot be denied the

honour of being in some other respects their superiors. In matters of taste and refinement they greatly excel. They have better painters, musicians, and orators. They love pleasure and display, and they cultivate the amenities of life more sedulously than the Upper Canadians. Indeed, the politeness, courtesy, and hospitality of the French Canadians are worthy of the highest admiration. These social virtues are not confined to the upper classes of society, but pervade all its orders; and it is not hyperbolical at all to say of even the Canadian *habitant*, that in respect of manners, he is a gentleman. The courteous demeanour of this race has greatly modified the natural roughness of some old country folk who have grown up in daily intercourse with them, and to this influence is attributed the charms of Lower Canadian society so handsomely described by Hogan, quoted a few minutes ago. I think it only right to add that the French Canadians have great aptitude for learning almost anything, and this natural cleverness justifies the expectation that the next generation will take a higher position than the one now on the stage of active life. They are undoubtedly the best axe-men we have. The ships built at Quebec are built chiefly by them; not less perhaps than 5000 of the men employed being of this race. They make capital sailors, first-rate joiners, cabinet-makers, masons, &c., and the printing offices at Quebec and Montreal have three of them as compositors to one English. A more improvable race cannot be found; and its amalgamation by marriage with the Saxon—a fact of frequent occurrence—promises to make the Canadian people, as a whole, one of the finest nations in the world.

Here I must stop for this evening. In my next lecture I shall treat of the Upper Province, concluding by some general remarks upon trade, commerce, navigation, and other subjects equally affecting both sections of Canada. I have to thank you for the marked attention you have paid to what I had to say, and accept it as an evidence of the interest you feel in the welfare of the noble country of which I have spoken—a country which has been aptly and poetically designated as the brightest jewel in the British Crown!

The lecture was throughout and at its close much applauded.

Mr. Grieve said he had very great pleasure in moving a vote of thanks, which would be heartily accorded, to Mr. Campbell for his excellent and useful lecture. It had been his own fortune to visit many of the districts which had been so vividly brought before them, and he was greatly pleased with the accuracy of Mr. Campbell's descriptions. He might add as an inducement, which he admitted, however, was scarce required, for their attendance upon Friday, that the portion of the subject yet to be laid before them would be found the more interesting. He could not sufficiently express his feelings of respect and admiration of Mr. Campbell's services to Canada and to his

native land—especially to the youthful mechanics whom he was glad to see present in such large numbers—in pointing out so clearly the advantages of Canada as a place for emigrants to settle in. He would therefore move a vote of thanks to him.

The motion was carried by acclamation, and Mr. Campbell in very feeling terms acknowledged the compliment, and the kindness he had met with from all classes of the people of Greenock since his return. Although only twenty-eight years had elapsed since he left Greenock, he was sorry he could find but few known faces; but he was all the more grateful on that account to them for the heartiness of his reception.

On the motion of Mr. Donald McDonald, a vote of thanks was given to the Provost for his kindness in presiding.

LECTURE II.

CANADA WEST.

(From the Greenock Advertiser, January 27, 1857.)

On Friday night the Sheriff Court Hall was again crowded by a most intelligent audience, to listen to Mr. Campbell's lecture upon Canada West. He was accompanied by Provost Hunter, Bailies Arbuckle and Grey, Councillor Shaw, Messrs. Neill, Sword, Denniston, McFarlane, Welsh, &c.

The Provost, in a few words, introduced Mr. Campbell, who was received with applause, and spoke as follows:—

Mr. Provost Hunter, and Ladies and Gentlemen,—In my former lecture I ran very rapidly over a variety of topics in connection with Lower Canada, but I can assure you that a review of what was then delivered was very far from satisfactory to myself. I had not the requisite time to expend upon discourses of this importance, and I am quite sensible that what I propose to say this evening will exhibit the defects which marked my first effort—defects inseparable from haste, and the necessity of dealing in brief with large and comprehensive subjects. I am not, however, without the hope, that even from these comparatively crude efforts you will learn something relating to Canada, which will enlarge your views of that splendid country, and lead you in future to give the matter more attention than it has perhaps received in the past.

I left off the geographical account of Canada at the point on the St. Lawrence and that on the south bank of the Ottawa, which mark the limits of that section of the Province still known as Canada East; but as before reaching the former point the St. Lawrence presents some peculiarities which have always been deemed of sufficient interest to arrest the attention of visitors, I shall retrace my steps a little, and, as sailors say, take a fresh departure, viz., from Montreal.

The Island of Montreal, as I have already said, is situated at the confluence of the Rivers St. Lawrence and Ottawa, which together form an expanse of water known as Lake St. Louis. Between the western extremity of the Island, and the site of the City of Montreal, the vast body of water which runs down dashes along in a series of rapids known as the Lachine Rapids; and although the steamers from the west run through, or as it is technically called, "shoot" these rapids, they cannot possibly re-ascend them; hence it is necessary that some way of pro-

viding for their return should exist. In the early days of Canada, the Indians only ventured down these formidable rapids in bark canoes, and the village of Lachine was the downward termination of the little navigation then prosecuted. This village is situated at the western extremity of the Island of Montreal, about eight miles from the city. To enable vessels to regain this point, a canal was built, and afterwards enlarged, which in the business season may now be seen covered with scores of steamers and barges of all sizes, discharging their burdens of western produce, or re-loading cargoes of merchandize.

After these boats have reached Lachine, on their way back, they proceed up a few miles, where, in order to overcome another succession of rapids, they pass to the south bank, and enter the Beauharnois Canal, which is 11½ miles long.

Proceeding thence upon another navigable reach, they come to Cornwall on the north bank, where they are stopped by other rapids which are also overcome by a canal of length similar to the last, and known as the Cornwall Canal.

Not to prolong the account, after passing through another such canal at Williamsburgh, 9¾ miles long, they are free to keep on their way without further interruption. Up to this point there are no towns of importance, yet there are several villages which will soon be ambitious of bearing that designation.

Keeping on our way, we soon reach Prescott, the terminus of the railway from the City of Ottawa, due north from Prescott 50 miles. Prescott is an old village or town containing some thousands of inhabitants, and carries on a considerable business.

About twelve miles further up is Brockville, another very respectable and thrifty place, somewhat larger than Prescott, and exhibiting signs of great activity. The Grand Trunk Railway, which passes through these two places, has already contributed very greatly to their prosperity; and cannot fail hereafter to do so to a much greater extent. Brockville is called a very pretty town by its inhabitants, and would probably merit a much more extended notice if it were possible to spare the time.

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KINGSTON.

From Brockville to Kingston is about 50 miles, and this brings us to the first city on our way up. Kingston is in fact a considerable place, with, I believe, over 20,000 inhabitants, and has many claims to be regarded as of much importance. It is generally well and substantially built, and boasts of some public and private edifices, one of which, its market, is a magnificent cut-stone pile, erected at great cost, and vieing with all other market houses in Canada, save the Bonsecours market of Montreal, which is hardly equalled on the continent. Kingston is to some extent a fortified city, its approaches being defended by

several towers and other fortifications. When the Union of the two Canadas was effected in 1841, Kingston was named the seat of Government, and preserved the distinction for a couple of years, when it was deemed so inconvenient for Lower Canada as to induce a removal to Montreal. The loss of metropolitan honours and attendant advantages was a very severe blow to the city, and its inhabitants, to this day, speak of the change as having been a breach of faith, but they cherish the hope of yet regaining what they have lost; and it is certainly regarded now as one of the three cities having almost equal chances, Ottawa and Montreal being the two others. The environs of Kingston are not specially remarkable for richness of soil, and therefore its agriculture is not specially remunerative; yet it must be admitted that it has a well-supplied market, and that, at this moment, it is one of the cheapest places to live in, in Upper Canada.

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THE RAPIDS OF THE ST. LAWRENCE.

Before proceeding westward, it will perhaps be as well to say a few words upon the magnificent views on the St. Lawrence between Kingston and Montreal.

I have alluded to the rapids, but it is not in coming up the river that they can be noted with interest, but in going down, when the steamers, disdaining the hum-drum business of canalling, run all the way down the river to Montreal. I cannot do better than quote Mr. Hogan's lively description of this very exciting navigation; and I can assure my readers that the fame of "shooting" the St. Lawrence rapids attracts thousands of tourists annually from Western Canada and the United States, who invariably acknowledged themselves abundantly repaid by the gratification they experience. Hogan writes as follows:—

"Let me conduct the reader then to where the steamer destined to 'shoot the rapids' first winds in among the 'Thousand Islands.' It is between Kingston and Brockville, and usually just after sunrise. The scene here of a bright morning—and mornings are seldom otherwise in Canada—is magnificent beyond description. You pass close by, near enough often to cast a pebble from the deck of the steamer upon them—cluster after cluster of beautiful little circular islands, whose trees, perpetually moistened by the river, have a most luxuriant and exquisitely tinted foliage, their branches overhanging the water. Again, you pass little winding passages, and bays between the islands, the trees on their margins interlacing above them, and forming here and there natural bowers; yet are the waters of these bays so deep that steamers of considerable size might pass under the interlacing trees. Then opens up before you a magnificent sheet of water, many miles wide, with a large island apparently in the distance dividing it into two great rivers. But as you approach this, you discover that it is but a group of small islands, the river being divided into many parts, and

looking like silver threads thrown carelessly over a large green cloth. Your steamer enters one of these bright passages, and you begin at length to feel that in the multitude of ways, there must be great danger; for your half embowered and winding river comes to an abrupt termination, four or five hundred yards in advance of you. But as you are approaching at headlong speed, the threatening rocks in front, a channel suddenly opens on your right; you are whirled into it like the wind; and the next second a magnificent amphitheatre of lake opens out before you. This again is bounded, to all appearance, by a dark green bank, but at your approach the mass is moved as if in a kaleidoscope, and a hundred beautiful little islands make their appearance! And such, for 70 miles, and till you reach the rapids, is the scenery which you glide through." * * *

"The smaller rapids, and the first you arrive at, are the *Galops*, *Point Cardinal*, and some others. The great rapids are the *Longue Sault*, the *Côteau*, the *Cedars*, the *Cascades*, and the *Lachine*. The first of these is the most magnificent, the highest waves rising in the north or lost channel. The last is the most dangerous, extensive, and difficult of navigation. The thrilling and sublime excitement of 'shooting' them is greatly heightened by contrast. Before you reach them there is usually hardly a breath of air stirring; everything is calm and quiet, and your steamer glides as noiselessly and gently down the river as she would down an ordinary canal. But suddenly a scene of wild grandeur breaks in upon you; waves are lashed into spray and into breakers of a thousand forms by the dark rocks they are dashed against in the headlong impetuosity of the river. Whirlpools—narrow passages beset with rocks—a storm lashed sea—all mingle their sublime terrors in a single rapid—in an instant you are in the midst of them! Now passing with lightning speed within a few yards of rocks, which, did your vessel but touch them, would reduce her to an utter wreck before the sound of the crash could die upon the air. Again, shooting forward like an arrow towards a rocky island, which your barque avoids by a turn almost as rapid as the movement of a bird. Then from the crests of great waves rushing down precipices, she is flung upon the crests of others receding, and she trembles to her very keel from the shock, and the spray is thrown far in upon her decks. Now she enters a narrow channel, hemmed in by threatening rocks, with white breakers leaping over them; yet she dashes through them in her lightning way, and spurns the countless whirlpools beneath her. Forward is an absolute precipice of waters; on every side of it breakers, like pyramids, are thrown high into the air. Where shall she go? Ere the thought has come and gone, she mounts the wall of wave and foam like a bird, and glorious sublime science lands you a second afterwards upon the calm unruffled bosom of a gentle river! Such is 'shooting the rapids.' But no words can convey the thrilling excitement that is felt during the few moments you take in passing them. It is one of the sublime experiences that can never be forgotten, though never adequately described."

Go we back now to Kingston on our way west. Leaving Kingston we enter upon the broad expanse of Lake Ontario, a sheet of water 180 miles long by over 50 wide; a very respectable pond doubtless, since all the national and merchant navies in the world could ride upon it without incommoding each other in the slightest degree.

Kingston is at the entrance of the Bay of Quinté, a highly picturesque water of the most zigzag and indescribable shape, running fifteen miles one way and twenty another, and ten miles another, and in ever so many other directions, but on all sides having smiling shores covered with beautiful farms in the highest state of cultivation, and showing fine villages, the abodes of industry and peace.

At the head of this bay is the town of Belleville, which will soon be a city. Belleville, as its name imports, is a handsome place, and carries on a large lumbering and wheat business. It now numbers about 8000 inhabitants, and is lighted with gas like the cities we have already described.

After leaving Belleville there is not any town of much importance for 50 miles, but you may count quite a number of ambitious villages, all apparently pressing on towards a higher rank.

Cobourg is then reached, and for its size, which is near about that of Belleville, there is hardly a better built town in Canada East or West. The people there seem to have large ideas of things, for their churches and warehouses are on an extensive scale, just as if they anticipated their place to become, ere long, a first-class city. The Grand Trunk Railway passes through Cobourg, as it also does through Belleville, and near all the villages on the margin of the lake.

From Cobourg there is a branch railway running north to Peterborough, 28 miles. Peterborough itself is a town comprising several thousand inhabitants, and is fast increasing its population. The railway, but recently opened, has already yielded the most satisfactory returns, and will unquestionably be one of the most useful in the province.

Seven miles west of Cobourg, and on the margin of the lake, the important town of Port Hope is progressing with very rapid strides. It is running a race with Cobourg, and the contest will probably long continue doubtful, for its inhabitants are an energetic and enterprising race.

From Port Hope another junction runs north towards Lindsay. This road will be 36 miles long.

Between Port Hope and Toronto there are several very considerable and well-built villages, such as Bowmanville, Whitby, Oshawa, Scarborough, and Markham, but we cannot do more than mention their names.

TORONTO.

This brings us to Toronto, the present metropolis of Canada —the seat of Government, in pursuance of the awkward alternating system—having been removed thither from Quebec in the fall of 1855, at an expense probably of £100,000. Toronto, besides being the metropolis, is the chief commercial city of Canada West, and the third in size in the province, Quebec and Montreal both exceeding it in population; the former by a few thousands, the latter by 25,000. The population of Toronto, according to the census assessment a few months ago, was 42,500. This city has made extraordinary progress during the last twenty years, for from being of comparatively slow growth, it took a start, and more than doubled itself in each decade. The site of Toronto was selected because of its excellent harbour, a tongue of land starting at the east end, and curving out westward, forming a well sheltered bay five or six miles long, and from one to two in breadth. There is a gradual assent from the front to the rear of 40 or 50 feet in the mile, but from east to west it is as near as possible a perfect level. Toronto presents a somewhat straggling aspect, only a few of the principal streets being as yet fully built. The earlier erections were of wood, and present a striking contrast to the tall and stately rows of houses, or the beautiful villas of more recent date. During last year not many short of 1000 new houses, stores, hotels, and churches, have been erected, a large proportion of which are of white brick, and present a very elegant appearance. The public buildings are very fine, and upon a scale which shows that their projectors anticipated for the city a greater expansion than it has yet obtained. It boasts the largest Church of England cathedral in the province, a handsome Romish cathedral, and some forty other churches, chiefly Protestant. It has also the finest pile of school buildings in Canada, two magnificent and richly endowed colleges, a university, a lunatic asylum, two splendid court-houses, and various other institutions and charities, betokening a population appreciating the benefits of moral and intellectual culture.

The streets of Toronto are wide, and cross each other at right angles, and if the city continues to grow as it is now doing, it will be one of the largest and finest on the continent.

This very progressive place is the great wheat market of Upper Canada; it received from the surrounding country, last year, and sent to the United States and Lower Canada, nearly 2,000,000 bushels, and 200,000 barrels of flour, besides a small quantity of other grains. This is of course exclusive of its own consumption, which would add at least another half million bushels of wheat to the above quantity, and make a grand total, after allowing five bushels for every barrel of flour, of three millions bushels of wheat poured into the city in the last twelve months. Toronto may be said to be dependent upon the wheat business for its very existence; and it is well that no cause is ever likely to operate to divert it to any other market. The very high prices at which wheat has ruled for many years, com-

mencing with the famine in Ireland, have enriched Upper Canada, and the agents employed in the business have, of course, shared in the benefits. It is, of course, impossible to estimate the wealth thus acquired, but it is no exaggeration to say, that for every year during the last ten, Upper Canada has added two millions of pounds to its capital. The impulse given by this flowing in of means has been felt in every branch of trade, and has had the effect of raising the price of labour and the value of real estate, the former at least 75, and the latter from 100 to 500 per cent. As these results have been developed throughout the whole of Upper Canada, where wheat is grown and a market is accessible, the observations they suggest are perhaps as much in place here as at a subsequent stage.

As stated of Toronto, the other cities, towns, and villages, have doubled, trebled, and quadrupled their populations. Lands and houses, especially in favourable locations, have attained an almost fabulous value, and a spirit of enterprize and reliance upon the future has been engendered, which has issued in undertakings for railways and other public improvements, involving immense responsibilities.

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UPPER CANADIAN AGRICULTURE.

It is fearful to contemplate the disastrous consequences which would follow, if the staple products of Upper Canada were hereafter to be liable to the fluctuations in value which have marked the prices of the chief article of export upon which Lower Canada is obliged to rely—timber—but it is not in the nature of probabilities that such vicissitudes should overtake the wheat business. The minimum price of wheat is about 5s. currency per bushel, and at this price it can be grown by increasing millions of bushels with a profit of 100 per cent.; so under the least favourable circumstances, Upper Canada will be able not only to do honour to her engagements, but must continue to progress and prosper. The price of wheat, for several years past, has ranged in the neighbourhood of 10s. per bushel, and although this brought large sums into the hands of farmers, enabling them to acquire new lands, to build new houses and barns, to provide handsome furniture, to add to their cattle, and to provide improved implements, and better wagons and equipages, yet it has led to the comparative neglect of other branches of their vocation, the effects of which are now being most sensibly felt; and the opinion is fast growing into a conviction, that it will be an advantage, on the whole, if the re-establishment of fair average prices for wheat should take place, and keep steady for years to come. In the eagerness to benefit by famine and war prices, wheat and wheat only seems to have been considered, and lands which should have been allowed rest have been sown year by year with this exhausting grain, and are now exhibiting unmistakeable symptoms of impoverishment.

I have alluded, in my remarks upon Lower Canada, to the evil effects of over-cropping with wheat, and precisely similar are beginning to develope themselves in Upper Canada. The weevil and other destructive insects, the plagues of the French Canadian *habitant*, have begun to ravish the crops in the west, and as they have visited the large grain districts in the United States where constant cropping with wheat has been pursued for many years, it is now perfectly evident that they always follow in the wake of such defective husbandry, in America at least. Trusting to a virgin soil, and making but little use of artificial manures, our farmers are learning that they may tax the soil too severely; and it is to be hoped the lesson will induce hereafter a more intelligent system of farming.

But the impoverishment of the soil is not the only evil consequence of wheat cropping, or exclusive attention to the growth of that cereal; the improvement of stock has been comparatively neglected, indeed the raising of cattle has almost been overlooked, and at this moment the chief cities in Upper Canada are largely dependent upon the Western States for their supply of beef and mutton. The immediate results in cash of heavy wheat harvests, will hardly compensate for want of adequate progress in the improvement and multiplication of stock; and it looks discreditable, that a magnificent country like Upper Canada should have to depend upon and pay out money to its neighbors for what it is perfectly competent to produce.

Not only has the needed attention to cattle been forgotten, but dairy operations have been much neglected. At the present time Upper Canada, which formerly exported large quantities of butter, has hardly enough for itself, and the price of that article has risen one hundred and fifty per cent. The common selling price is now from 1s. 2d. to 1s. 6d. per lb., and although the consumption must be greatly diminished by such exorbitant rates, yet the supply falls short of the demand; and Lower Canada, which formerly imported large quantities of butter from the west, is daily sending some there.

Similar remarks may be made about oats, potatoes, and other things which should be grown in fair proportion. In by-gone years, oats brought 1s. 3d. per bushel, potatoes about the same, now the former are worth 2s. 9d. to 3s. 3d., and will probably be worth 4s. before spring; the latter are worth 4s. 6d. to 5s., and will be dearer. As in the case of butter, Lower Canada is sending up oats and potatoes, and realizing a good profit thereon.

Again, the gardens have been neglected, and the greens and small fruits which enter so largely into the consumption of cities, and which in reality are so necessary to the public well-being, are sold in Toronto, Hamilton, and elsewhere, at prices which act as a positive prohibition to persons of limited incomes; so, unless they can raise these things for themselves—which is not practicable in one out of ten cases—they must give up their use.

In various other ways, the efforts made to increase the yield of wheat to the utmost possible quantity, have had a damaging effect upon other interests; and if a correct balance could be struck, it may be doubted whether the real substantial profits would be on the side of wheat.

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HAMILTON, LONDON, &c.

From Toronto, by the Great Western Railway, the next largest city in Upper Canada is reached in an hour and a-half. This is Hamilton, which is thirty-nine miles distant from the metropolis, and lies at the head of Burlington Bay. Hamilton, like Toronto, is a fine city and a commercial centre. It has a population of about 22,000 inhabitants, and in all the essentials of a modern and progressive community is behind no place in Canada. Its churches and other public buildings, its stores and shops, are on an extensive scale, and it is fast extending in all directions. Formerly, or indeed until quite recently, it was the emporium of imported merchandize for the whole peninsula formed by the lakes Ontario and Erie, and it also supplied the towns, villages, and country for some distance northward. Indeed, it still retains a large portion of this commerce, and for its size is perhaps as active as Toronto; but the opening of the Great Western Railway brought it a rival in the very ambitious and very fast little city of London, which is situated on the Thames, and in the very centre of the peninsula spoken of.

London is a beautiful, and beautifully placed city, and though containing 10,000 inhabitants in 1854, increases so rapidly that it is not impossible that by this time it may have added nearly 5000 more.

Brantford, a town between Hamilton and London, is also going ahead apace, having doubled its population in less than five years. It has now between six and seven thousand inhabitants, and every year adds about twenty-five per cent. to them.

It would be impossible, in the course of a lecture like this, to travel through the various towns situate north and west of Toronto, and minutely to describe the progress that each has been making within the last ten or fifteen years; nor is it necessary, for they are all more or less similarly favored in respect of their advantages. The peninsula is the granary of Canada. The soil is rich and generous, the climate is most propitious for agricultural operations, and so tempered as to enable the toilers to work in their fields, barns, or woods, with hardly a day's interruption. The finest farms of the province are of course found here, and within an area of 300 miles by 100, which is hardly a tenth part of Upper Canada, the full half of its population is found.

In this section of the country, land is not easy to get at present, except at a considerable price when compared with other districts, and the proprietors are generally so well to do, that what there is for sale is not pressed upon the market.

Passing over the Great Western Railway, which divides the peninsula almost in the centre; after leaving London, we come by a journey of about a hundred miles to Windsor, the *Ultima Thule* of Canada westward. This rising village is situated on the river Detroit, and opposite to the city of that name in the State of Michigan.

Passing on by the river, we come immediately upon Lake St. Clair, a spacious basin, some twenty-five miles long by eighteen or twenty broad; and, leaving Walpole Island to the right, we proceed by the St. Clair River to Lake Huron, at the southern extremity of which the village of Sarnia is placed.

This village, or town, seems destined to be one of the most progressive places in Canada West, and so soon as the Grand Trunk Railway, now in progress, and more than half completed between it and Toronto, is finished, it will assuredly compete with any other community. Lots of land, which only a few months ago sold there at £25, are now bringing from 100 to 300 per cent. advance, and considering the extremely favorable position of the place, I believe the anticipations formed of its future are not by any means chimerical.

Skirting the eastern coast of Huron for fifty miles, we arrive at Goderich, another fine village, to which another Grand Trunk branch from Stratford and on to Toronto is projected.

A voyage of 100 miles due north will bring us into Georgian Bay, a part of Lake Huron, or rather a large lake by itself, 100 miles long and 50 broad; and by a journey south-easterly of 75 miles we shall reach Collingwood, the terminus of the Ontario and Lake Huron railway, which will bring us to Lake Simcoe, a delightful and picturesque sheet of water, about as large as Lake St. Clair, and upon the borders of which several beautiful villages smile in all the luxuriance of ease and competence.

Thence, in a couple of hours, we return to the metropolis, after having run through the centre of the peninsula, River Detroit, Lake St. Clair, River St. Clair, Lake Huron, and Georgian Bay.

We might now take another journey, and embarking in a steamer at Toronto, proceed to Niagara, look at the Falls, then up through Niagara River into Lake Erie, surveying our own Canadian coast for 250 miles up again to Windsor. A little way up the lake we would see the mouth of the Welland Canal, which connects that great water with Ontario. If in summer, we would see hundreds of boats, laden with the rich harvests of the west, awaiting their turn to pass through its capacious locks, and further on we would come upon the branch or feeder of the canal; then we might go on counting villages by the score, and noting everywhere evidences of uniform prosperity; but we cannot any longer dwell upon this part of our theme, for two or three other important topics claim attention before we can bring our remarks to a close. If, however, what has been said of the general progress and present advanced state of the

country should provoke a laudable curiosity, it may easily be satisfied by referring to any good map of Canada, and to various valuable works recently published upon that country, which I doubt not will be found at the booksellers and in the libraries.

It is to be observed, that in the remarks hitherto offered upon Upper Canada, I have chiefly confined myself to its inhabited portions; and as my object is not so much to deal in what is little known as to evoke attention to well-developed and authenticated facts, interesting to the merchant and the emigrant, I must be excused from attempting to penetrate into the remote wilderness, for the purpose of describing localities which will continue in a state of nature for many long years.

I might have taken you along the shores of Lake Superior, the largest of the great inland seas of North America. This immense sheet of water is 627 feet above the level of the sea, extends to 430 miles in length, and about 160 in breadth. Its circumference is 1750 miles, and its depth 1200 feet. It is said that more than 200 rivers and creeks flow into it. On the Canadian side of this immense lake, copper has been found in great abundance, and mines have been opened, which are now in course of being successfully worked; but aside from the settlements in connexion with these mines, the population of this part of Canada is comparatively small, and must continue so until a readier means of intercommunication facilitates the occupancy of the land.

MINERAL WEALTH OF CANADA.

Of the minerals and metals of Canada, it will be proper to say a few words. I have just now referred to the abundance of copper on the shores of Lake Superior, and until recently it was supposed that the ore of this valuable metal was only found in that locality, but recent explorations have disclosed the fact, that very valuable mines exist in the county of Megantic, south of Quebec, which will yield large returns. Already two companies have been formed, for the purpose of opening out these treasures, and one of them has commenced operations, with very excellent prospects. In the eastern townships, south-east of Montreal, gold has been found in sufficient abundance to justify a private company to search for it, and discoveries have been made which, report says, have already enriched those who have engaged in the pursuit. At one time after the disclosure of the fact that gold existed in this region, an incipient fever to rush to the "diggings" was apparent, but the opportune declaration of Mr. Logan, now Sir William Logan, the Canadian geologist, "that the deposit will not, in general, remunerate unskilled labor, and that agriculturists, artisans, and others engaged in the ordinary occupations of the country, would only lose their labor by becoming gold-hunters," had the effect of arresting the movement, and saving the country from an unprofitable excitement. Good limestone is found in almost every locality, and lime can therefore be purchased

at reasonable prices, in every village, town and city in Canada. Good brick-clay also abounds in various places, and the fact that every aggregation of human dwellings throughout the length and breadth of the province, is made up in part of good brick houses, shows that it is so well distributed as to be almost equally accessible everywhere. Iron ores are also found in several places.

In my first lecture I referred to the extensive foundries in the neighborhood of Three Rivers, from which immense quantities of castings, in the shape of stoves, grates, &c., are sent to Montreal and Quebec for sale, but other iron factories have been founded at other points, and especially at Marmora, in the county of Hastings, where very extensive works have been erected, and are now in full blast. Good millstones, grindstones, and large flagging stones, are found in the same locality, as well as extensive strata of marble and lithographic stone—the latter being reported as equal to the best French. Millstones, marble, slate, grindstones, and capital building stone also exist in various places, the latter being abundant in the vicinity of Montreal, Quebec, Kingston, and Hamilton. The principal buildings in these several cities, in which blocks of immense size, cut and dressed in the shape of columns, capitals, and ornamental cornices, may be found, bear testimony to the value of these materials. When it is understood that many of the public buildings in Canada have cost from twenty to seventy-five thousand pounds, some idea of their beauty and finish may be formed.

Various other minerals and ores exist in Canada, as any one may ascertain who will consult the catalogue of them exhibited by the Provincial Geologist, Mr. Logan, at the London World's Fair in 1851, and that of Paris in 1855. Hitherto it has been held that Canada has no coal, though some geologists have dissented from that conclusion; however, as it is found in immense deposits in Nova Scotia and New Brunswick, and also in several of the United States, there is no danger of Canada being ever in want of fuel.

Having cursorily noticed the chief natural features of the province, I shall now devote a few moments to its government, laws, systems of education, religion, commerce, means of communication, &c.

GOVERNMENT.

1st. The Constitution of Canada is part written and part unwritten, and assimilates as nearly as possible to the British Constitution. The written part is composed of the capitulations of Quebec and Montreal at the conquest; of the treaty between England and France upon the cession of the province by the latter to the former; of the proclamation of the King of England immediately afterwards; of the "Quebec Act," passed by the Imperial Parliament in 1774; of the Constitutional Act

of 1791; of the Union Act of 1841, and of sundry resolutions passed by the Legislature of Canada in the same year, afterwards sanctioned by the Imperial Government. The unwritten part of the constitution is made up of rules and customs deducible from history, and are applicable to such exigencies as have not been provided for by the before recited documents. By this constitution Canadians enjoy the following privileges:—

1. Entire civil and religious freedom.
2. Liberty of speaking any language, French and English however being the only two recognized in the legislature and courts of justice.
3. Perfect equality and eligibility to all offices of state.
4. Taxation only by authority of their own Parliament.
5. Liberty of action in all things not forbidden by law, or trenching upon the rights of others.
6. Liberty to meet in public assemblies.
7. The right of petition.
8. Liberty of the press.
9. Trial by Jury.
10. Writ of *Habeas Corpus*.
11. Freedom from arrest, except according to certain prescribed forms.

Parliament is composed of three branches. The governor (as representing the sovereign)—a legislative council (answering somewhat to the House of Lords)—and a legislative assembly, similar to the Commons.

Parliament must meet within one year after the end of the preceding session.

Electors for members of parliament must be possessed in the towns of property worth £7 10s. per annum, and in the country of £5; moreover they must be British subjects, or naturalized foreigners.

The members of the legislative council were formerly appointed by the Crown; but hereafter, like the members of the assembly, will be elective.

The debates in parliament are open to the public.

Money votes must be initiated by the members of the government, in the assembly or commons.

The governor exercises legislative power by sanctioning the bills passed by the two houses; or, if declining the responsibility, reserves them for submission to the Sovereign.

The government, or executive of the province, is confided to the governor, aided by a council of ten ministers, who must hold seats in one or other of the chambers. These ministers continue in office so long as they retain the confidence of parliament; in other words, while they can command majorities

for their measures, and no longer. These ministers are heads of the several departments, to wit:—

1. The President of the Council and Minister of Agriculture.
2. Attorney General for Upper Canada.
3. Attorney General for Lower Canada.
4. Inspector General (or Finance Minister).
5. The Postmaster General.
6. The Commissioner of the Board of Public Works.
7. The Commissioner of Crown Lands.
8. The Receiver General.
9. The Provincial Secretary.
10. The Speaker of the Legislative Council.—He is the only minister who has no portfolio, or other special charge than the said Speakership.

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LAW.

The Courts of Justice are presided over by Judges who hold their commissions during good behaviour; and these courts answer very much to those in Great Britain. Appeal to the Privy Council from the decision of the highest Canadian tribunals is allowed, but this privilege is seldom exercised and is very costly.

The civil code of Lower Canada is that known as the "Coutume de Paris," somewhat modified by local legislation. In commercial affairs the laws of England prevail, and the same may be said of the criminal side—the laws of England having, however, undergone some humane alterations in the Canadian Parliament. In Upper Canada, both civil and criminal law are English, but also considerably modified by Provincial Legislation.

In both Upper and Lower Canada the municipal system has been in operation since the union of the provinces in 1841; but Upper Canada has worked it far more successfully than Lower Canada. It is hardly necessary to describe this system at any length. Each county is a municipality, and in some cases contains two municipalities. The townships send each two members to the council, and the council enacts rules and by-laws within the meaning of the General Municipal Law, by which they are empowered to levy taxes on the real estate of the county for the purposes of education, making roads and keeping them in repair, building bridges, wharves, harbors, school houses, and other public buildings, and generally managing their own local affairs.

Each section of the Province is authorized, through its municipalities, to borrow money to the extent of £1,500,000, for the purpose of taking stock in railroads; and the interest upon the debentures issued on this account is guaranteed by the Provin-

cial Government, which has its recourse upon the municipalities when, in consequence of their failure to meet such interest, the holders of the debentures have to call upon it. The Upper Canada municipalities have availed themselves of this privilege to its full extent; but Lower Canada has nearly the whole of this sum to the good, and its expenditure hereafter will greatly contribute to the construction of roads, which will promote its settlement and prosperity. Lower Canada was somewhat slow in adopting municipal institutions, but as they are becoming better understood, and as education is more diffused, the system grows in favour, and will doubtless soon produce its appropriate and beneficial results.

EDUCATION.

Few countries have provided more liberally for general education than Canada; and the immigrant, in coming hither, has the satisfaction of knowing that his children will have privileges in this respect, at the very least, equal to those he leaves behind. The Provincial Parliament votes a large sum annually for the support of schools; and, in addition to this, the municipalities tax themselves liberally for the same purpose. In 1855 there were in Upper Canada 65 grammar schools, with 3,726 pupils; and 3,325 common schools, with 227,864 pupils. Besides these, there were numerous colleges and superior private schools, raising the total number of educational institutions in Upper Canada to 3,710, attended by 240,817 pupils, at a cost of nearly £300,000. The figures in Lower Canada compared with these are in the relation of three to five, but the present superintendent of education has given a great impulse to the cause, and it is thought the operations of 1856 will show that the figures have come to the relation of two to three, with the prospect of further rapid improvement.

It would be interesting, if time permitted, to devote much more space to this subject, and especially to present in their imposing aspects, the various noble universities and colleges in the two Canadas, but that subject would of itself demand a whole evening. Hogan, whom I have already quoted several times, concludes his article on education in these words:—

"The census of Great Britain gives the number of scholars attending public and private schools at 2,144,377, or a proportion to the population of about one in eight and a-half. The census of Canada gives one in six and four-fifths."

Since the census things have improved in this respect a great deal in Canada; and supposing them to have continued without much change in Great Britain, the figures may be stated in another form, thus:—Children in Canada attending school, fifteen per cent. of the population; Great Britain, twelve per cent. I am persuaded the average is larger in Canada, but even supposing it to be as stated, the conclusion is greatly honorable to the colony, and gives a magnificent promise of the future intelligence of its population.

RELIGION.

I have incidentally alluded to the religion of the people; it may, however, be as well to devote a moment to its more formal consideration. It may be said of both the Upper and Lower Canadians, that they give more than average attention to the subject of religion, and make greater sacrifices to secure its ordinances than, perhaps, any other nation in the world. One of the first wants cheerfully provided for in every new settlement is a place wherein to worship God; and it often happens that the sanctuary is built with the understanding that it will be used by two different denominations at different hours on the Sabbath, but a village must be very small indeed which has not several churches. In thinly populated districts the schoolhouse serves as a place of worship, and there the indefatigable and travel-worn preacher may be heard announcing the sublime truths of Christianity with a simple earnestness which does not always characterize the more imposing services of city pulpits.

Canada was early blessed with self-denying ministers of the Gospel. The Lower Canadians had their ecclesiastics who left their homes in France to labour in the vast forests of this new country, and the history of their toils and sufferings is not the most uninteresting portion of the early history of the New World. In Upper Canada the Protestant missionary performed similar labours and endured similar trials, and as the country is opened out and settlements pushed far into the backwoods, the arduous work has yet to be prosecuted in the same spirit—that it is nobly done need hardly be told. British Christians, who have contributed to the support of the missionary cause in Canada, have great reason to rejoice in the results, for through their means, instrumentally, "the wilderness and the solitary places have been made glad, and the desert has blossomed as the rose."

The census of 1851 gives for all Canada, in round numbers, 1,850,000 souls. Of these, 915,000 are Roman Catholic, 270,000 belong to the Church of England, 250,000 to the Church of Scotland and other Presbyterian churches, 230,000 to the several sections of the Methodist family, 50,000 Baptists, 12,000 Congregationalists (Independents), 12,000 Lutherans, 8,000 Quakers, leaving 75,000 whose creed was not ascertained, and 25,000 to be divided between ten other classes, namely—Christians, Adventists, Disciples, Protestants, Jews, Menonists, Universalists, Unitarians, and Mormons, the latter happily being the smallest of all of them numerically, as they returned only 259 members.

From this analysis it will be seen that the population is pretty equally divided between Roman Catholics and Protestants. In Lower Canada the former are in the majority, being as eight to one; and in Upper Canada the numbers are just about reversed.

The total of places of worship in the province in 1851 was 2407, of which 1747 were in Upper, and 660 in Lower Canada. The disparity is accounted for by the fact, that in Upper

Canada half a dozen Protestant denominations in a village will each have a church, whereas in Lower Canada the people being nearly all Catholics in the country parts, require only one place of worship, which is generally a large and handsome building.

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LITERATURE, &c.

The literary institutions of Canada might well claim attention, but must be dispatched in a few words. The principal cities have natural history societies, astronomical clubs, lyceums, public libraries, mercantile library associations, and mechanics' institutes. There are reading-rooms attached to all of these institutions, where papers from every part of the country and the chief cities of the United States, from Great Britain and France, are received. Montreal alone has about ten such institutions. In connexion with these also, there are generally lecture rooms, where, in winter, literary, historical, and scientific discourses are delivered to the members by eminent scholars and professional men, who render these services gratuitously. Many villages emulate the cities and towns in these respects, and it may truly be said, that in Canada "the schoolmaster is abroad."

Of amusements and sports, Canada has also its fair share. Every city has its theatre, and often several spacious assembly rooms, where balls, parties, and public dinners take place. Cricketing is a favorite sport in summer, and is eagerly pursued. In winter the Scotch game of curling is much practised, and many a supper of beef and greens, not to speak of the etceteras, is lost and won. Shooting clubs are also in fashion; and, whether for good or evil, I fear however more for evil than good, we have ball-alleys, billiard-rooms, and not a few gambling-houses.

Our newspapers we count by scores, if not by hundreds. The chief cities have several large dailies, tri-weeklies, bi-weeklies, and weeklies. Montreal publishes about twenty newspapers, and every town and village in Upper Canada has its own press; generally, indeed, two papers are issued in each place, for, as Canadians are all politicians, every ministerial paper must needs have an opponent. In periodical literature we have not yet made much progress, not more than half a dozen magazines being published in the country.

In connection with this subject it may not be out of place to notice the postal advantages of Canada, which, under the able management of the Hon. Robert Spence, the present Postmaster General, have greatly improved. In 1851 the Imperial Government transferred the management of the Canadian post-office to the local government. Then there were 601 post-offices in the country, and the single letter postage was 9d. The rate was immediately reduced to 3d., at which it stands, and the number of letters carried next year rose from 2,000,000 to 3,500,000. At present there are over 1300 post-offices, and

the number of letters mailed had reached about 6,000,000. Newspapers are carried free, and this boon, which was granted to the public at a loss, last year, of over £10,000, has greatly increased the number of readers, and by consequence added to the circulation of the papers, especially of the principal city journals, which are relied upon as leading exponents of public opinion. Three of the Toronto papers boast together of a circulation equal to 50,000 copies, and other cities are not much behind the metropolis in this respect.

The remarkable order which characterises the post-office operations of Canada is a proud boast, and the very moderate rate at which the service is rendered to the public in a country of such vast extent, without involving a deficit of any magnitude, is matter of astonishment.

In connection with this department of State there is also a money-order system, similar to that of Great Britain. It has been in operation for about eighteen months, and has more than realized the most sanguine expectations of its promoters.

From these few brief remarks it will be evident that in the interchange of written communications the people of Canada are not behind the most favoured countries, and this fact might not be without its influence in estimating the progress of the province in all the constituents of rational greatness.

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RAILWAYS, &c.

As to the means of intercommunication or travel, and those for the transportation of freight, Canada is unrivalled on the American continent; or if not so just at present, the great works in course of construction will insure it that supremacy within a very short period. I have alluded as I went along to most of the railways completed or in progress, but in setting forth the means of intercourse and transport it is proper that our whole railway system, our canals and natural water-courses, should receive special attention.

Commencing in the east, we find the Grand Trunk Railway starting from St. Thomas, thirty miles below Quebec. It is proper, however, to mention, that the road is provided for as far east as Trios Pistoles, one hundred and twenty miles further down, which will bring our eastern terminus within one hundred and twenty miles of the New Brunswick frontier, whither the Trunk Railway of that province will soon arrive; and when it is considered that when a junction is effected we shall have a communication opened through British territory to St. John and St. Andrews, two of the best ports on the Atlantic, it may with certainty be anticipated that the gap will soon be filled. At present, as just stated, we have thirty miles of railway completed below Quebec, then one hundred miles from Quebec to Richmond, a point about forty miles inland on the south shore of the St. Lawrence, between Quebec and Montreal. Here the Portland and Montreal section of the Grand Trunk meets the

track from Quebec, and from thence to Montreal there is a line of some sixty-seven miles in length. It must be understood that the road from Portland to Montreal is the property of the Grand Trunk company, the portion of it which runs from the American frontier to Portland having been bought or leased for ninety-nine years. The enumerated links are equal to 422 miles.

From Montreal to Toronto, a distance of 335 miles, the road was completed and opened for traffic last October, and the celebration of that event by the citizens of Montreal was the occasion of the most magnificent display ever before attempted in Canada, or perhaps on the continent. Between four and five thousand guests, mostly from a distance, sat down to a sumptuous feast in one room, and were attended by an army of two hundred and fifty waiters, when every conceivable delicacy in the edible line, and the proper adjuncts of generous liquids, were profusely supplied. Processions of the trades in daylight, and of the fire department with torches at night; fireworks and water excursions, with a grand public ball, filled up the two days devoted to the rejoicings, which cost an immense sum of money.

Between Montreal and Toronto there are several junction lines which are likely to be affiliated to the Grand Trunk; these are the Prescott and Ottawa road, fifty miles long; the Brockville and Pembroke, one hundred and sixty miles; the Cobourg and Peterborough, twenty-eight miles; and the Port Hope and Lindsay, thirty-six miles. The Brockville and Pembroke is the only one not finished, but it is fast progressing, and when it is done, this will make 696 miles east and north of Toronto under one management. From Toronto the Grand Trunk is completed to Stratford, two-thirds of the way to Port Sarnia, to which it is fast being pushed; this will add 160 miles to the 696, making a total of 856. Besides these, several junction lines are projected, which will give a whole length to the Grand Trunk of 1112 miles.

The next great railway interest is the Great Western, which runs from Toronto through Hamilton and London to Windsor, and also from Hamilton to Suspension Bridge, over the river Niagara, one mile below the Falls, so celebrated throughout the world. These lines extend about two hundred and fifty miles, but they have several branches, which increase the distance considerably.

From Toronto northward, the Ontario and Huron road, now finished and in operation, runs to Collingwood, a distance of ninety-six miles.

Another road, the Buffalo, Brantford, and Goderich, connecting the latter with the former place, will soon be completed. It crosses the tracks of the Grand Trunk and Great Western, striking London on its way. Its whole length is one hundred and sixty miles.

From Niagara to Chippawa there is a line in operation seven-

teen miles long; and from London to Port Stanley, on Lake Erie, there is one just completed about twenty-five miles more.

Before proceeding west of Montreal, I should have mentioned the Industry and Rawdon road, several years in operation, twenty-three miles long; a road from Quebec northward, in course of construction, nineteen miles; the Montreal and Plattsburgh road, thirty-two miles; the Montreal and Lachine, nine miles; the Champlain and St. Lawrence, 43 miles; and a portion of the Montreal and Bytown or Ottawa road, thirteen miles. This latter forms part of a line which will be eighty miles long.

From what has been said, it appears that there are in Canada of railways built and in progress, about 1850 miles, which have cost, or will have cost, between seventeen and eighteen millions of pounds sterling.

I submit it to my hearers, if a young country like Canada can in the course of a few years accomplish such things, can maintain the highest possible financial credit, and exhibit throughout its whole length and breadth a population rejoicing in plenty, is it not worthy of being regarded with admiration?

But the railways actually built and in progress are only a part of the system, for another gigantic enterprise has been chartered, and will no doubt be shortly undertaken. I allude to the Quebec and Lake Huron Railway, which will run from the former city to Georgian Bay on the great Lake Huron. The accomplishment of this undertaking cannot fail of being most beneficial in drawing down the trade of the west, and opening for settlement a vast extent of country capable of supporting millions of inhabitants. The Legislature, at its last session, voted 4,000,000 of acres in the valley of the Ottawa in aid of this project, and steps are now being taken by surveys and explorations to put the matter in shape before the capitalists of Great Britain.

I have spoken of the great public works of the province, owned and managed by the government, I mean the canals, and had intended to dwell at greater length upon their magnitude, the very substantial way in which they are built, and the facilities they offer for the transport of the products of the west to the ocean, and *vice versa;* the carriage of imported manufactures, the fish and oil of the lower provinces, and the transmission of emigrants; but time warns me that I must be brief.

To show their superiority over the routes by canal from the west to the American seaboard, I need only say that their total length, in order to overcome the difficulties of the St. Lawrence, are only sixty-eight and a-half miles against three hundred and sixty-three by the Erie Canal to New York; forty-eight locks against eighty-one; locks of fifty and one hundred feet in breadth and one hundred and eighty-five feet long against forty-five-feet breadth and one hundred and ten feet long, and a depth of water nine and a-half feet against one of six and a-half feet.

By the superiority of our canals, we can give passage to vessels three times the burden of the boats floated by the American canals, and by the shortness and directness of the route, which, besides being shorter, admits of being run through at a high rate of speed, we can effect a saving of several days on the voyage. One difficulty has been that we could not provide freight for Europe in our ports, or the St. Lawrence route would long ago have diverted the great western trade into our channels. This want is in part remedied, and will soon be so entirely, by the extension of our ocean lines of steamers, when the vast sums expended upon our canals, and the enterprize of our people, will be amply justified.

The last great work I shall notice is the Victoria Bridge at Montreal, intended to connect the island with the south bank of the St. Lawrence. This viaduct will be nearly two miles long, and considering the engineering difficulties which have to be surmounted, is held to be the greatest undertaking of modern times. It will swallow up all of £2,000,000, but the money will be well expended.

Statistics of the commerce of Canada should by right have entered into this lecture, but I cannot venture to try your patience with them, some idea of our transactions may be formed, however, from the following figures:—The capital of our banks in 1854 was £3,675,000, to which have been since added £1,675,000, total £5,350,000. The bank note circulation is probably as much, and the paper discounted is in round numbers about £10,000,000. There is, however, a great want of capital felt, and if money could be easily procured at six or even eight per cent., many useful and highly remunerative enterprises would be set on foot.

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CONCLUSION.

The last remark I propose to make is this, Canada has been blessed with the services of public men equal to the august task of developing her latent resources, and to their skill, energy, and perseverance she is in a great measure indebted for her present high credit and irresistible progress. As usual, they had to meet with much opposition, reproach, and contumely, but they would have been unworthy of their high trusts if they had fainted and become weary. Their noble patriotism has an abundant reward in the happy and flourishing condition of one of the finest countries under the sun. These men have not been few, but to two especially is Canada indebted, and she never will forget them. These men are,

James, Earl of Elgin and Kincardine, the late Governor General; and,

The Hon. Francis Hincks, his Prime Minister, now Governor General of Barbadoes and adjacent islands.

Mr. John Neill said, he had pleasure in proposing a vote of thanks to Mr. Campbell for his very entertaining and highly instructive lecture; to him, (Mr. N.) it had been specially interesting, owing to the fact of his having been for a considerable period a resident in Canada; it is now a long time since he left the Colony, and although he had been marking its progress, yet, after listening to the accurate and admirable description just given of it by Mr. Campbell, he must confess astonishment at the vast increase of the wealth, population, means of education, and general development by railways and otherwise of the resources of that truly magnificent country—(cheers). To the intending emigrant that is the country he would recommend in preference to those fine but distant colonies of Australia and New Zealand. In Canada he will find a healthy climate, cheap land, a rich soil, a good market, and an agreeable people, and with ordinary perseverance every man may speedily rise to a competency if not indeed to affluence; its proximity to this country is commercially of incalculable advantage. Besides, when the emigrant has a desire to re-visit the old country, why, he has comparatively but a step to go, with opportunities of conveyance almost daily—(cheers). He had great pleasure in moving thanks to Mr. Campbell, which were accorded with hearty applause.

Mr. Campbell briefly returned thanks. He had prepared the lectures solely with a view to benefit his native country and that of his adoption.—(Cheers.) He did not need, he thought, to assure them that every word he had uttered was as true as truth itself.—(Cheering.) He had been greatly honored, he assured his friends, by their kind and indulgent attention, and felt the obligation with regard to these meetings was all on his side.

Mr. Archibald Denniston proposed a vote of thanks to the Provost for his conduct in the Chair, which was heartily responded to.

Provost Hunter expressed his great pleasure at being present, and at being called upon to preside on occasions so interesting as both the meetings had been.

The proceedings then terminated.

Appendix.

Rates of passage from Quebec, per Royal Mail Line of Steamers, and from New York to sundry parts in Canada and the United States, contrasted:—

To	From Quebec. *Currency.*	From New York. *Currency.*
Kingston	£0 12 6	£1 7 6
Belleville	0 17 6	0 0 0
Cobourg and Port Hope	0 17 6	0 0 0
Darlington	1 0 0	0 0 0
Toronto and Hamilton	1 2 6	1 17 6
London	1 11 3	2 0 0
Buffalo	1 7	1 5 0
Detroit, U. S.	1 15 0	2 2 6
Chicago	2 2 6	3 0 0
Cleveland	1 17 6	2 0 0
Cincinnati	2 7 6	2 15 0
Milwaukie, and all ports on Lake Michigan	1 17 6	3 5 0

The above rates from Quebec include, free of charge, all personal baggage, *i.e.*, all personal luggage carried *free* on shipboard is also carried free by this line. Alexander Milloy, Esq., is the agent at Montreal.

The rates from New York only include 100lbs. luggage free. Extra, charged at very high rates.

It is but fair to the public to state, that another line of steamers from Montreal, known as the "American Line," of which W. T. Barron, Esq., is agent, carries passengers to most of the above ports at rates somewhat similar to the Royal Mail line.

It is well for emigrants also to bear in mind that an English shilling in the United States is taken for only twenty cents, in Canada it is worth twenty-five cents. In other words *four* English shillings make *one dollar* in Canada, while it takes *five* to make the same amount in the States.