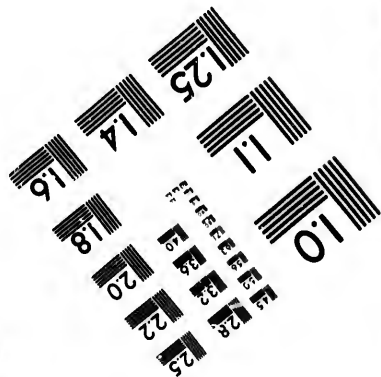
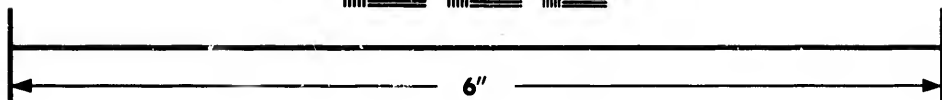
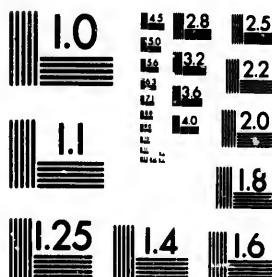


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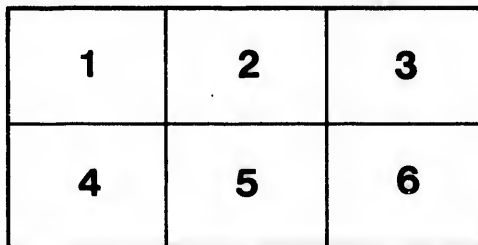
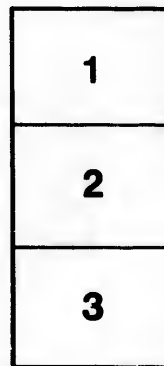
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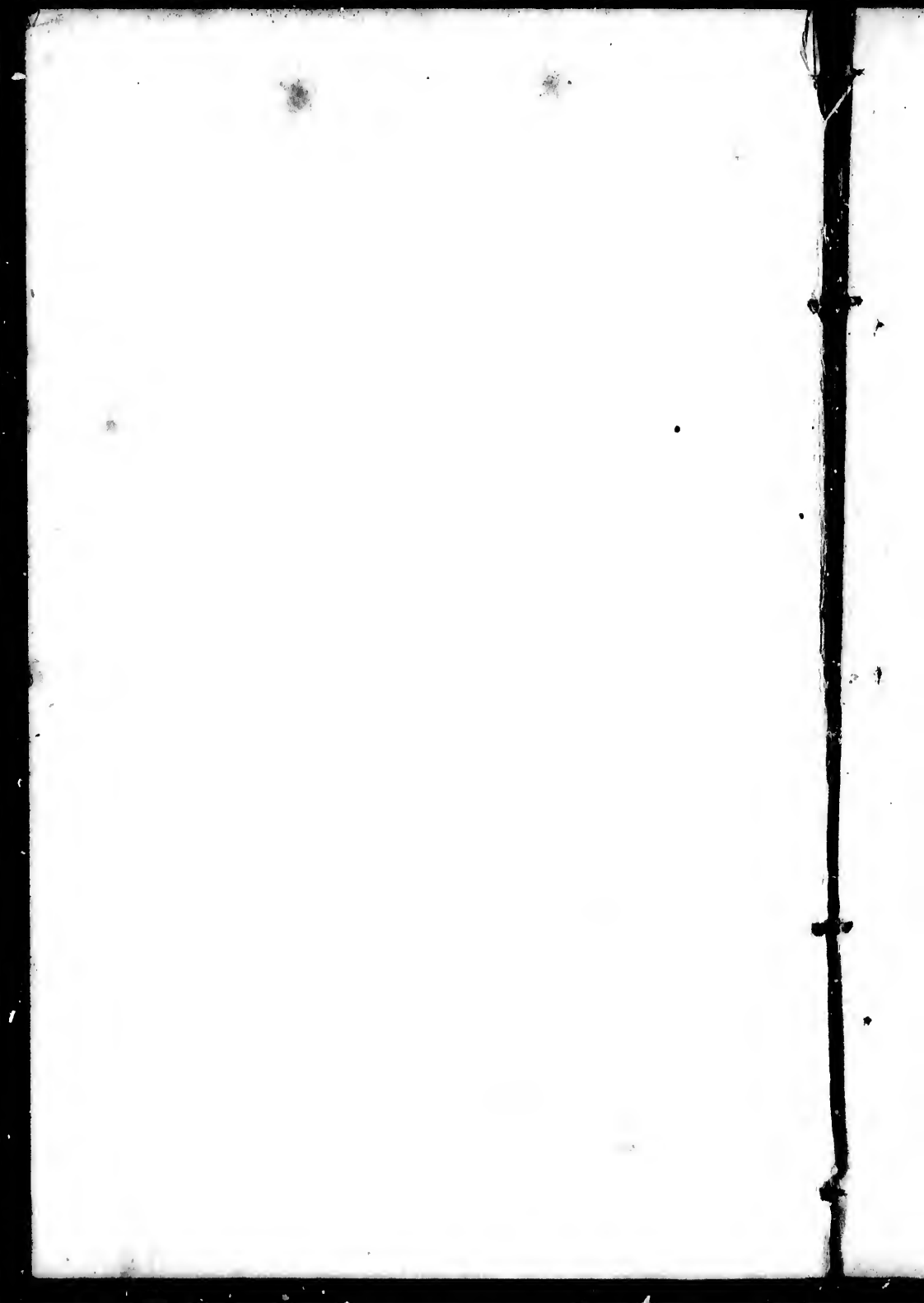
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THE

EMIGRANT AND TRAVELLER'S
GUIDE

TO AND THROUGH

CANADA,

BY WAY OF THE

RIVER ST. LAWRENCE,

AS WELL AS BY WAY OF

THE UNITED STATES OF AMERICA :

WITH SOME

Friendly Advice on Embarkation ;

THE DETAILED

COST OF TRAVELLING ON EACH ROUTE,

AND MUCH OTHER

USEFUL INFORMATION TO THE SETTLER.

BY JOHN MURRAY.

" I see in this world two heaps of human happiness and misery ; now if I can take but the smallest bit from one heap and add to the other, I carry a point. I should be glad, indeed, to do greater things, but I will not neglect this."

REV. JOHN NEWTON.

LONDON :
SMITH, ELDER AND CO., CORNHILL.

1835.

[Price One Shilling and Sixpence.]

LONDON:
PRINTED BY STEWART AND CO.,
OLD BAILEY.

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PREFACE.

THE design of this little work, as noticed in the title page and table of contents, would render a preface superfluous; did I not think it necessary (in order to insure its more favourable reception) to state most distinctly, that it has been completed, without the influence, or even the knowledge of either of the forwarding companies, land companies, or any landed proprietor in Canada. If, therefore, there is any appearance of partiality in the description of either route, it must be attributed alone to my own unbiassed conviction. Although only a temporary resident in Canada, I felt the want of a small work of this kind; and having frequently witnessed the delay, imposition, and trouble which the like want occasioned the poor settler, I was induced to undertake it, and in its accomplishment, have endeavoured to give only the most useful information, in the shortest and cheapest form: how far I have succeeded, remains

for the public to decide. If their opinion of it, in its present shape, should be favourable, a future edition, with maps and a few plates of the most interesting points, may render it still more worthy of their notice.

I here also take the opportunity of acknowledging to the several editors of newspapers throughout the provinces, the useful hints and information I have taken from their several publications; and it now only remains for me to state to the public, that any amount realized in the sale of this little book, over the cost of printing, is ordered to be remitted, for the exclusive use of the Orphan Asylum of Montreal.

JOHN MURRAY.

Montreal, Jan. 10, 1835.

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INTRODUCTORY OBSERVATIONS.

It is not many years ago, when a voyage across the Atlantic to North America was considered, in Great Britain, a daring enterprize—a wonderful undertaking; and the man whose adventurous spirit led him to take his family, and seek his future home in the wilds of Canada, was looked upon as a rash or discontented mortal. Time and a kind Providence have altered all this:—many favourable circumstances have combined to facilitate the intercourse, and develop the resources and amazing fertility of this fine country; population has rapidly increased, is largely increasing, and with it, almost in an incredible degree, are the comforts and conveniences of life, and improvements of transport from village to village, and from town to town, increasing, and rendering it one of the most productive and valuable possessions of Great Britain. The tide of emigration that has been flowing hither for some years past, instead of diminishing, seems every season to receive a fresh impulse; and the pleasing changes on all sides, of towering fine trees giving place to light spires of village churches, and enclosures with neat cottages, abundantly evidence that all have found a fruitful country and a happy home.

To the man of humble life, who is about making up his mind to leave his country, in the hope of finding a more fruitful and happy retreat in Canada, as well as to the man of easy fortune, contemplating a move, these pages will perhaps be found more particularly interesting; for it is with a desire of something more than an hour's amusement, that the man who is pondering on a purpose which is to fix his future prospects in life, seeks from the observations of others information which is then so highly necessary: he, unlike the general reader, finds little to amuse in glowing description; what he wants, is plain matters of fact, in plain language;—what he is to find on arrival, how he is to get on, and what it is to cost him, in order that he may be enabled, by bringing his own circumstances and feelings to the test, to come to a decision himself, rather than trust to the conclusions of others on such an important subject. Herein then, I hope, the man so circumstanced will not be entirely disappointed; for my sincere desire is, to endeavour to bring only such objects to his notice as will make him feel, on his first landing on this side the Atlantic, somewhat at home; that his time, then generally so precious, may not be lost in inquiries, which to the newly arrived in a strange country are most frequently so very disagreeable and perplexing.

With this design in view, I will commence with Quebec, the capital of Lower Canada and port of debarkation; from thence proceed, by the hitherto usual route of the St. Lawrence, to Toronto (late

York), the capital of Upper Canada ; then we shall return to Quebec, and proceed by the new route, the Grand or Ottawa River, and Rideau Canal, to Kingston, where it unites with the before mentioned route to Toronto ; again return to Quebec, and thence, by the route recommended, to the eastern townships of Lower Canada, and lands of the British American Land Company. This order I have adopted, as denoting the order in which the country has been opened to the traveller and emigrant. A few years ago, the first was the general, and, in fact, only route to Upper Canada ; the second, the labour of many years, at enormous cost, is now in successful operation ; and the last, from the great encouragement given to settlers, and the circumstance of the speedy operations of so powerful a Land Company as has been lately formed in England, is, at the present day, engaging the attention of the public, as well as the notice of emigrants.

Having conducted the traveller over these several routes, with as particular a description of each as the design of this little work will allow, I will finally describe the roads and distances to the different parts of Upper and Lower Canada, by the way of the United States ; with the several costs of conveyance. Numbers of settlers and others have, within these last few years, taken this route into Canada, and the comparative expense and facility of approach by the St. Lawrence, and by New York, has become the subject of much argument. Here, therefore, the traveller will be satisfied at being able to count the

cost, and distance, and time of each route, himself. The greater part of the various routes have been travelled over by the writer, and the information of the others received from the most authentic sources, such as the agents of steamers and canal boats, and proprietors of stage coaches in the different directions here travelled over.

To make my plan complete, however, I must first meet him on his own shores, for the purpose of offering a short, but, as I think, very necessary piece of advice; and which would come too late, when once embarked: that is, to be more careful to have a few pounds in his pocket, than a quantity of baggage and furniture to encumber his every movement. A false idea is very often entertained, of what it is necessary to bring—what is, and is not to be found, in this new country, as it is called; but let me tell him, there are few articles, either of convenience or luxury, that have not found their way here long since, from all parts of the world, and most of them to be had cheaper than he can buy them at home. A good stock of wearing apparel is certainly to be recommended, if his means are adequate; but if he is at all short, let him bring only such articles of clothing as are absolutely necessary: he can add to them at Montreal, at a cheap rate, if his circumstances will allow it; but it will be difficult, if at all possible, to turn clothes into money, if hard pushed on the road. Let his amount of money be as large as he can possibly make it, and let him watch over the expenditure of every penny with the utmost care;

as unfortunately for the poor settler, there are too many allurements on his landing to deprive him of his means, which are doubly valuable to him until he becomes acquainted with the country.

Let me here also recommend to his attention one article of clothing, the want of which I have seen occasion much discomfort; that is, a good cloak, or over-coat, of some material calculated to turn the water; camblet is perhaps to be preferred, as it dries so very soon after being exposed. A slight shower may overtake him when in a crowded boat, or outside of a coach or waggon, when this very necessary article of covering at hand may save him from a cold and sickness that may very unexpectedly stop his progress, and entirely exhaust his means; a situation, he may easily imagine, above all things to be dreaded. I should be glad could I here also dispel the very false idea entertained among the humbler description of emigrants and their friends in Great Britain, that if they can but accumulate sufficient money to pay their passage out to the nearest sea-port, all will go well with them: to this is to be attributed the greater part of the misery and wretchedness that is so often to be witnessed at the ports of debarkation. A very slight consideration must convince any one, that the ports of landing and their neighbourhood must be over-crowded with labourers and mechanics, from the numerous arrivals of previous years; the emigrant of to-day must by no means consider himself as arrived, until he finds himself in Upper Canada, or in the new settlements

of the Lower Province. If in his progress a good offer is made him, he is not the less ready to accept it, and which I think it advisable for him to do; as he can always better his condition, when his longer knowledge of the country and increased means (I speak of the poor man) may induce him so to do; but he had better, much better, remain a pauper at home, than find himself in a strange country, without food, and without work, an object of commiseration to the already overburdened community of a sea-port town.

Those who are instrumental in inducing the poor to embark, by holding out to them the sure prospect of bettering their condition, merely for the sake of a parish riddance, would do well to consider seriously what they are answerable for. If it is absolutely necessary, from over-population or other causes, that such emigration should take place, let it be their first endeavour to see them so provided, that they will have a small sum on landing, to enable them to reach the interior; where, indeed, they may be assured, that with honesty and industry they will not only be certain of being comfortable, but in a few years perfectly independent. As regards the sum absolutely necessary, I would on this, as on all other points of expenditure connected with the subject of these pages, rather refer to my different statements of expense of living and transportation, than come to any conclusion myself; as my object is to submit here such particular information, that every man may judge for himself, according to the

mode of living and travelling that he may be enabled, or rather disposed to adopt. A very small sum is but absolutely necessary; at the same time a very large one may easily be expended.

The best mode of bringing money to this country is in gold sovereigns, or Spanish silver dollars; the former is worth at present 24s., and the latter 5s., of Canada money. Those are the most current and profitable coins to bring; but if the sum to be transported is large, and it is inconvenient and dangerous to risk it, the best mode is, to deposit the amount with some respectable mercantile house connected with Canada, and take their letter of credit for the amount; which can readily be drawn for at Quebec or Montreal. The money of Canada, is, as in England, called pounds, shillings, and pence; and as the former is known all over the world as sterling, the latter is known throughout the British North American possessions as Halifax currency. The par, or difference between one pound sterling and one pound of this currency, is one-ninth added to make sterling, and of course one-tenth deducted, to change currency into sterling: thus, if you have 18*l.* in England, when you arrive and draw your bill for it, you will have in hand 20*l.* currency, and further, the rate of exchange, called premium (always in favour of England), which at present is 8 per cent., and would thus make the whole amount to be received 21*l.* 12s. currency. The money current (that is, in use,) is Bank-notes, Spanish silver dollars and their parts, and French crowns.

CHAPTER I.

Arrival in the River St. Lawrence—Quarantine at Grosse Ile—
Arrival at Quebec—Description of the City—Passage to Mon-
treal.

ON arriving within eighty to one hundred miles of Quebec, the country on each side of the St. Lawrence, but particularly on the south shore, assumes a beautiful and inviting appearance. The numerous white farm-houses, and glittering steeples of the several parish churches, which you pass in quick succession, form a pleasing foreground to the green corn-fields and fruitful orchards in their rear.

The quarantine station is situated on a small island called Grosse Ile, where all ships bound up to Quebec are obliged to anchor, and receive the visit of the officers of the establishment. To many, the very name of quarantine and health-visit is sufficient to create an uneasiness, and the idea of having to submit to this very necessary ordeal, to destroy that buoyancy of spirits and feeling of pleasure which safe arrival so naturally inspires, and to implant in their place a restlessness and contradiction, that only serves to render themselves miserable, and the duty of the officers both unpleasant and unnecessarily severe. A moment's sober reflection ought surely to prevent or remedy this; the consideration that an establishment exists, that has for its object the mutual safety and comfort of the newly-arrived and residents, ought rather to produce feelings of composure and thankfulness, as it is a warranty, that by

it will be avoided the risk of landing at Quebec amid the disease and misery so likely to be introduced, without this necessary guard, in a confined and heated city, among such a large and mixed emigration that land there in so short a space of time. Do not therefore, be annoyed at a short detention, nor wonder how it can be necessary to detain you, who are healthy and cleanly: recollect that you are but one, twenty, or at most a few hundred, out of forty or fifty thousand that will probably pass here in a few months; rather encourage in your own mind, as well as in the minds of those around you, a lively gratitude to a kind Providence, that has conducted you in safety and in health to a country that is watchful to secure to you such blessings. If you are well, the detention and visit are but trifling; and if you are ill, you have the consolation of knowing that an airy situation, and good medical and other attendance are provided for you, instead of being forced out of your ship in a crowded and bustling city, and most likely obliged to put up with poor accommodation and an expensive doctor.

On leaving the quarantine station, you are soon in view of the fertile Island of Orleans, between which and the south shore of the river, you pass up to Point Leni, and on rounding the Point, the city of Quebec is full in view. You now immediately find yourself amid the bustle of steam-boats, shipping, and all the apparent confusion of a crowded business port. This city, containing about twenty-five thousand inhabitants, is situated in lat. $46^{\circ} 49'$ north, and long. $71^{\circ} 16'$ west, about four hundred miles from the entrance of the river at Cape Rozier: it is walled, and divided into what is called the Lower and Upper town; the former comprising one or two streets in width only, immediately from the wharfs, and

the seat of business; the latter, or upper town, surrounded by the wall, built on the very high cliffs of the natural bank, which seem to overhang the houses below. The gates are approached by very steep roads, and in some places by flights of steps; the houses are of stone, the roofs of which, as well as the steeples of the churches and convents, being covered with bright tin, give this city, on a fine day, from the river, a beautiful appearance, to which the unrivalled scenery of the surrounding country adds a further charm. Those who wish for a more particular description, will be highly gratified on reading a book lately published at Quebec, called the "Picture of Quebec," to which I must refer them, and go to other matter.

If you intend to proceed immediately to Montreal or Upper Canada, and are of a party, or have a family, you had better not be in too great a hurry to get on shore with your baggage, as much confusion occurs at the wharfs during the business season; and once out of your ship, it will require all your attention to take care of your family and effects. The steam-boats by which you proceed to Montreal, leave Quebec every day, so that you cannot be disappointed when you are perfectly ready to go; and by arranging to take your baggage from your ship direct to the steamer, will save you some money and much trouble. The office of the Government agent for emigrants, A. C. Buchanan, Esq., is in Saultau Matelot-street, Lower Town, where, in case of need, every information you may require will be cheerfully afforded you, free of expense. It may be of service, however, here, to remind you, that you are entitled to remain on board your ship for two days after arrival, and then to be put on shore at the usual place of landing: this, therefore, will give

you plenty of time to look around you, and settle your plans. The numerous settlers that are now arriving and proceeding above, are taken to Montreal, a distance of one hundred and eighty miles, for one half-dollar, or 2s. 3d. English, each, steerage passage; this, however, is lower than usual, by reason of the great competition. The fare at ordinary times may be considered one dollar, or 4s. 4d. each. Should you purpose stopping at Quebec a few days, you will find in the lower town and suburbs, lodging and boarding at cheap rates. The wages of a day-labourer at the present time, July, 1834, are 3s. currency per day; of mechanics, such as carpenters, coopers, blacksmiths, tailors, &c. from 5s. to 6s. 6d. per day.

The cabin passenger or traveller disposed to remain a short time at Quebec, will find several very good hotels and boarding-houses in the upper town; where he will be comfortably accommodated, at from one dollar or 4s. 4d. sterling, to one and a half, or 6s. 6d. per day. The cabin fare in the steamer to Montreal is six dollars, or 26s. sterling, well found, and with excellent accommodations.

The rate of living at Quebec may be best judged of, by noticing the following list of market prices of provisions, house rent, servants' wages, &c. The prices of provisions vary at different seasons of the year, but of the principal articles not very materially. I give the prices as in season, viz.—

	Currency.		Currency.
Beef, per lb.	- - 4d.	Geese, each	- 1s. 6d. to 2s.
Vcal, per quarter	2s. 6d. to 5s.	Flour, per barrel	- 25s.
Mutton, per quarter	2s. to 3s.	Bread, per lb.	- - 2d.
Pork, per lb.	- - 5d. to 6d.	Eggs, per dozen	- 6d. to 9d.
Turkeys, each	2s. to 3s. 6d.	Butter, per lb.	- 6d. to 8d.
Fowls per pr.	1s. 3d. to 1s. 9d.	Sugar, do.	- - 6d.
Ducks, do.	- - 2s. 6d.	Tea, do.	- 2s. 6d. to 5s.

B

	Currency.		Currency.
Coffee, per lb.	1s. to 1s. 3d.	Brandy, per gallon	- 6s.
Soap, do.	- 4d.	Gin, do.	- 5s.
Candles, do.	- 10d. to 1s.	Rum, Jamaica	- 4s. 6d.
Oats, per bush.	1s. 3d. to 1s. 6d.	Leewards	- 3s.
Indian Corn	- 4s. to 5s.	Whiskey	- 2s. 6d.
Rice, per lb.	- 3d.	Porter, per dozen	- 12s.
Cheese, do.	- 4d. to 6d.	Beer, Table, per gallon	10d.
Milk, per quart	- 3d.		to 1s.
Potatoes, per bushel	1s. 3d. to 1s. 6d.	Hay, per ton	- 50s. to 55s.
		House Rent, from	25l. to 80l.
		per annum.	
Wine :—		Servants' Wages :—	
Madeira, good, per doz.	45s. to 50s.	Waiter, per month	30s. to 35s.
Madeira, other	25s. to 35s.	Groom, do.	40s. to 50s.
Port	- 22s. 6d. to 35s.	Cook, do.	- 20s. to 25s.
Fayal, and other White	15s. to 25s.	Housemaid, do.	15s. to 20s.
Claret, per doz.	30s. to 40s.		

We will now return to the steam-boat. The steerage passage aforementioned does not include meals, so that it will stand you in need to see that you have some of your sea-stock left, or to provide some more. After leaving Quebec, the first place the boat stops at is a small town called Three Rivers, containing about fifteen hundred inhabitants, ninety miles distant, or half way between Quebec and Montreal. The boat merely stops here, to land and receive passengers, and to take a fresh supply of fuel; so that you had better not go on shore, as they start at a moment's notice, and will not wait for any one. There is nothing to engage your attention here, but I have heard of many persons being separated from their friends and their baggage by gaping about, and suddenly finding the boat gone without them. Proceeding on, you go through what is called Lake St. Peter, and shortly after reach the small town of Sorel, or William Henry, where the boat also stops to land and receive passengers, and

take more fuel ; the same observations may apply here, as at Three Rivers. You are now only forty-five miles from Montreal, which you accomplish in about six hours ; making the whole passage from Quebec to Montreal, in from twenty to twenty-four hours.

The steam-boat landing at Montreal, is both convenient and roomy ; but do not be in too great a hurry to land : a little patience here may save you both trouble and imposition from carters, porters, and landlords. There is, sometimes, a little delay in getting the boat into her berth at the wharf, but it will not be long before every thing will be conveniently arranged for landing both yourself and luggage. If you intend remaining here a few days, you can proceed to the hotels or boarding-houses, which you will readily find of about equal accommodation, and same cost as at Quebec. The markets are here much better supplied than at Quebec, and the expense of living may be considered rather less than mentioned of that city. Should, however, your great object be to save money, and proceed to Upper Canada without delay, the following chapter will give you the requisite information.

CHAPTER II.

Departure of the settler from Montreal for Upper Canada, by canal boat.—Rates of passage, &c.—Cabin passenger landed at Montreal.—Hotels.—Short description of the City.—Departure for Upper Canada by stage-coach.—Distance, fares, and time, to Toronto, * (York.)

IF on your arrival at Montreal, (as stated in the close of the last chapter,) your object is, to save money by proceeding directly on to Upper Canada, five minutes' walk will take you from the steam-boat landing to the starting place at the Lachine Canal; which, indeed, (looking up the river) is in view from where you land. If your luggage is heavy, a carter may be engaged by two or three of your party together, so that the whole may be taken for about one shilling. Here you are to determine whether you will proceed by the River St. Lawrence, or by the Ottawa and Rideau Canal, both which routes take you to Kingston; where, as first observed, they meet. We will (as noticed in the Introduction) first proceed by the old route,—the St. Lawrence.

The stores of the forwarders, or in other words, established companies, for the purpose of forwarding goods and passengers to the Upper Province, are situated at the sides of the canal. Here, you can deposit your luggage, and arrange for your immediate departure by canal-boat. These boats are of

* The capital of Upper Canada, formerly York, has this last year assumed the name of Toronto.

the burthen of from fifteen to twenty-five tons, mostly open, or half decked ; the passage-money by them to Prescott, one hundred and thirty miles distant, is one dollar, or 4s. 4*d.* sterling.* From Prescott, you can take a steam-boat to any part of Lake Ontario, or Bay of Quinté.

The following is a table of the distances taken from the Montreal Herald, and found correct, viz.—

	Miles.
Montreal to Lachine, by canal	9
Lachine to Cascades, towed by steamer . . .	24
Cascades to Coteau du Lac, tracked by horses	16
Coteau du Lac to Cornwall, towed by steamer	41
Cornwall to Prescott, tracked by horses . .	59
Prescott to Brockville, by steamer	12
Brockville to Kingston, by steamer	60
Kingston to Cobourg, by steamer	120
Cobourg to Port Hope, by steamer	7
Port Hope to Toronto, (late York) by steamer	63
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So that the whole distance from Montreal to Toronto, (York) the capital of Upper Canada, by the above, is four hundred and two miles.

Let us now return to Prescott, where you had landed from Montreal, at an expense of one dollar, or 4s. 4*d.* English money, finding your own provisions, and having also to pay freight, at the rate of

* As the prices and fares are generally named in Canada in dollars, and their parts, I shall continue to use that coin with the amount in English money also mentioned, in the following pages : by which means, when we come to speak of travelling through the United States, a comparison of expense may be made, without calculation.

2s. 9d. currency, or 2s. 4d. sterling per cwt., for any extra luggage you may have with you, over fifty pounds weight, which is the allowance for each person. Here you will find a steamer leaving every day for the ports above, as just mentioned. All the boats, both English and American (for you now see the United States on looking across the river) stop at Kingston; but remember, they do not all proceed to Cobourg and Port Hope, on their way to Toronto; so that I must here again caution you not to be in too great a hurry to put yourself and luggage on board the first boat that offers, without some inquiry; and if you have not time or opportunity for this, at the moment of embarking, be sure and ascertain the fact before the boat reaches Kingston: so that in the event of your wishing to stop at Cobourg, or Port Hope, or proceed up the Bay of Quinté, you may only pay your passage as far as Kingston; where you can go on shore, and remain for the proper and direct conveyance.

The passage-money from Prescott to Kingston in the steerage, or fore-cabin of the steamers, is this season only half a dollar, or 2s. 2d. English. They are all, generally speaking, fine boats, with comfortable accommodations. To perform this distance, that is, from Montreal to Kingston, will occupy six or seven days. From Kingston to Cobourg, the passage in the steerage is one dollar, or 4s. 4d. sterling, and from Cobourg to Toronto, half a dollar, or 2s. 2d. sterling. You will now find, that if you have proceeded on from your landing, without unnecessary delay, that the time it has taken you to reach Toronto, (York,) a distance (by this route) of five hundred and eighty-two miles from Quebec, has been about ten days, and that the different fares or passage-money have amounted to four dollars, or 17s. 4d. sterling,

allowing for the highest rate of passage between Quebec and Montreal:—but if, as it has been this season, half a dollar, or 2s. 2d. sterling only, is demanded,—the whole sum will be three dollars and a half, or 15s. 2d. sterling.

The rate of wages in Upper Canada may be considered as follows, viz. :—

Labourers, per month, with food, from ten to twelve dollars, or 43s. 4d. to 52s. sterling.

Mechanics, first-rate, without food, per day, 8s. currency, or 7s. 3d. sterling.

Mechanics, 2d, 3d, 4th, and 5th rate, per day, 4s. to 6s. currency, or 3s. 8d. to 5s. 5d. sterling.

I must now return to the cabin passenger, who will, I fear, be getting annoyed at my having, so contrary to the usual custom, attended to the poor man first; as, however, the attempt in these pages is principally to add to the comfort and welfare of the poor settler, I shall make no apology. I left him paying his passage from Quebec to Montreal, six dollars, or 26s. sterling, and settling with the steward for his wine and porter, the former of which he will find has cost him 3s. currency the pint bottle, and the latter 1s. 3d. per quart bottle,—both excellent.

On going on shore, he will find good accommodation at the Exchange coffee-house, Rasco's, Orr's, or the British American hotels.

The city of Montreal, as I before remarked, situated one hundred and eighty miles from Quebec, contains above thirty thousand inhabitants, and is rapidly growing into importance, both as respects trade, population, and superior style of building: the very excellent stone quarries near the city, afford every facility of bringing the latter to great perfection. The French church, new market-house, new jail, splendid range of houses in St. James's-street,

and warehouses in St. Paul and St. Peter-streets, abundantly evidence this conclusion. The streets are mostly narrow, and as yet, very roughly paved, or badly macadamized.

The country immediately around the city, is generally level, with the exception of an abrupt rise in rear of the west quarter, called the Mountain, and which, indeed, contrasted with the surrounding country, is not inaptly named. The view from the road leading round this mountain, is splendid in the extreme. The waters of the Grand or Ottawa river, and the St. Lawrence, the Island of St. Helen's, and that of the Grey Nuns,—the villages of Longueuil, and La Prairie on the opposite shore,—and the whole city of Montreal, with its many church steeples, and buildings covered with bright tin, give, from the several points of observation, a coup-d'œil truly delightful, and from many parts of the city, the Mountain, covered with rich foliage, and studded at its base with pretty villas, the summer retreat of the opulent, and fruit grounds of the peasantry, afford, both a bold and pleasing relief to the flat country on every other side,—but I am getting beyond my department. Having concluded to leave Montreal for Upper Canada, you have only to send your name to the stage-office, as a passenger for Kingston, and the hour will be named at which the coach will call for you. The fare through to Kingston, two hundred and twelve miles, performed in two days, is ten dollars, or 43s. 4d. sterling; meals extra, which may be generally estimated to cost in travelling throughout Canada, 1s. 8d. sterling each, without wine. A part of the above fare (eight dollars) is paid on starting at Montreal, and the remainder at Prescott. The following is the route, viz. :—

	Miles.
Montreal to Lachine, by coach	9
Lachine to Cascades, by steamer	24
Cascades to Coteau du Lac, by coach	16
Coteau du Lac to Cornwall, by steamer	41
Cornwall to Dickenson's landing, by coach	12
Dickenson's landing to Prescott, by steamer	38
Prescott to Brockville, by steamer	12
Brockville to Kingston, by steamer	60
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At Kingston, you can take a steamer (which offers, every day, with but little variation,) to Cobourg, Port Hope, Toronto (York), Hamilton, and Niagara.

The fare, and time employed in the several distances, as follows :—

Kingston to Cobourg, 100 miles—12 hours—three dollars, or 13s. sterling.

Kingston to Port Hope, 107 miles—14 hours—three and a half dollars, or 15s. 2d. sterling.

Kingston to Toronto, 177 miles—20, or 24 hours—six dollars, or 26s. sterling.

From Toronto to Niagara, is forty miles—five hours—fare, two dollars, or 8s. 8d. sterling,—and from Toronto to Hamilton, is the same distance, and same fare.

CHAPTER III.

Description of the route to Kingston.—Town of Kingston.—
Route continued.—Cobourg.—Port Hope.—Toronto.

THE road from Montreal to Lachine, is very good, and the distance, nine miles, is generally performed in little over an hour. The scenery in fine weather is truly beautiful: on one side you have the high grounds leading to the Mountain, and on the other, a luxuriant and highly cultivated prairie country, extending immediately from the river, and through which passes the canal from Montreal to Lachine; formed to avoid the tedious and dangerous boat navigation of the first rapids.

These rapids, as well as the Nun's Island, and other interesting points, are successively, and, indeed, from some passes all in view, and well worthy the particular notice of the traveller.

Lachine is a small village, owing the importance it possesses to its being, as it were, the starting post to the Upper Provinces, both by the St. Lawrence and Ottawa rivers. This was more particularly the case before the canal was cut, when much of the goods and produce up and down, were in the one case carted here from town to be embarked, and in the other, disembarked, and sent by the road to the city; rather than risk the rapids at particular seasons.

Directly opposite this village, lies the Indian town of Caughnawaga; the residence of a tribe of the Iroquois.

Arrived at Lachine, you are as before-mentioned, immediately conducted from the stage to the steamer, ready to start as soon as your luggage is safely put on board, for the Cascades, twenty-four miles distant.

The country on each side of the river here is low ; still, the passenger will find sufficient to interest him for the little time in which the passage is made ; particularly on nearing the rapids of the Cascades ; to avoid which, as well as the rapids of the Cedars, is the object of landing, and taking coach to what is called the Coteau du Lac, a distance of sixteen miles, and passing through a pretty and cultivated country. At the Coteau du Lac, you again take the steamer to Cornwall, forty-one miles distant.

The town of Cornwall, the first settlement in fact after leaving Montreal, that has any claim to the name of town, is delightfully situated, well laid out, and apparently fast progressing in population, and superior style of building. The humble cottages of the first settlers, giving way to the larger and more durable houses of stone, or brick ; to which the neat flower and kitchen garden give an air of comfort and affluence.

The population at present amounts to about twelve hundred, having several churches, school-houses, post-offices, hotels, &c. You have now entered Upper Canada, having passed the boundary about twenty miles below this place. You here leave the steamer, and again take to the stage for twelve miles, to avoid the rapids of the Longsault, in view of which, the road passes ; rendering the ride in fine weather extremely interesting. But in rainy or unfavourable weather, the road here is so very bad, that the only comfort you can possibly enjoy is, in the thought that the journey is only twelve miles

long. A canal is now constructed here, to lead the small craft and steamers navigating the St. Lawrence safely past these dangerous rapids; which, also at the present time, gives the ride an amusing and lively character.

Having got over the twelve miles, you are now at Dickenson's landing, from whence, to the head of Lake Ontario, as well as to all parts of the Bay of Quinté, the travelling is by steam-boats. The steamer that you embark in here, takes you to the town of Prescott; a distance you will find on referring to the table in the preceding pages, of thirty-eight miles, passing up through the rapids Du Plot, and the rapids Du Galoup, stopping at Williamsburg to take additional fuel, and arriving at Prescott in about eight hours. Prescott contains about eleven hundred inhabitants, and from the circumstance of its being the lowest point, to which the steamers of the lake and bay of Quinté proceed with their freight and passengers, to be here disembarked for the several conveyances down the river, has a busy and bustling appearance.

The American town of Ogdensburg is situated immediately on the opposite shore, in distinct view to and from which a small steamer plies every half hour. At Prescott you embark in one of the lake boats, each of which has its regular day and hour of starting,—all of them very fine boats, with good accommodations, and excellent fare. In a little over an hour from leaving Prescott, you reach the delightfully situated town of Brockville, twelve miles distant: here the steamer merely stops to land, and receive passengers; but if any delay takes place, the traveller will be amply repaid for ascending the hill, on which it is situated, in viewing the neat houses as he passes up, and the very fine prospect of the

river from the heights. Brockville has a productive country around it, and is fast growing into importance. The population at present, is about fourteen hundred. The only stopping place between Brockville and Kingston, is, at the village of Gananogue, a few miles below which, you enter and pass up amid the famed scenery of the Thousand Islands, reaching Kingston in about twelve hours from leaving Prescott.

The town of Kingston, containing at present about five thousand inhabitants, is situated in a delightful bay, at the eastern extremity of Lake Ontario, and at the embouchure of the Cataraqui river, which leads into the Rideau Canal. The waters of Lake Ontario, here narrowing into a river, may be called the head waters of the St. Lawrence. Kingston, thus favourably situated, offering two lines of communication with the Lower Province, (St. Lawrence, Rideau Canal, and Ottawa) is, in consequence, the general resort of all the steamers, and stopping place of all the trading craft, of the surrounding and upper ports. On that side of the harbour immediately opposite the town, called Point Frederick, is situated the Naval-yard, and a little beyond, in view, on the same side, is Point Henry, forming with Point Frederick, a safe and extensive navy bay: on the heights of the latter, extensive fortifications are now erecting, which will effectually protect the naval establishment, as well as the harbour and town of Kingston. A long wooden bridge crosses the Cataraqui, connecting the town with Point Frederick, in which there is a draw-bridge to permit the steamers and craft to pass towards the Rideau Canal, and Ottawa river, on the route to Bytown and Montreal.

If you are not destined to any particular part of the country, and have time and means to spare, (I

speak to the settler) a stay of a few days here, may be of great advantage to you, in order to gain information, and settle your future plans; and before you conclude your purchase of lands, and place of abode, I would strongly recommend a visit up the Bay of Quinté; which may be made, to and from this, in a few days, or may be taken in your route to Toronto, with little or no detention. The hotels at Kingston are very good; in fact, the "Commercial," in which I now write, is the best hotel I have been in, in British America; and the charges are moderate, being 5s. per day for passing travellers, and considerably less for monthly boarders.

As a place of abode for families seeking a pleasant retirement, Kingston offers many advantages; the principal of which, I may remark, viz.—pleasant situation, good society, cheap living, churches of every denomination, and good schools for children; to which I may add, the very great facility of communication with Montreal and Quebec, as well as with New York,—a journey to Montreal occupying but from one and a half to two days; to Quebec, three; and to New York, by Oswego and Albany, four days; all by easy and comfortable conveyances. The following list of market prices at Kingston, will give a correct idea of the expense of living, viz. :—

	Currency.
Flour, per 112 lbs.	11s. 6d.
Beef, per lb.	4d.
Mutton, per lb.	4d.
Veal, per lb.	3d. to 4d.
Pork, fresh	6d.
Hams, pork, per lb.	6d. to 7d.
Cheese, per lb.	5d.
Butter, per lb.	8d.

Eggs, per dozen	5½d. to 6d.
Fowls, per pair	2s. to 2s. 6d.
Candles, per lb. (moulds)	8d.
Soap	4d. to 4½d.
Potatoes, per bushel	1s. to 1s. 3d.
Oats, per bushel	1s. 1d. to 1s. 3d.
Barley, per bushel	3s.
Fire wood, per cord	8d. to 9d.

House rent from 25*l.* to 50*l.* per annum.

Leaving Kingston on the direct route (as before mentioned) by steamer, we arrive at Cobourg—one hundred and twenty miles distant, in about twelve hours. The town of Cobourg is built on the north shore of Lake Ontario, in rather an exposed situation; so much so, indeed, that in stormy weather it is very difficult of approach from the lake; but having a fine country around, and in the rear of it, has become a thriving place; its present population is about one thousand: having three churches, a post-office, good schools, &c.; it is situated in the township of Hamilton, county of Northumberland, district of Newcastle. Passengers landing here, are conveyed to Sully, on the Rice Lake, by a land conveyance of thirteen miles, and from thence to Peterboro, by steam-boat, twenty-five miles. The next place you arrive at is Port Hope, distant from Cobourg only seven or eight miles. The circumstance of being so situated, as to command the nearest communication with the Rice Lake, from whence a canal is projected to unite its waters with Lake Ontario at this place, making it the outlet of the fertile townships around the Rice Lake, has given to Port Hope the important prospect of becoming at no very distant day a large and flourishing town: it has at present, four places of public worship, post-

office, hotels, &c. ; it is situated in the township of Hope, county of Durham. From Port Hope, travellers may proceed to Bewdley, on Rice Lake,— nine miles land conveyance ; from thence to Peterboro, by steamer, twenty-nine miles ; from Peterboro to Bridgenorth, (on the Chemong Lake), land carriage, six miles, and from Bridgenorth, through Smith, Ennismere, Harvey, Verulam, Ops, Cartwright, and Fenelon ; a distance of eighty-one miles, by steamer.

Stopping but a short time at Port Hope, to land and receive passengers, the steamer proceeds on to Toronto, which you reach in about seven hours. You are now at the capital and seat of government of Upper Canada, and although you may on your approach, be inclined to think unfavourably of its appearance and extent, as a city ; when you land, and have leisurely walked through King Yonge and Market-streets, looked into the numerous extensive and showy shops, warehouses, markets, hotels, and public buildings, that have rapidly risen, and others in progress of building ; you will be induced to admit, that this is indeed the growing city of the flourishing country that it has been represented.

The land on which the city is built is low, as well as all the surrounding country ; and the eye here turns in vain, for that varied and delightful landscape, it has met in the Lower Province. particularly around Quebec and Montreal.

Toronto, (late York) at the present time, may be said to contain about ten thousand inhabitants, judging from the increase of the last eight years ; here, the governor of the province resides, and the legislature meets ; here, also are situated the crown land offices, land company's offices, and all offices con-

ected with the transaction of business with government.

Having now arrived at Toronto, before we go any further, we will, according to my plan, return to Quebec, and follow up the route by the Ottawa River and Rideau Canal.

CHAPTER IV.

Directions to the settler leaving Quebec for Upper Canada, by the Ottawa river and Rideau Canal — Rates of passage, &c. Cabin passengers proceeding by same route. — Description of the route.

ON landing at Quebec, and proceeding to Montreal (as before mentioned) with a view of journeying to Upper Canada, by the Ottawa River, and Rideau Canal, by the cheapest conveyance, you will proceed as before directed with your baggage, to the forwarding stores of the company, who are the proprietors of the boats, on this route. These stores are situated near the Lachine Canal, at the same distance from the wharf where you land from the steamer, as the stores of the forwarders on the first mentioned route, (the St. Lawrence) but on the other side of the canal, — taking care to inquire for the stores of the Ottawa line. Here, you will have your baggage taken care of, and will find comfortable and decked boats, or barges, to embark in ; by which you will be conveyed through the Lachine Canal, a distance of

nine miles. At Lachine, the boat is taken in tow by a steamer, to the entrance of the Grenville Canal; and having passed through it, a distance of fourteen miles, is again taken in tow by another steamer, as far as Bytown; from whence you are taken by steam boats on the Rideau River and Canal to Kingston, after stopping at several small towns, and villages, to land and receive passengers, and freight.

The passage from Montreal to Kingston, is usually made in four or five days, and the fare, or passage money, (finding your own provisions, which you had better attend to at Montreal; being much cheaper there than at the stopping places on the route) through—that is, from Montreal to Kingston, will be as follows:

Every full grown person two dollars, or 9s. sterling.

Children between the age of seven and fourteen years, one dollar, or 4s. 4d. sterling.

Between three and seven years 3s. 4d. currency, or 3s. sterling, fifty pounds of luggage, allowed to each person — all luggage over fifty pounds, at the rate of 2s. 9d. currency per 112 lbs.

At Lachine (nine miles from Montreal, as before stated) passengers by the canal boats, are allowed the privilege of embarking on board the steamers by which these boats are towed; if they prefer it.

For emigrants of small means I should consider this route to Upper Canada, much preferable to the other (by way of the St. Lawrence). The boats on this line are larger, and being decked completely over, you are not exposed to the weather, as you are by the other, where the boats are open, and you are exposed day and night; and that, during a longer passage: particularly early in the spring, and late in the autumn. The advantage of getting on board the steam boat, (if preferred) is also another great

advantage. On your arrival at Kingston, you can proceed to Cobourg, Port Hope, Toronto, or Bay of Quinté, as before directed; as the two lines of conveyance meet here, as explained in the description of the situation of that town.

Travellers or emigrants in better circumstances who are disposed to proceed from Montreal by stage, have only to leave their names and residence at the Ottawa stage-coach-office, in M^cGill-street, and the stage will call for them, in which they proceed to Lachine, nine miles, (as described on the route by the St. Lawrence;) here they go on board a steamer, and are conveyed to the Grenville Canal; having passed through which, they are transferred to another steam-boat, in which they are taken to Bytown. At Bytown, one hundred and twenty miles from Montreal, the Ottawa and Rideau lines of conveyance intersect each other, and being here embarked in one of the steamers that run on the Rideau, they proceed on to Kingston through the canal. The passage money is as follows, paid on starting at Montreal.

From Montreal to Bytown, seven dollars, or 30s. 4d. sterling.

From Montreal to Perth, ten dollars, or 43s. 4d. sterling.

From Montreal to Kingston, twelve dollars, or 52s. sterling.

Travellers on this route are furnished with meals.

From the 20th of May, to the 20th of October, the stages leave Montreal as above, at ten o'clock A. M.; and from 20th of October to the 20th of May, at five o'clock A. M.

Although the latter description of travellers do not reach Kingston by this line, in as short a period by two days, as by the St. Lawrence; yet the fine country that is passed through, and its beautiful

scenery, particularly about the Falls of the Chaudiere, and the magnificent works at the Rideau Canal, offer sufficient inducement (if not pressed for time) to prefer this route.

On leaving Lachine, the steamer passes along the shores of the Island of Montreal, through the St. Ann's Rapids, and up the Grand or Ottawa river to Carillon, a distance of about forty miles: you then pass through the Grenville Canal, and arrive at Grenville, situated at its extremity, and distant from Montreal, sixty miles, the same evening. The next morning you embark in another steam boat which takes you to Bytown, and Hull, situated opposite each other; the former, being on the Upper, and the latter, on the Lower Canada side of the river; here, you arrive towards evening of the second day, after stopping at Longuiel, Petite Nation, — Alfred, — Plantagenet, — Lochabar, — Clarence, — Templeton, — Buckingham, and Gloucester, having an opportunity of enjoying by full day light the delightful scenery of the Ottawa. At Bytown there is much to attract the attention, and engage the interest of the traveller. I may merely mention the wonderful and extensive government works in its vicinity, the falls of the Chaudiere, and the unrivalled scenery around it, a more particular description is beyond my limits. Should the traveller wish to proceed further up the Ottawa, he can go from Hull to Aylmer, by coach, ten miles, from whence, a steam-boat runs through the Lake of the Chats, to Fitzroy harbour, which is close to the rapids of the Chats; and stopping on the way, at Nepean, — March, — Turbalton, — Eardley and Onslow: the two latter places are in Lower Canada, the others in Upper Canada.

At Bytown, — following up the route to Kingston, — you enter upon the line of the Rideau Ca-

nal. To make myself better understood, in the following short description of its passage, it is necessary for me, first to explain to you, that this canal, differing from the long, even, narrow form of an ordinary undertaking for some purpose; is a continued succession of lakes more or less extensive, communicating with each other, and into which many small streams and creeks empty. To clear away the numerous obstructions to navigation, that presented in this long of communication, was the great work accomplished in the construction of the canal.

Proceeding up the Rideau River, and having passed through the locks at the rapids; you enter upon a beautiful sheet of water, called the Rideau Lake, through which, in its extreme length, about twenty miles, lies the course of the canal; the breadth of the lake varying from half a mile, to six miles; and abounding with the most delightful and varied scenery. This lake receives the tributary waters of many small rivers; the most considerable of which, is the River Tay; flowing into it from the westward, and on which, eleven miles from its confluence with the lake, is situated, the small, but flourishing town of Perth; already containing upwards of a thousand inhabitants, and being the capital of the Bathurst district. A joint stock company have opened a canal from Perth, to the lake; and erected warehouses and a wharf in an island, at which the steam-boat stops on her passage up and down, to land and receive passengers, and freight.

Having passed over this picturesque lake, you next enter upon, what is called, the Upper Rideau Lake, which formerly formed one with the preceding; but is now divided from it by a dam, which it was found necessary to construct, across what is called the Narrows, in order to raise its waters to a naviga-

ble depth ; this dam is constructed of wood, extending through the water a distance of four hundred feet, and to pass which, there is a lock, with a lift of about five feet. The fine material of which these locks are constructed, and their superior workmanship, must engage the attention of every traveller.

The waters of this lake are the summit level of the canal ; their elevation being, one hundred and sixty feet above the level of Lake Ontario ; and two hundred and ninety feet above the waters of the Ottawa : crossing this lake, you arrive at the Isthmus, which is a neck of land of about a mile, between the Upper Rideau and Mud Lake, which is the name of the next lake, that receives the steamer ; and taking this appellation from the muddy appearance of its waters. Through the Isthmus above mentioned, there is an excavation of from three to twenty-five feet ; and a lock of four feet lift, is passed, on entering into the lake. Passing Mud Lake, the entrance into the next, which is called Clear Lake (from the contrast of its waters with those of the last mentioned, being as beautifully transparent and clear, as the other is dark and turbid) is narrow and tedious, there being barely room enough for the boat to pass through. Clear Lake is only about two miles long, but is surrounded by fine bold scenery ; with some pleasing cultivation among the large growth of timber on its banks. A cut of two hundred feet long and fifty feet wide, forms the passage into the next lake, — Indian Lake, — the distance that the line of the canal takes in this lake is short, and you quickly enter Lake Opinicon ; the communication with which is by a creek, which has been cleared and enlarged for the purpose. A stone dam and a lock of ten feet lift, completes the passage into and across a small part of the lake, towards Sand Lake, with

which it is connected, by a lock at Davis's Mills, of nine feet lift. Sand Lake is about four miles long and its waters being thickly dotted with islands, its passage offers a continued variety of pleasing scenery.

You are now at the end of what is called the Lake navigation; and having passed the circuitous course, and delightful scenery of Jones's Rapids, the navigation of which has been effected by a dam, you are quickly landed at Kingston; the distance from Bytown being one hundred and thirty miles.

A steamer leaves Kingston every day for Toronto (York,) and the other ports of Lake Ontario, (as before mentioned,) so that if the traveller is not disposed to remain here, no time is lost.

CHAPTER V.

Toronto to Niagara — Queenstown Falls — Chippewa — St. Catherine's — Port Dalhousie — Toronto to Hamilton — Dundas — London — Goderich.

HAVING again arrived at Toronto, before we return to Quebec to take the route to the eastern townships of Lower Canada, it may be interesting and useful, — although (in order to render this a cheap publication for the poor man,) it did not come within my first plan, — to take a brief view of the facilities of transport to the neighbouring districts, where lands are clearing, towns building, and population increasing, to a wonderful extent.

A steam-boat leaves Toronto every morning for

Niagara, at seven o'clock, making the passage generally in about four hours, and returns to Toronto, in the afternoon of the same day. The passage money for the deck, or steerage, is one dollar, or 4s. 4d. sterling; and for the cabin passenger, two dollars, or 8s. 8d. sterling. The town of Niagara, is prettily situated at the entrance of the river of the same name; and directly opposite the town, on the American side of the river, is Fort Niagara. The river here is about a mile wide. The land around Niagara, is rich, and generally well cultivated; and within the last few years, has greatly risen in value. The celebrated Falls of Niagara are only fourteen miles from the town, and stages are always in readiness to convey passengers to this interesting spot. The road passes through Queenstown, and over the heights near the base of Brock's monument.*

The view from the top of this pillar, is extensive and splendid in the extreme,—the surrounding richly cultivated and picturesque country, the American town of Lewistown, on the opposite shore, and the river, winding its way into Lake Ontario, visible on a clear day to its opposite shore, form altogether, a scene truly grand. Queenstown is seven miles from Niagara,—that is, half way to the falls. The stages that take travellers to Queenstown, and the falls, go direct on to Chippawa on Lake Erie, distant from Niagara seventeen miles, and the lowest point on the lake on the English side, to which the steamers come: here, you can take passage to Buffalo,—Cleveland,—Detroit, and the various other parts of the lake.

* Erected in memory of the gallant general who was killed near the spot when leading the forces under his command, in that brilliant display of British valour on these heights, during the last American war.

Settlers who do not wish to go on from Niagara by coach, will find cheap conveyances by wagons prepared for them on their landing from the steamer from Toronto, and are taken on to Chippawa, for about 2s. 6d. or 3s. sterling each; and the steerage passage by the steamers, to the ports on Lake Erie, will be found comfortable and reasonable. The cost of conveyance by coach from Niagara to Chippawa, and by cabin passage from thence to Cleveland, will not exceed ten dollars, or 43s. 4d. sterling; and to Detroit, twelve dollars, or 52s. sterling; the distance being three hundred and fifty miles; and by wagon and steerage passage, not more than one fourth of that sum.

From Niagara, conveyances are readily had for St. Catherine's, a flourishing little town about eleven miles distant, at the entrance of the Welland Canal from Lake Ontario; as also to its neighbouring village, at Port Dalhousie.

Leaving Toronto for the Gore, London, and western districts, the emigrant and traveller will find a steamer leaving every morning for the town of Hamilton, in the Gore district, which he reaches early in the day: the fare is the same as to Niagara, viz., two dollars for cabin passengers, and one dollar for deck passage: the distance is also the same, being forty miles.

The town of Hamilton, which a few years ago numbered but a few hundred inhabitants, has rapidly grown into importance these last two years, from the emigration to the surrounding fertile country: it now contains about fifteen hundred inhabitants, and has many good private buildings, churches, hotels, &c. From Hamilton, you can proceed by coach, or wagon, through Dundas, five miles distant to London, in the London district, a distance of about fifty-six miles.

In order to give a correct idea of the rapidity, with which this luxuriant country is advancing in cultivation and population, I need only state, that the building of the town of London was only commenced late in the season of 1826, and that it now contains upwards of two hundred and twenty buildings, and twelve hundred inhabitants; has a court house, several handsome churches, post office, hotels, several manufactories, merchant stores and tradesmen's shops: it is situated on the river Thames, which, passing Chatham runs into Lake St. Clair, and thus gives it a communication with Lake Erie, and through the Welland Canal to Lake Ontario, and the waters of the St. Lawrence.

The cost of conveyance to travellers between Hamilton and London is four dollars and a half, or 19s. 6d. sterling. Settlers with their families, or by going several together, can hire wagons, and make their own bargain. The road from Hamilton to the Huron tract runs through London. The flourishing town of Goderich situated at the extremity of this territory, a tract on the banks of Lake Huron, is distant from Hamilton one hundred and six miles, and from London fifty miles. From Hamilton you can proceed to Goderich also by another route, viz. through Dundas five miles, to Galt nineteen miles, to Gulph sixteen miles, to Goderich eighty-two miles, making the whole distance by this route one hundred and twenty-two miles.

It is not more than six or seven years since the beautiful and highly fertile country, in which Goderich is situated, was unexplored by any but the Indians; it is now fast clearing, and settling, by wealthy farmers from other districts, and respectable emigrants from Great Britain, and who have drawn hither, the last three years, thousands of the newly arrived settlers, and labourers. The town of Gode-

rich at present contains about one hundred and twenty buildings, among which, are several churches, hotels, and well furnished stores. The beautiful situation of this town on the lake shore, gives it the advantage of direct water conveyance with Lake Erie, and through the Welland Canal, as before described, with the ports on Lake Ontario: there is indeed already a considerable trade opened with Detroit, Cleveland, and Buffalo; it also enjoys a plentiful supply of the finest fish from the lake, such as the salmon, herring, white bass, and other descriptions of less esteem.

The fare from London to Goderich, by the regular conveyance, is three dollars and a half, or 15s. 2d. sterling; settlers with their families and large baggage, will of course find it for their advantage to make their own bargains, for other and cheaper conveyances, as before mentioned.*

* The following route from Hamilton to Goderich, is advertised by the Upper Canada Land Company:—

	miles.
From Hamilton to Dundas	5
To Cornell's	8
To Henry Erb's	7½
To Thoman's	7½
To Swartz', by Stauffer's, over the new bridge on the Grand River	6½
To Rychart's (Wilmot)	4
To Hobson's (Wilmot)	5½
To Helmor's, (first tavern on the Huron tract, North Easthope)	6
To Fryogle's, (South Easthope)	3
To Stratford-on-Avon, (South Easthope)	9½
To Sebach's (Ellice)	3
To the River Thames (Logan)	7½
To Carron Brook (Hibbert)	5
To Silver Creek, (M'Killop)	6
To Ross (Hullett)	4
To Vanderburgh's (Tucker Smith)	5
To Hicks', (Goderich)	3
To the town of Goderich	10

Total miles - 106

CHAPTER VI.

Eastern Townships of Lower Canada—their situation—climate—
—productions—road from Quebec—from Three Rivers—from
Montreal.

WE now return to Quebec, to proceed with the settler and traveller in the course we designated in the introduction, as the third route or direction; to which on landing, they may be disposed to turn their attention, viz. the Townships of Lower Canada.

It is no small difficulty on arrival in a new country, and among a strange people, to fix in our minds, during our numerous inquiries, anything like a tolerably correct remembrance of localities and distances. The distinction, for instance, between Upper and Lower Canada, is easily preserved; but, when in a short period, we are told of fifty different places, in as many different directions,—some of French, some Indian, and some English names—it is far different, and we often find ourselves only perplexed, instead of being informed. It is for this reason, I am here induced to be more particular, than may at first appear necessary, in a work of this humble description.

The tract of country of which we are at present treating, — which at Quebec, and Montreal, you will hear called the Townships, the Eastern Townships, and not unfrequently, the St. Francis Townships, — has been, until within these last six years, but little known; and in fact, at the present day is far

from being well known. The vast resources, however, of this large portion of Canada, from its extensive cultivable lands, large forests, and numerous rivers and lakes, are now coming into more particular notice, from the late surveys, and the large purchases of the British American Land Company; who, at the present moment, are taking active measures for the speedy settlement of this favourably situated and valuable country.

The Eastern Townships are situated to the south of that portion of the river St. Lawrence, which lies between Quebec and Montreal, but not immediately on its banks,—the seigniorial lands of the Canadians extending from fifteen to twenty miles from the river. Immediately adjoining these seigniories, the Townships commence, and extend, nearly in a southerly direction, to the United States, their boundary; a distance of from forty to ninety miles. The whole of this tract, is comprehended between the forty-fifth and forty-six and a half degree of north latitude; and seventy-first and seventy-third degree of west longitude. These Townships are from eight to ten miles square; and so favourably situated, with respect to the large markets, and only shipping ports of Canada, Quebec, and Montreal, that in no one part are they much more than one hundred miles distant; and several within forty, fifty, and sixty miles. The great advantage that this proximity to the best markets will give to the settlers of this country, when the roads and outlets are improved, over the settlements of the west parts of Upper Canada, is obvious; both as regards sales of their products, and purchases of supplies. The general appearance of the whole of this country, is highly picturesque,—hill and dale,—river and lake, are to be met with, in increased variety at every turn:

the forests offer large supplies of valuable timber, and fine game; and the waters an abundant supply of the most delicious fish; such as the salmon, black bass, trout, and maskinonge. The numerous springs of wholesome water, that are to be met with in every direction, ensure a ready and constant supply, even in seasons of the greatest drought; another great advantage they possess, over many other parts of Canada. The climate of the Townships is considered very healthy; in confirmation of this, it need only be stated; that in the year 1832, and during the past summer 1834, when nearly all Canada was suffering from disease (cholera), the townships alone escaped the contagion. The winter season is longer, and more severe than in Upper Canada; but the productions are mostly of the same character; such as wheat, barley, oats, pease, potatoes, &c. and its capabilities as a grazing country, are very great indeed. The snow falls here, so as to remain, about 25th of November to 15th of December; and from that period, until the 1st to the 10th of April, affords excellent roads for carrying produce, and returns to and from Montreal, and Quebec; as well as felling timber, and other necessary work, that this season is most suitable for. Several roads of communication are also opened, and opening to the United States, and their markets, of which Boston in particular offers inducements for sale of wool stocks, &c.

The beautiful river St. Francis, after traversing the centre of the townships, in a north course, and receiving the waters of numerous tributary streams, falls into the St. Lawrence, or rather Lake St. Peter, (which is but an expansion of the St. Lawrence) a few miles above Three Rivers—about two hundred miles from Quebec, or nearly midway between that

city and Montreal. The part of the country most numerously settled, are those townships nearest the American boundary, particularly about Stanstead, Compton, Hatley, Barnston, Ascot, Clifton, &c. The first contains about six thousand five hundred; and the others from one to two thousand each. As you approach the St. Lawrence, the settlements are much thinner, the land there being found less valuable. The population of the whole townships at the present time, is about fifty thousand.

In this territory, as in Upper Canada, the English law obtains, and all lands are held in free and common socage; and being regularly registered, no difficulty or doubt can arise respecting good and sufficient title, in purchase or transfer. The price of lands may be taken, at present, at from 3s. to 40s. sterling per acre, according to situation, quality, &c. The crown lands are annually offered to the public, by notice and a particular form of sale.

Here, no seigniorial rights, or feudal encumbrances, so revolting to the English purchaser, in other parts of Lower Canada, are to be met with; nor are there any taxes, other than light local assessments, for the repair of the roads actually used.

The townships are, at the present day, represented in the provincial parliament, by ten members; and with increased population, will, no doubt, soon take a higher stand in the legislature of their country.

The lands of the British American Land Company, are situated in the counties of Stanstead, Shefford, and Sherbrooke; and have been described to me by a friend employed on the late survey, as rich in the extreme, in every feature calculated to arouse the energies of the settler: — plenty of suitable timber and stone for building; running waters for mill scites: lakes and books supplying more fish than

can be used, and the sugar-maple tree, yielding sugar, and denoting the excellent quality of the land upon which it grows. The attention of the company is, in the first place, I understand, directed to the improvements of the roads; and a large amount will be expended, in the early part of next season, for that purpose.

The principal roads to, and through these townships, which was to have been the main object of our notice, I shall now endeavour to describe.

There are three great, or main roads open to and through the townships, which I shall notice in order, supposing the settler or traveller at Quebec. The first is called Craig's Road; and part of it Dudswell Road. To proceed by this route, you leave Quebec in the ferry-boat, for St. Nicholas, about twelve miles distant on the opposite side of the river: here, Craig's Road commences, and passing through the seignory of St. Giles, and St. Croix, about thirty miles, diverges to the south-west, or right hand, ten miles to Hamilton, in the township of Inverness. Continuing on the main road, through the county of Megantic, you reach the township of Leeds, thirty-three miles from Quebec;—Ireland, seventeen miles further on, and entering the county of Sherbrooke, to Dudswell, thirty-five miles;—Eaton, twenty miles;—Clifton, ten miles; to Hereford, in the county of Stanstead, seventeen miles; which is the southern extremity, bordering on the American state of New Hampshire; and is distant from Quebec about one hundred and thirty-two miles. Should you wish to proceed to the county of Drummond, towards the St. Francis river, you turn off at Ireland, as above,—fifty miles from Quebec, to the right hand, or westward, and proceed to Chester, about fifteen miles;—Singwick, sixteen miles; to

the village of Richmond, in the township of Shipton, nineteen miles, and just one hundred miles from Quebec. Craig's Road is not much used, being considered as very ill laid out, and passing over a very hilly and uneven country. There is, therefore, no regular stage, and the travelling is performed in strong but light wagons; neither is there any settled fare, and it is necessary to make a bargain with the farmers, or others, to carry you on. Settlers or travellers destined to the eastern part of the county of Sherbrooke, or to what is called the St. Francis Territory, might take this route; but I would recommend them rather to choose either of the others, as much to be preferred.

The second great road is that, by the St. Francis River, and the one now recommended to the settler; and will, in all probability (from its central direction) be further improved, and rendered the great throughfare for settlers, and travellers, to the Townships. To proceed by this route, you take one of the steam-boats, which leave Quebec every day for Three Rivers, (as described in the route to Montreal). A stage leaves Three Rivers, three times a week, for Sherbrooke, ninety miles; and on to Stanstead, one hundred and thirty miles distant;—fares, four dollars to the former, and six dollars to the latter place; but the settler may choose a cheaper conveyance, and by bargaining with the many that he will find disposed to take him on, — if he has a family or is travelling with others, will get forward at a low cost. Having crossed the St. Lawrence at Three Rivers, to Nicolet, on the south shore, ten miles distant, you proceed to St. Antoine, twelve miles; and leaving the seignorial lands, pass up the east banks of the St. Francis, enter the townships, and arrive at Drummondville, in the

county of Drummond, twenty-two miles—or forty-four from Three Rivers. Continuing on, and passing through the townships of Kingsey and Shipton, you arrive at the villages of Richmond and Melbourne, on the opposite side of the river, twenty-four miles from Drummondville: from hence you go on to the town of Sherbrooke, which may be called the capital of the Eastern Townships; the courts of law being held here, and having a registry office, several churches, schools, hotels, stores, &c. with a population of about one thousand inhabitants.

As the country around Sherbrooke is comparatively well settled, and populous, the best information, whether in regard to purchase of lands, or employment, will be obtained here. From Sherbrooke, you can also proceed to the St. Francis territory, about twenty to thirty miles distant.

Leaving Sherbrooke, for Stanstead; you pass through Lennoxville, three miles, to Compton, ten miles farther, and arrive at Stanstead, twenty miles; or as before mentioned, one hundred and thirty miles from Three Rivers. Stanstead, is the most populous town in the Townships; and among other advantages which it possesses, has that of being nearest to Montreal, as well as the nearest to the American town of Burlington on Lake Champlain; to both which, the roads and conveyances are very good. The town of Stanstead, in the county Stanstead, of which we are now speaking, contains about twelve hundred inhabitants; is well situated, and surrounded by a flourishing country. The town is well laid out, and already has three churches, an excellent academy, printing office, hotels, and many merchants' stores; to this, as well as to Sherbrooke, the settler will find it to his advantage to proceed, to gain information with regard to purchase, or to seek

for employment, should he not previously be destined to some particular spot.

It now remains for us to proceed by the third route. For this purpose, you leave Quebec, in the steamer for Montreal, as before described; (paying your 4s. 4d. for deck passage, or 26s. for the cabin.) On arriving at Montreal, you (I speak to the settler, who wishes to proceed by the cheapest conveyance,) will enquire for the steam-boat to Longueil, to which place, about five miles distant, you proceed in her. Should you find that you will be detained longer than you wish, for the steamer, you can take a cart for your baggage, and direct the driver to proceed to the cross, about two and a half miles from your landing at Montreal; and here you will find a horse-boat crossing to Longueil, every half hour. At Longueil you can bargain with some of the farmers or carters to take you to Chambly, twelve miles, from thence through the seignories of Monnair, and St. Hyacinth, to the village of St. Cesaire, fifteen miles; then, on to Abbotsford, six miles, and entering the Townships, arrive at Granby, ten miles from Abbotsford, and fifty miles from Montreal.

Leaving Granby, you pass on to Shefford, fourteen miles, thence through Bolton to Georgeville, twenty-eight miles, and arrive at Stanstead, thirteen miles from Georgeville, and one hundred and two from Montreal. Here, as before stated, you are in the most populous township; and within about thirty miles of Sherbrooke, the next in importance in point of settlement; and from which you can best arrange your future plans.

The traveller, preferring another mode of conveyance, will find a stage leaving Montreal twice or three times a week; passing over the country just described, by a tolerably good road, with highly

picturesque scenery on all sides, particularly after arriving within the Townships, at Granby. The fare by the stage, from Montreal to Stanstead, is five dollars or 21s. 8d. sterling.

CHAPTER VII.

Route to Canada *via* the United States — Port most advisable to embark for — arrival of the Settler, and how to proceed, to save expence — Departure for Canada, by three routes — Cabin passenger leaving New York for Canada, his route, &c.

HAVING endeavoured in the preceding pages, to make my reader acquainted with his situation, on his arrival in the St. Lawrence, as well as with the several routes through Canada, that may then engage his attention, I proceed to describe the several routes, and cost of conveyance to Canada, *via* the United States of America.

New York is the sea-port, for which the settler and traveller destined to Canada by way of the United States, will find it most to his advantage to embark; not only, as being the most direct route, but also in possessing water conveyances, the whole way to Canada, — a great consideration to the settler with a large family, and much luggage. Should, however, circumstances lead the traveller to embark for Boston, it will be advisable for him to go to New York, (not quite a day's journey) as a starting point; or if he takes passage to Philadelphia, (also but a day's journey from New York,) the same object may be kept in view.

The traveller who prefers proceeding by stage coach, and does not much regard the expense, can

indeed reach Canada (Montreal) from Boston; in a short time, by comfortable and cheap conveyances: but to the emigrant, certainly, and to the traveller generally, New York, as before observed, is the best starting point; having a choice of conveyances, and much to interest on the route. It is not my intention to discuss, here, the advantages and disadvantages of the passages, from Europe to Quebec, and New York; or to decide to which the choice should be given; but simply to state what the traveller will meet with on his arrival at either. Each route has its advantages to persons differently situated and circumstanced; and while this remains so, (and remain I think it ever will,) it is as unwise as useless to attempt to decide which will best suit the feelings and pockets of one and all. Upwards of one thousand sail of vessels, mostly in ballast, come yearly to Quebec and Montreal; and while this is the case, the passage money by them must be less than by other vessels, to any other quarter: while on the other hand, the passage to New York is generally shorter, and less dangerous; particularly very early, or late in the season.

On arrival at New York, and before you move your baggage from on shipboard, (I speak to the man of moderate means, wishing to get on at least expense,) enquire for the station of the Albany steam-boats, which you will find at one of the wharfs on the north river, at no great distance from your landing: here, on going on board of each, (there are always several starting every day,) you will soon ascertain what is the then passage money to Albany. I say, the then passage money, because, although the regular fare for deck passage is called one dollar, or 4s. 4d. sterling, there are times, when from opposition, less than half that sum is demanded. At the pre-

sent time the deck passage is 2s. 2d. sterling, or half a dollar : children under twelve years of age, half price ; and infants free : one hundred pounds weight of luggage is allowed free, for each full grown person ; anything over that weight pays at the rate of 6d. per 100 lbs.

The cabin passage varies from circumstances as above, from one to three dollars, or from 4s. 4d. to 13s. sterling.

Having ascertained this point, you have only to return to your ship, and remove your luggage to the steamer, and by this means, probably save not a little trouble, as well as money : as here, every move, or wrong move, will be attended with much expense. The distance from New York to Albany is one hundred and forty-five miles ; and this part of your journey will be accomplished in about twelve or fourteen hours.

From Albany, Canada may be entered in three directions ; each of which I will endeavour to describe as distinctly as possible. The first leads through Lake Champlain to Montreal, the Eastern Townships, and Quebec ; in lower Canada. The second, to the American shore of Lake Ontario, and from thence to the several towns and settlements in Upper Canada, on the borders of that lake, such as Kingston, Cobourg, Port-Hope, Toronto, Hamilton, and Niagara, as well as to the several towns in the Bay of Quinté, which is entered from the lake, near Kingston. The third leads to Buffalo, an American town on Lake Erie, and from thence to the English settlements on that lake, and Lake Huron.

Proceeding by the first route, that is, to Montreal &c., you will enquire for the canal boats for Whitehall ; which town is situated at the southern extremity of Lake Champlain, and distant from Albany

seventy miles ; the passage money will be about 5s. sterling, or little over one dollar, finding your own provisions ; and the distance is performed in one day. At Whitehall you take a steamer to St. John's, entering Canada a few hours before you arrive at that town, which is situated on the River Richelieu, running from the other (or northern) end of the lake, and distant from Whitehall one hundred and sixty miles ; stopping at Burlington, an American town, about half passage or eighty miles, and making the whole distance in about twenty hours, including stoppages. The fare for the deck passage, by the steamer, will be about one dollar or 4s. 4d. sterling, finding your own provision. At St. John's, you are but eighteen miles from Laprairie on the St. Lawrence, nearly opposite to the city of Montreal, and which you can reach by wagon for 2s. 6d. sterling, or by stage for one dollar and a half or 6s. 6d. sterling. From Laprairie, you cross to Montreal by a steam-boat, for 1s. sterling each. From Montreal to Quebec as before stated.

If your object is to reach the Eastern Townships, by the most direct conveyance ; you can leave the steam-boat at Burlington, on Lake Champlain, as before mentioned ; and go on by wagon or stage to Stanstead, which is about ninety miles distant ; and has been particularly described, when speaking of the Townships. On this route, you pass through the American towns of Cambridge, Craftsbury, and Derby. Or you can proceed to the Townships, from Montreal, as before described.

The cabin passenger from New York, proceeding from Albany to Montreal, can go either by stage or canal boat direct to Whitehall ; or by the rail-road to Saintoga, and thence to Whitehall ; — either of which will take about the same time and expense ;

viz. — twelve hours travelling, and fare three dollars and a half, or 15s. 2d. sterling. At Whitehall, he takes the steamer to St. John's, one hundred and sixty miles, — fare four dollars, or 17s. 4d. sterling, and well found. From St. John's to Laprairie, by stage, eighteen miles, — one dollar and a half, or 6s. 6d; and from Laprairie to Montreal, nine miles by steamer, 1s. sterling.

The second route from Albany, and the one which the settler will (if bound for Upper Canada) find it most to his advantage to take, is to Oswego. For this purpose, he can either take a canal boat at Albany, to go direct to Oswego: or he can take the rail-road to Schenectady, sixteen miles; and there take the canal boat for Oswego; by this latter mode, he saves thirty-two miles of canal, and 1s. each person, in fare; but several persons travelling together will find it less trouble, and less cost, to make the best bargain they can with the different proprietors of the canal lines, to take themselves and baggage by boat, direct from Albany to Oswego; the distance is two hundred miles, and the highest fare demanded is three dollars each, or 13s. sterling, finding your own provisions; but as before stated, if several persons are going on together, they can generally get this fare reduced to two, or two and a quarter dollars each, with fifty pounds weight of baggage each, free. This distance is performed in two days, as the travelling by the canal boats is day and night. Arrived at Oswego on Lake Ontario, the settler will find a steamer leaving every day for Toronto (York), to which the passage money is two dollars, or 8s. 8d. sterling, — performed in about twenty to twenty-four hours. To Niagara, it will cost him the same. To Cobourg, or Port Hope, one and a half dollars, or 6s. 6d. sterling, and to Kingston, half a dollar, or 2s. 2d. sterling.

The cabin passenger leaving Albany for Upper Canada by way of Oswego, will take the rail-road line of stages as before mentioned, to Schenectady, sixteen miles, and performed in about an hour;—fare 63 cents or 2s. 10d. sterling:—here, he takes a well furnished canal boat to Utica, eighty miles, in about twenty hours,—fare three dollars, twenty cents, or 14s. sterling; and continuing on, from Utica to Oswego, one hundred miles, accomplished in twenty-four hours,—fare, four dollars, or 17s. 4d. sterling. In these boats he is abundantly provided with the best of provisions, included in the above fares. At Oswego, as before mentioned, he will find a steamer daily to Kingston, across the lake, in about seven hours,—fare two dollars, or 8s. 8d. sterling. To Cobourg, and Port Hope, in about ten hours,—fare three dollars, or 13s. sterling; and to Toronto, in twenty hours,—fare, six dollars, or 26s. sterling, well furnished with provisions, &c.

We now return to Albany, to proceed on the third mentioned route viz. to Buffalo on Lake Erie. The settler on this route takes the canal boat at Albany as mentioned on the route to Oswego: the whole distance, here, is three hundred and sixty three miles, and the fare, five and a half dollars, or 23s. 10d. sterling each, finding your own provisions; but as previously mentioned, if several in family or a number travelling together, you will get on for four dollars each. You first proceed to Rochester, a distance of two hundred and seventy miles; from Rochester you continue on to Lockport, sixty-three miles, and from Lockport to Buffalo, thirty miles. From Buffalo you can take a steamer, daily, for the various ports on Lake Erie above, or to Chippewa the lowest point on the English side to which the steamers proceed, and but a few miles above the

falls of Niagara, and seventeen miles from the town of Niagara.

The traveller of larger means proceeds to Buffalo from Albany, as follows. Rail-road to Schenectady (as before) sixteen miles, — canal boat to Rochester, two hundred and thirty eight miles, and from thence to Lockport and Buffalo, as just described; the whole distance by Schenectady being three hundred and forty seven miles, and fare through, thirteen dollars, eighty-eight cents, or 60s. 2d. sterling, well found. On this route, as well as on the last described, the travelling can be varied, by taking the stage at any of the numerous towns, and villages passed through.

CHAPTER VIII.

Conclusion—Meteorological table—Imports and Exports—Arrivals and Tonnage—Population of Canada—Immigration the last ten years.—

ALTHOUGH this little work has already extended to a greater length than I had anticipated, my first and great object being to make it generally useful at a small cost, I must not, however, conclude, without making the settler, and traveller, more generally acquainted with the climate, — trade, — population, and immigration of the country, to and through which these pages are intended to render his progress more easy, and agreeable. For this purpose, and consistently with my first design, I will only refer to the facts contained in the following tables, leaving them to draw their own conclusions.

METEOROLOGICAL TABLE.

MONTREAL, 1834.

Noted at 7 A. M. and 3 P. M.

Date.	Mean of Thermom.	Mean of Barometer.	State of the Weather.
January			
4 and 10	15..5	30..85	all fair.
11 and 17	13..0	30..20	6 fair, 1 snow.
18 and 24	9..0	30..26	all fair.
25 and 31	11..0	30..25	6 fair, 1 snow.
February			
1 and 7	22..0	30..19	all fair.
8 and 14	21..0	30..19	6 fair, 1 rainy.
15 and 21	35..0	30..7	all fair.
22 and 28	31..0	30..5	4 fair, 3 snow.
March			
1 and 7	29..0	30..1	5 fair, 2 snow.
8 and 14	30..0	30..2	all fair.
15 and 21	33..0	30..16	4 fair, 1 rain, 2 snow.
22 and 28	37..0	30..13	all fair.
29 and 4	36..0	30..29	6 fair, 1 snow.
April			
5 and 11	50..0	30..66	all fair.
12 and 18	59..0	30..11	all fair.
19 and 25	43..0	29..98	4 fair, 3 rainy.
26 and 2	48..5	29..71	5 fair, 2 rainy.
May			
3 and 9	56..5	30..1	5 fair, 2 rainy.
10 and 16	46..0	29..98	6 fair, 1 rainy.
17 and 23	59..0	30..23	6 fair, 1 rainy.
24 and 30	64..0	29..93	Ditto
31 and 6	65..0	29..81	all fair.
June			
7 and 13	69..5	29..91	all fair.
14 and 20	61..0	29..91	4 fair, 3 rainy.
21 and 27	67..5	29..93	5 fair, 2 rainy.
28 and 4	67..0	30..2	6 fair, 1 rainy.
July			
5 and 11	79..0	29..96	all fair.
12 and 18	78..0	30..20	Ditto

Date.	Mean of Thermom.	Mean of Barometer.	State of the Weather.
July			
19 and 25	79..0	30..14	all fair.
26 and 1	71..0	30..1	Ditto
August			
2 and 8	70..0	30..3	all fair.
9 and 15	71..0	29..81	Ditto
16 and 22	69..0	29..96	6 fair, 1 rainy.
23 and 29	65..0	30..13	all fair.
30 and 5	71..0	30..12	6 fair, 1 rainy.
September			
6 and 12	62..0	29..99	6 fair, 1 rainy.
13 and 19	65..0	30..28	Ditto
20 and 26	60..0	30..8	5 fair, 2 rainy.
27 and 3	55..0	30..6	Ditto
October			
4 and 10	53..0	30..10	6 fair, 1 rainy.
11 and 17	48..0	30..25	6 fair, 1 obscure.
18 and 24	42..5	30..25	5 fair, 2 rainy.
25 and 31	33..0	30..28	all fair.
November			
1 and 7	38..0	30..30	6 fair, 1 rainy.
8 and 14	38..0	27..89	6 fair, 1 rainy.
22 and 28	32..0	29..38	6 fair, 1 snow.
29 and 5	30..0	30..4	6 fair, 1 snow.
December			
6 and 12	18..0	30..9	4 fair, 3 snow.
13 and 19	8..0	30..22	6 fair, 1 snow.
20 and 26	7..0	30..28	6 fair, 1 snow.
27 to Jan. 2	4..0	30..22	all fair.

The steamers were running between Quebec and Montreal on the 1st of May.

The first arrival from sea at Quebec was on the 8th of May.

The last ship for the season left Quebec on the 25th November.

The last steamer for the season arrived at Montreal, from Quebec, on the 4th of December.

The steam ferry-boat between Montreal and La Prairie went into winter-quarters December 6.

IMPORTATION, BY SEA — YEAR 1833.

Blacking - - - casks 912	Oil—
Bricks - - - 553,000	Olive - - pipes 233
Candles - - boxes 1314	Do. - - boxes 152
Coals - - - tons 21,108	Palm - - - casks 248
Coffee - - - bags 473	Pepper - - bags 1,455
Do. - - - barrels 36	Pimento - - do. 76
Earthenware packages 3,521	Pipes - - - boxes 2,108
Fruit—	Powder - packages 1,490
Figs - packages 1,292	Salt - - - tons 9,067
Almonds - do. 427	Soap - - - boxes 14,752
Raisins - boxes 8,646	Spirits—
Do. - barrels 3,000	Brandy - pipes 1,978
Glassware—	Gin - do. 1,263
Bottles - crates 573	Rum - puncheons, 9,000
Do. - mats 566	Starch - - boxes 1,191
Window-glass boxes 17,306	Tallow - - casks 881
Grindstones - 1,358	Tin - - - 6793
Hemp - - - tons 213	Sugar—
Indigo - - - chests 36	Muscovado - hhds. 2,946
Iron—	Do. - barrels 2,166
Flat and round tons 1,538	Do. - bags 4,630
Flat - bars 80,223	Refined - hhds. 1,640
Do. - bundles 4,868	Molasses - casks 723
Hoop - do. 29,581	Wines—
Pig - - - tons 1,129	Port - - - pipes 493
Sheet - bundles 3,437	Do. - - - cases 193
Canada - plates 15,564	Madeira - - pipes 300
Iron Ware—	Teneriffe - - 291
Nails - packages 12,663	Fayal - - - 38
Ovens and Pans 15,913	Spanish - - 2,465
Spades and Shovels 2,274	Sicilian - - 383
Oil—	Sherry - - - 329
Linseed - jugs 313	French - - - hhds. 321
Do. - casks 835	Unspecified - pipes 638

EXPORTS.—YEAR 1833.

Ashes—	Timber—
Pot - barrels 23,116	Oak - do. 23,588
Pearl - do. 12,906	Staves - do. 4,585,000
Timber—	Wheat bushels 659,000
Deals - pieces 2,150,000	Flour - barrels 92,393
Pine - do. 168,684	Beef - - - do. 5,227
Elm - do. 10,965	Pork - - - do. 12,382

STATEMENT OF ARRIVALS ALD TONNAGE.
YEARS 1831, 32, 33, 34.

Year.	Vessels.	Tonnage.
1831	1009	259,876
1832	961	248,038
1833	1007	271,147
1834	1122	315,863

POPULATION OF CANADA, 1833.

Lower Canada	626,429
Upper Canada	322,095

Statement of the Total Number of Immigrants arrived
at Quebec, up to the end of each month, to the
close of the Navigation in each year, from 1825 to
1834.

Up to the end of	1825.	1826.	1827.	1828.	1829.
June	4,924	4,844	10,384	6,240	624
July	7,218	7,806	15,163	9,413	8,893
August	8,663	10,056	15,267	10,928	12,257
September	8,906	10,360	16,818	11,492	13,061
October	9,009	10,711	16,862	11,691	13,346
November	9,097	10,731	16,826	11,697	13,357
Up to the end of	1830.	1831.	1832.	1833.	1834.
June	14,407	30,457	32,198	10,963	17,737
July	18,948	37,305	41,449	16,293	23,572
August	23,174	42,334	46,175	20,970	28,844
September	24,014	47,566	49,378	21,612	29,769
October	24,361	49,181	57,349	22,014	30,217
November	24,391	49,250	51,422	22,062	30,217

All these tables, with the exception of the first, are taken from the valuable statistical papers of the Montreal "Daily Advertiser;" the first is from another Montreal paper, the "Herald." The following is from the New York "Emigrant."

EMIGRATION.

Number of Steerage Passengers arrived at the Port of New York from the British Isles, from the commencement of the present year up to the last week, inclusive 27,380

Arrived since last week:—

By the Europe, from Liverpool	.	18
Josephine, ditto	.	29
Garonne, London	.	21
Ganza Bristol	.	6

27,454

From the Continent of Europe, from the commencement of the present year up to last week, inclusive 12,324

Arrived since last week:—

By the Normandie, from Havre	9
Isabella, from Bremen	59—12,392

Total from Europe since the 1st of January, 39,846

* * * These returns are drawn from official sources, being prepared with great care by a gentleman in the Custom-house, expressly for this paper.

"*Emigrant*," New York, Dec. 24, 1834.

APPENDIX.

AVERAGE Rate of Labour in Lower Canada, in 1831 and 1832, taken from the answers to the official circular forwarded by the Civil Secretary, to about 200 persons in various parts of the province.

1st. Agricultural labourers capable of managing a farm, average, throughout the year, 2s. 6d. per day, or from £30 to £50 per annum, without board or lodging.

2d. Common labourers, 2s. 2½d. per day, average, throughout the year, without food or lodging.

3d. Mechanics of peculiar qualifications, 8s. a day.

4th and 5th. 2d and 3d rate do., from 3s. 9d. to 5s. 6d., scarce.

6th and 7th. Carpenters, 4s. to 5s. average, scarce.

8th. Working Blacksmiths, 5s. 6d. average, scarce.

PUBLIC WORKS.

Rates of wages paid for labour, at public works in Lower Canada in 1831 and 1832.

For labour at Cape Diamond, under the Royal Engineer Department, 2s. to 2s. 6d. the year round.

At the Chambly Canal and other works, 2s. 6d., 2s. 9d., and 3s., without food.

IN THE TIMBER TRADE.

At the Coves about Quebec, and on board ships for about six months; labourers on shore, 3s. to 4s., without food; on board ship, 3s. 6d. to 4s. 6d., with food, and a large allowance of rum.

Broad-axe men, 4s. 6d. to 7s. 6d. per day.

Narrow-axe men, 4s. to 5s. do.

Boom-men, 4s. to 5s. do.

Sawyers, 5s. to 6s. do.

Rate of portage or labour at the wharfs and warehouses, by the job or piece, generally from 6d. to 7½d. or 8d. per hour, or from 2s. 6d. to 4s. a day, in summer.

UPPER CANADA.

From official returns in 1831 and 1832.

Agricultural labour, average, throughout the province, 2s. 11d., 3s. 2d. per day, or lowest rate, 2s., highest, 4s., without food. Wages per month and found, by the year, lowest nine dollars, highest fourteen dollars.

Blacksmiths and Millwrights, 5s. to 8s. per day.

Masons, 4s. to 7s. 6d.

Carpenters, 3s. 6d. to 7s. 6d.

Female servants, 15s. to 30s. per month, and found.

Montreal Herald, July 8, 1834.

London, Printed by Stewart and Co., Old Bailey.

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