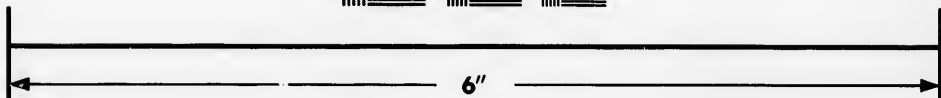
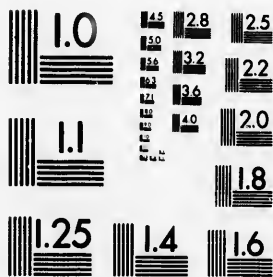


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

**CIHM
Microfiche
Series
(Monographs)**

**ICMH
Collection de
microfiches
(monographies)**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

© 1993

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/
Couverture de couleur

Coloured pages/
Pages de couleur

Covers damaged/
Couverture endommagée

Pages damaged/
Pages endommagées

Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée

Pages restored and/or laminated/
Pages restaurées et/ou pelliculées

Cover title missing/
Le titre de couverture manque

Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées

Coloured maps/
Cartes géographiques en couleur

Pages detached/
Pages détachées

Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)

Showthrough/
Transparence

Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur

Quality of print varies/
Qualité inégale de l'impression

Bound with other material/
Relié avec d'autres documents

Continuous pagination/
Pagination continue

Tight binding may cause shadows or distortion along interior margin/
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Includes index(es)/
Comprend un (des) index

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Title on header taken from: /
Le titre de l'en-tête provient:

Title page of issue/
Page de titre de la livraison

Caption of issue/
Titre de départ de la livraison

Masthead/
Générique (périodiques) de la livraison

Additional comments: /
Commentaires supplémentaires:

Pagination is as follows: p. 25-34.

This item is filmed at the reduction ratio checked below /
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
					/						

The copy filmed here has been reproduced thanks to the generosity of:

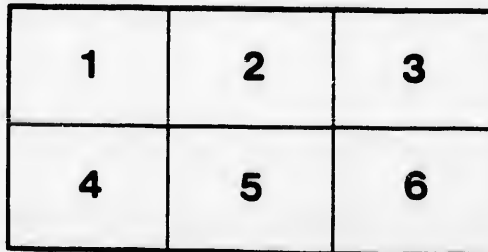
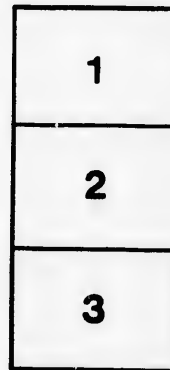
Library of the National
Archives of Canada

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol \rightarrow (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

La bibliothèque des Archives
nationales du Canada

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole \rightarrow signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

**A W
fr
E**

The
Liverp
across
has no
Halifax
through
nada.
and to
from K
London
ing city
London
and then
corner c
and from
sor, upo
Michiga
ham and
and con
Detroit t
this line
t through
States of
of this li
land, th
to the in
that may
can be c
the Britis
will pass
Colonies,
of Railro
to the non
Western
line from

RAILROAD COMMUNICATION.

A West Proposed Line of Steam Communication from London, in England, to China and the East Indies, &c. &c.

There is now a Railroad in operation from London to Liverpool, and from Liverpool, by steam communication across the Atlantic ocean, the Honourable Mr. Cunard has now in operation, a line of steamboats running to Halifax; and from Halifax there must be made a railroad through the British Provinces, the south-west part of Canada. This railroad is to run from Quebec to Montreal, and to Kingston, in the rear of the country in the rear; from Kingston on to Toronto, and direct to London, in the London District, which is only 100 miles from our charming city of Toronto; and through the country, and from London, in the London District, to the village of Chatham; and then, in a direct line from Chatham to the north-east corner of the Township of Mersey, in the Western District, and from this point in a direct line to the village of Windsor, upon the banks of the river Detroit, in the State of Michigan. This line of Railroad from Halifax and Chatham and Windsor, the south-west part of which, will unite and come with, the line of steam communication from Detroit to Chicago, the south end of Lake Michigan; then this line of steam communication from London, in England, through the British Colonies, to Chicago, in the United States of America; and then, great will be the advantage of this line of steam communication from London, in England, through the interior of those British Provinces, and to the inhabitants thereof in time of war, as all articles that may be necessary for a war, and merchandise, &c., can be conveyed so speedy, and in safety, to any part of the British Colonies; for, this line of steam communication will pass through the interior of the North American Colonies, belonging to Great Britain. This proposed line of Railroad from Halifax, I propose to run in direct line to the north-east corner of the Township of Mersey, in the Western District and the village of Chatham, is a direct line from London, in the London District, to the north-east

corner of the Township of Mersey; and from the north-east corner of the Township of Mersey, in the Western District, I propose that this line should run direct to the town of Windsor, upon the east banks of the river Detroit, right opposite to the steam communication at Detroit to Chicago. And from Chicago, I propose that a Railroad be run from Chicago to the Mississippi River, and from the Mississippi River, this Railroad I propose to run to the Rocky Mountains; and, then, over the Rock Mountains to the mouth of the Columbia River, on the Pacific Ocean; and then a line of steamboats to run between the mouth of the Columbia River to China, and any part of the East Indies: so, then, the line of steam communication will be complete from London, in England, upon a west line of steam communication to China and the East Indies, which is only ten or eleven thousand miles, from London, in England, to China and the East Indies. I propose that this line of Railroad communication, should run to the north-east corner of the Township of Mersey, in the Western District, that it may run in the interior of the country, and the centre between Lake Erie and Lake St. Clair; and from this point, I propose that a Railroad should run to Amherstburg, and Fort Malden, in the Township of —, in the Western District.

In the year 1837, I proposed a Railroad should run strait from this city of Toronto, to London, in the London District; from London to Port Sarnia, and from Port Sarnia, direct to Lake Michigan, right opposite to Milwaukee, which appears to be the most direct route; and I laid down, upon my map of Upper Canada, at that time; but the company now formed in the city of Toronto, to make the proposed Railroad from this city of Toronto to Port Sarnia, and Lake Huron, in the Western District, saw fit and proper to favour the Canada Company, as much as possible, in running this proposed Railroad from this city to Port Sarnia and the outlet of Lake Huron; and the said Railroad is to run direct from this city to Guelph, through the Canada Company tract of land, at Guelph, through the Huron tract also, and then on to Port Sarnia, in the Western District, at Lake Huron. This Railroad, from this

city
and
said
Dist
Dist
rich,
on L
said
the
city
city
pany
trict,
Rail
Rail
Lake
a line
waul
run
Missi
Moun
inters
from
And
city
to La
upon
In
muni
in the
direc
which
to the
also l
at the
tion.
Sagu
this o
the ri
nay P

from the north-
in the Western
run direct to the
the river Detroit,
ion at Detroit to
that a Railroad
ver, and from the
se to run to the
ock Mountains to
Pacific Ocean;
een the mouth of
part of the East
unication will be
n a west line of
ast Indies, which
rom London, in
I propose that
ould run to the
Mersey, in the
e interior of the
rie and Lake St.
that a Railroad
Malden, in the
et.

road should run
n, in the London
d from Port Sar-
te to Milwaulky,
ate; and I laid
at that time; but
Toronto, to make
Toronto to Port
District, saw fit
ny, as much as
d from this city to
and the said Rail-
elph, through the
lph, through the
nia, in the West-
ilroad, from this

city to Port Sarnia, will run a circle bowing to the north; and they proposed a Branch to run to Goderich, from this said Railroad, and it will run north of London, in the London District, about 18 or 20 miles from London, in the London District. I proposed that a Railroad should run to Goderich, and another one to St. Thomas, and on to Port Stanley, on Lake Erie; and, also, one to Port Sarnia, as I before said; and then my proposed Railroad, from London, in the London District, will unite at Port Sarnia with the city of Toronto Company's Railroad, running from this city of Toronto to Guelph, and through the Canada Company's tract of land, on to Port Sarnia, in the Western District, as I before said; and then the business of both Railroads I propose to unite, and proceed upon another Railroad, through the Michigan State, strait forward to Lake Michigan, as I before proposed; and then, I propose a line of steamboats, to run between this point and Milwaulky; and from Milwaulky, I propose a Railroad, to run strait to the Mississippi River, and then from the Mississippi River, to within 50 or 60 miles of the Rocky Mountains, and to run a little to the south, to unite and intersect with, my proposed line of west communication, from London, in England, to China and the East Indies. And I also propose, another Railroad should run from the city of Toronto to 60 miles north of Guelph, and then run to Lake Huron, about 12 or 15 miles north of Goderich, upon a direct line from this city.

In the year 1837, I proposed a short line of steam communication from Kingston, in Canada West, and Oswego, in the State of New York, through the city of Toronto, direct to the centre of the east shore of Lake Michigan, which will be only a little over 300 miles, from this city to the centre of the east shore of Lake Michigan; and I also laid down this route upon my map of Canada West, at the time, from the City of Toronto, also the west direction. I proposed a Railroad strait to the mouth of the Saguenay River, at Huron, which is only 105 miles from this city; and I proposed a line of steamboats, to run from the river Saguenay over Lake Huron, to the head of Saguenay Bay, which is 160 miles from the mouth of the River

Saguenay ; and then from the head of the Saguenay Bay, I proposed a Railroad, to run to the centre of the east shore of Lake Michigan, a west course, and this Railroad will only be sixty miles over a narrow tract of land, pointing to the centre of the east shore of Lake Michigan, and from this point a line of steamboats may run to Milwaukee, and another line of steamboats to Chicago, and there met my proposed and celebrated line of steam communication from London, in England, to China and the East Indies. The mouth of the River Saguenay is on the east shore of Lake Huron, and north of Goderich about 60 miles, and this Railroad from the city of Toronto to Lake Superior ; a canal must be made between Lake Huron and Lake Superior, sufficiently large for large steamboats to pass through it ; and then, I propose, a line of steamboats to run from the mouth of the river Saguenay and Owen Sound ; to the head of Lake Superior, upon the Canada side. I then propose a Railroad, from Lake Superior to Lake Winepeg ; I propose to run from Lake Winepeg to the mouth of the Columbia River, and then it will meet with my most celebrated line of steam communication from London, in England, to China and the East Indies. At Lake Winepeg, the land, I am informed, is very good, and the land will, I am informed, produce excellent crops of grain.

In 1815 or 16, the Earl of Selkirk, a Scotch Lord, went to Lake Winepeg in order to form a settlement in that country with his countrymen ; and I believe a great number of them remain there until this day, and there are a great number of them called half French and half Indians. I am informed there is a Scotchman, who is governor over them in that country ; I am informed that the half breed there, have become very numerous, a great race of people, and the North West Company are very great and rich, so their trade and commerce is great, and the settlement is now become considerable and great.

Leaving the mouth of the Saguenay, you will have to pass the Railroad from Toronto to the mouth of the Saguenay River, and will pass through one of the finest tracts of land as there is in North America, and it must be good tillage and well watered, and unsurveyed land of the

crow
runn
Sagu
15 m
may
be ab
that
of St
Lake
to La
River
count
charr
betwe
Lake
easy
the S
choic
as eas
equal
the ci
of the
the ci
to Ow
be nea
and p
Railro
the ci
Steam
Kingst
Barges
real, b
Montre
boats, t
Montre
come f
differ
they al
river S
passeng

Saguenay Bay, I
of the east shore
Railroad will only
d, pointing to the
nd from this point
ly, and another
met my proposed
on from London,
. The mouth of
Lake Huron, and
is Railroad from
a canal must be
rior, sufficiently
gh it; and then,
om the mouth of
the head of Lake
propose a Rail-
eg; I propose to
of the Columbia
celebrated line of
ngland, to China
the land, I am in-
I am informed,

otch Lord, went
tlement in that
e a great num-
and there are a
nd half Indians.
s governor over
the half-breed
t race of people,
great and rich,
the settlement

ou will have to
h of the Sague-
the finest tracts
it must be good
d land of the

crowd, and it is about 50 miles square. This Railroad, running from the city of Toronto, to the mouth of the Saguenay River and Lake Huron, will pass within about 15 miles south of Owen's Sound, and a short Railroad may be made to Owen's Sound, and Owen's Sound will be about 95 miles from the city of Toronto. I propose that a short canal, to be made upon the north side of Sault of St. Mary's, or falls of St. Mary's, the outlet of the Lake; so, if this line of communication is made complete to Lake Winepeg, and then to the mouth of the Columbia River, very great will be the trade—and the trade of that country about Lake Winepeg, will come down to our charming city of Toronto. The steamboats that will run between the mouth of the Saguenay River, and the head of Lake Superior, upon the Canadian side, can as well, and easy run to Owen's Sound, as they can to the mouth of the Saguenay River; these steamers can have their choice, which of these two ports they sail to, for, they can as easily run to one as the other, as the distance will be equal from the two ports, and the cars can as well run from the city of Toronto from Owen's Sound, as from the mouth of the Saguenay River; by this most useful Railroad, from the city of Toronto to the mouth of the Saguenay River, to Owen's Sound and Lake Michigan, as the distance will be nearly equal from the city aforesaid, and then luggage and passengers will arrive in the city of Toronto by this Railroad, and other Railroads, &c., &c., &c. And from the city of Toronto to Kingston, there is now a line of Steamboats plying between the aforesaid ports; and from Kingston to Montreal, there is now a great number of Barges and other Boats, that come to Kingston from Montreal, by the Rideu Canal; and these barges return to Montreal by the river St. Lawrence, and also many other boats, and will transport anything cheap from Kingston to Montreal. And now, steamboats that are propellers, that come from Montreal by the Rideu Canal, to Kingston and different parts upon Lake Ontario and Lake Erie, and they also will, and do return to Montreal, all down the river St. Lawrence, and the they will convey freight and passengers very cheap from the city of Toronto to Mon-

treal by the aforesaid river St. Lawrence; and there is a first rate steamboat running three times a week from the city of Toronto to Rochester, in the State of New York, and from Rochester to Albany there is a canal, and also a Railroad alongside of the canal to Albany, and from Albany to New York down the Hudson River there is a line of steamboats in operation; so the steam communication is made complete, from the city of Toronto to Montreal and New York, and any person may go to Montreal or New York in about 50 hours time; and, there is another line of steamboats, plying between the city of Toronto and Lewiston, owned by the celebrated, generous, noble and gallant Captain Richardson, of the city of Toronto, late Captain in her Majesty's Royal Navy; and there is now a line of steamboats running between the city of Toronto and the town of Hamilton. And, also, I proposed a Railroad to run direct from the city of Toronto to Barrie, which is about 60 miles north of this city; and from the town of Barrie. I proposed a Railroad to run in a north-west course to the Notawasgau Bay, which is about 10 miles direct from Barrie; and I also proposed a Railroad from the Notawasgau Bay direct to Penetanguishene, from the city of Toronto, 95 miles by this Railroad. I proposed a Railroad to run from Barrie to Guelph, which is 60 miles from Barrie, and another to run direct from Barrie to Owen's Sound, nearly the same distance. And I also propose another Railroad, to run direct from the city of Toronto to Balsom Lake, which is only about 70 miles from the city of Toronto, a north east course from the city of Toronto. Balsom lake is one of the numerous lakes on the River Trent, and 20 miles east of Lake Simcoe, and 35 or 40 miles north of Lake Ontario.

In case of war between Great Britain and the United States, a Railroad may branch off from the main line of Railroad, and steam communication from London, in England, to China and the East Indies, upon the north side of the Township of Cavan, to run direct to the south side of Balsom lake; I propose this to run in the rear of Lake Huron, and also in the rear of Lake Superior, twenty miles in the interior of the county of the lake, aforesaid; to unite with

the
north
All t
and t
so far
exam
railro
Lake
a lin
cation
if the
in re
in ope
passe
very
throu
critic
railro
these
numb
Missis
mense
So th
count
may
place,
Stock
if the
lines
all fan
I ha
of rail
to emb
munic
be the
my pr
to the
cation
prop
pany's

ce; and there is a
s a week from the
ate of New York,
a canal, and also a
Albany, and from
River there is a
steam communica-
Toronto to Mont-
ay go to Montreal
and, there is ano-
the city of Toronto
d, generous, noble
e city of Toronto,
avy; and there is
etween the city of
d, also, I proposed
Toronto to Barrie,
ity; and from the
run in a north-west
is about 10 miles
d a Railroad from
guishene, from the
ad. I proposed a
which is 60 miles
ct from Barrie to
nce. And I also
t from the city of
out 70 miles from
e from the city of
numerous lakes on
Lake Simcoe, and

in and the United
n the main line of
n London, in Eng-
n the north side of
o the south side of
ear of Lake Huron,
twenty miles in the
aid; to unite with

the Railroad from Lake Superior to Winepeg, at the north-west main trading post of the North West Company. All these railroads and steam communications will pay, and be profitable stock to the proprietors, as they will be so far asunder from each other; we may ensure, from our example, the very great business and the trade that canals, railroads, alongside the canal only 10 miles in the rear of Lake Ontario, which is about 200 miles in length, there is a line of steamboats running; so all lines of communication is nearly together, and they pay the proprietors well, if they did not pay the owners would not keep them up and in repair. And from Albany to New York there is now in operation a line of steamboats, so that all parcels and passengers can be conveyed to Montreal and New York very cheap and quick. On the lines of communication, through the State of New York, as you say, is a sufficient criterion for any one to judge, you will see these proposed railroads of mine, as aforesaid, will pay the proprietors of these railroads, and also may cover and clear a great number of those steamers which are now a running on the Mississippi, in the United States of America, and the immense trade that is done by the South West Fur Comany. So the way to make and increase the business of any country, is first, to open communication that the people may have an easy and cheap way of access to every place, and then every communication is sure to pay the Stockholders upon any line of communication whatever, if they are quite near together; but the railroads and lines of communication which I have here proposed are all far enough apart, and assured to pay the stock.

I have sufficiently stated at present. the great necessity of railroads and steam communications, to induce any one to embark in the speculation of railroads and steam communications ever proposed to be made. How great will be the advantage and profit to the city of Toronto, with my proposed railroad and steam communication, and also to the stockholders of these railroads and steam communications that I have here proposed; if it should be thought proper to save expence, I proposed to follow up the Company's Railroad to the north side of the Township of Wil-

not, which is 70 miles railroad from the city of Toronto to Windsor, in the Western District; the Company's Railroad from the city of Toronto to Port Sarnia, at Lake Huron, may be made use of 60 or 70 miles, and then run a Branch Railroad strait from the north-east side of the Township of Willmot, to the north-east side of the Township of Mersey, in the Western District, and the Railroad will pass through London, in the London District, and through Chatham, in the Western District, as aforesaid.

The British Government have, for many years past, been expending very great sums of money in fitting out vessels, to endeavour to discover a north-west passage to China and the East Indies, around the continent of America. but they have failed in the endeavour, and the money that has been all lost in this enterprise; and if they did succeed in making this discovery, the frost in that frozen region would make the passage impracticable and of no use, as it is so far to the north; but, my most celebrated line of steam communication to China and the East Indies is direct and sure, and can be made use of without any difficulty, and at any time of the year.

I proposed, about 10 years since, a short and direct west line, of communication to China and the East Indies; from Montreal to New York, by way of the city of Toronto, to the Mississippi River, and over the Rocky Mountains, into the Columbia River, by a railroad; and then a line of steamboats, to run from the mouth of the Columbia River across the Pacific Ocean, to China and the East Indies, and published the same in the *Christian Guardian* newspaper, at that time. And when this very useful line of steam communication to China and the East Indies is complete, great will be the benefits to the British Colonies and all North America, and to the nations and a great part of Europe, &c., &c., &c.

SIR JOHN SMYTH,

*Baronet & Royal Engineer, Canadian Poet,
L. L. D., & Moral Philosopher,
&c., &c., &c.*

City of Toronto, September 26th, 1845.

A P
Fr
line o
from
shoul
part, o
part o
frontie
cation
rope a
whose
And I
the fro
steam
west li
land, t
steam
from L
months
munica
a line o
St. Pet
from S
East In

*A Proposed Line of Steam Communication Round
the World.*

From London, in England, there is now in operation a line of steamboats running from London to Germany; and from the frontier of Germany, I propose that a Railroad should run from the frontier of Germany to the north-east part of the Mediterranean Sea; and from the north-east part of the Mediterranean Sea, to the East Indies and the frontier of China. To have this line of steam communication made, I am aware that the several nations in Europe and Asia, must unite in this enterprise, through whose kingdoms this communication will have to pass. And I also propose another steam communication, through the frontier of China and the East Indies; and then this steam communication will meet with my most celebrated west line of steam communication from London, in England, to China and East Indies. So when this line of steam communication is made, any one may, east or west, from London, in England, go round the world in about 2 months travelling. And I propose a line of steam communication through Russia, to China and the East Indies; a line of steamboat must run from London, in England, to St. Petersburg. I propose a line of railroad may be made from St. Petersburg, to the frontier of China and the East Indies.

city of Toronto to
Company's Rail-
Sarnia, at Lake
iles, and then run
h-east side of the
side of the Town.
and the Railroad
don District, and
ct, as aforesaid.

ny years past, been
fitting out vessels,
passage to China
t of America. but
d the money that
d if they did suc-
st in that frozen
icable and of no
y most celebrated
d the East Indies
e of without any

rt and direct west
East Indies; from
city of Toronto,
Rocky Mountains,
and then a line
of the Columbia
and the East In-
ristian Guardian
very useful line
the East Indies is
British Colonies
and a great part

linn Poet,
Philosopher,
c., &c.

ON DEATH.

*By Lady Jane Smyth, late wife of Sir John Smyth, Baronet,
Royal Engineer, &c., &c., &c.*

Oh, Death! how awful is thy appearance: even in the animal race, see the little wings flutter, the legs endeavour to perform their functions, but in vain; the little cords are released, hear the faint cry: all is over, how still now, and already stiff! Where is the spirit that animated this little boy? is it extinct—has it perished too? Oh! how mysterious thy works, my God! How infinitely great and good, is all thy ways! Oh, give me grace and wisdom, to understand! with holy fear, to adore thy Wonderful Majesty. Oh, give me a heart to love Thee, with all my soul!

SPRING.—A POEM.

*By Lady Jane Smyth, late wife of Sir John Smyth, Baronet,
Royal Engineer &c., &c., &c.*

The renovating breath of Spring
Invades the regions of the North,
He puts to flight the gloomy king
And calls the ice bound prisoner forth.

The feathered tenants of the wood
Their inviting voices join,
And whispering zephyrs thro' the grove--
With murmuring streamlets sound the time.

The little brown Canadian boy,
Already turns the smoking ground;
And looking round, elate with joy,
He sees the field with verdure crown'd.

This was the time my hero slept,
With anxious thoughts, across the lawn;
Sighing, he marked the urn where slept
A more than sisters' mouldering form.

John Smyth, Baronet,
c. &c.

arance: even in the
ter, the legs endea-
t in vain; the little
y: all is over, how
is the spirit that ani-
has it perished too?
od! How infinitely
, give me grace and
, to adore thy Won-
t to love Thee, with

M.

John Smyth, Barone'
c. &c.

g
h,
ing
r forth.

ood

he grove--
und the time.

nd;
oy,
erown'd.

t.
he lawn;
ere slept
form.

