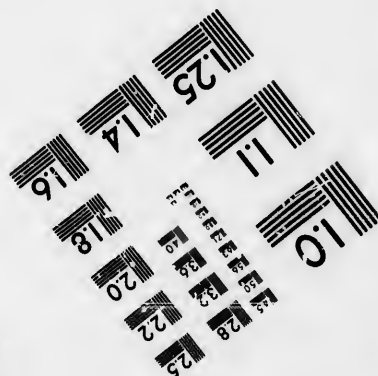
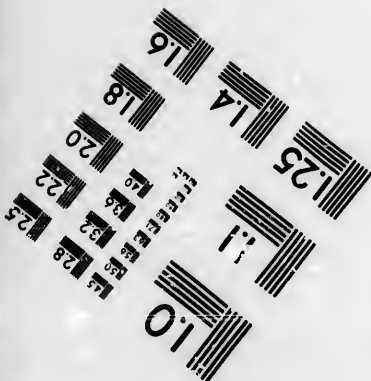
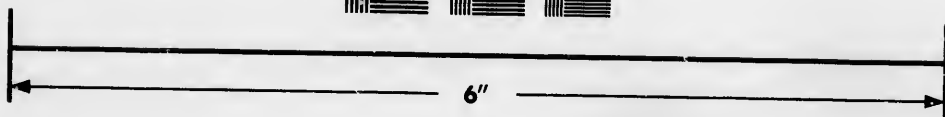
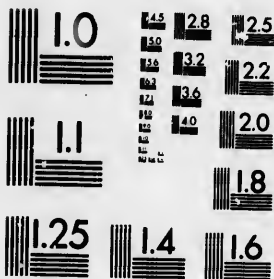


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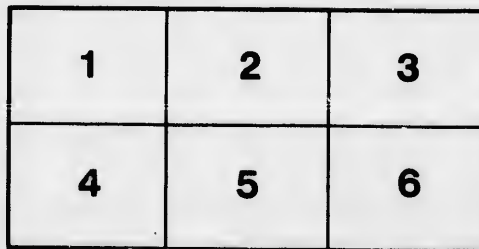
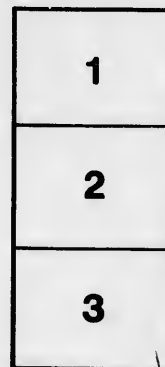
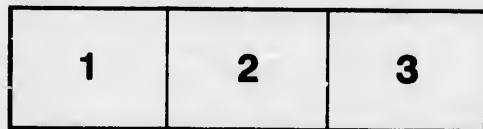
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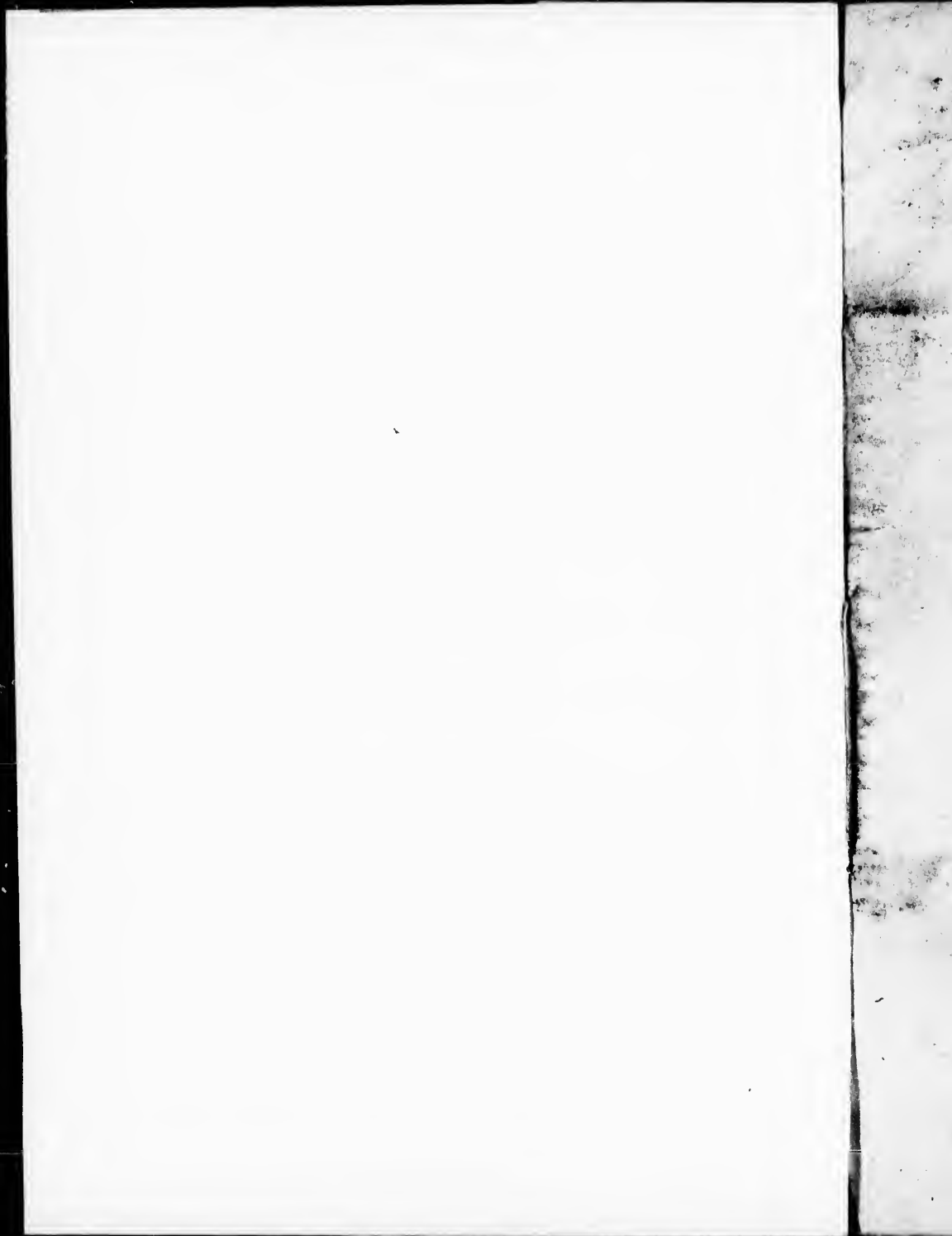
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Henry J. Morgan
GUIDE BOOK

TO THE

NORTH SHORE

OF

LAKE ONTARIO.

TORONTO:

PRINTED FOR THE AUTHOR,

BY H. ROWSELL, KING STREET.

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TABLE WITHOUT

GUIDE BOOK.

HAMILTON.

This city is beautifully situated at the south-westerly extremity of Burlington Bay, and at present contains a population of between 14 and 15,000 inhabitants. As a proof of its rapid growth, it is only necessary to state that in 1845 it contained about 6,475 inhabitants, and in 1850 it had risen to 10,248. The city was first laid out in 1813. There is as beautiful scenery in the vicinity of Hamilton as is to be found in any part of Canada, and a visit to the top of the mountain will well repay the stranger. He will see the city stretching away far beneath him, with handsome residences, surrounded by trees, dotting the scene; and in the distance the harbour, with numerous craft continually entering and leaving, and, still further on, Burlington Beach, and then again the broad blue Ontario, heaving its long rolling swells on the shore. Hamilton is a place of considerable commercial importance, and contains numerous extensive wholesale establishments and several excellent hotels, among which are Week's, Norton's, and Davison's. The city is governed by a Mayor and Corporation. Hamilton contains several good newspaper establishments, among which are the *Spectator*, *Gazette*, *Journal and Express*, *Canadian*, *Christian Advocate*, &c. The *Spectator* is published daily. The Great Western Railway Company have their head quarters here, and their works can be seen in progress at the head of the bay. The city is lighted by gas.

Steamers leave Hamilton as follows:—

MONDAY.

- City of Hamilton*, Capt. John Gordon, for Wellington Square, Oakville, Port Credit and Toronto—at 7, A.M.
Magnet, Capt. Jas. Sutherland, for Oakville, Toronto, Darlington, Port Hope, Cobourg and Kingston—at half-past 7, A.M.
Maple Leaf, (Through Line), Capt. Neil Wilkinson, for Port Dalhousie, Niagara, Queenston, Lewiston, Cape Vincent, Brockville, Prescott, Ogdensburg and Montreal—at 7, A.M.
Rochester, Capt. Masson, for Port Dalhousie, Niagara, Queenston, Lewiston and Youngstown—at 7, A.M.
Princess Royal, Capt. James Dick, for Toronto—at 3, P.M.

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TUESDAY.

City of Hamilton, as above.
Rochester, do
Arabian, (Through Line), Capt. Colcleugh.
Passport, Capt. H. Twohy, for Toronto—at 3, P.M.

WEDNESDAY.

City of Hamilton, as above.
Rochester, do.
New Era, (Through Line), Capt. Maxwell.

THURSDAY.

City of Hamilton, as above.
Rochester, do.
Magnet, do.
Champion, (Through Line), Capt. Marshall.
Princess Royal, for Toronto—at 3, P.M.

FRIDAY.

City of Hamilton, as above.
Rochester, do.
Highlander, (Through Line), Capt. Stearns.
Passport, (as above).

SATURDAY.

City of Hamilton, as above.
Rochester, do.
May Flower, (Through Line), Capt. Patterson.

There are also numerous freight steamers that leave for ports below.

After getting on board the steamer and taking another look at the beautiful scenery of the bay, the conspicuous residence of Sir Allan McNab, and the wood-crowned heights in the distance, we steam on our way to the Canal, which we reach in about fifteen minutes. This Canal was finished in 1825 by Government.

After leaving the Canal, the first place we stop at is Wellington Square, when, after exchanging mails, our worthy Captain gives the signal, and off we start. The only regular steamer touching here is the *City of Hamilton*, Capt. Gordon. Wellington Square is distant from Hamilton about 7 miles. A few miles below we pass a small village called Port Nelson, and then again, about five miles west of Oakville, another called Bronte. Steamers call sometimes at the latter place to wood.

The next place we stop at is Oakville, the most important place between Hamilton and Toronto. It contains two very nice little Churches (one Episcopal and the other Roman Catholic), Telegraph Office, some Stores, and a good Hotel. Oakville is distant from Hamilton 26 miles.

The next place we arrive at is Port Credit. Here quite a number of passengers from the surrounding country take boat for Toronto, instead of taking their teams and going by land, the fare from this place to Toronto being only a quarter of a dollar. There was an Indian settlement near here some years ago, but the Indians have now nearly all left for the north-west. The *City of Hamilton* is the only passenger boat that touches at this port. Port Credit is distant from Toronto 14 miles.

After leaving Port Credit we find ourselves, in about forty minutes, rapidly approaching the "QUEEN CITY OF THE WEST,"

TORONTO.

The first pile of buildings that attract our attention is the New Barracks, (in which are stationed at present the 23rd Regiment, or Royal Welch Fusileers); between this and the Old Fort, which is situated a little below, is pointed as the place where the Americans landed during the last war and took the old fort that was there then, the British having first fired their magazine, which blew up, killing a great number on both sides. The American General Pike was killed by a falling stone, which had been blown up by the explosion. After having remained here a day or two, the Americans took shipping and departed. At a considerable distance in the rear, presenting a bold front to the lake, is the Provincial Lunatic Asylum. This building is chiefly composed of *white brick*, a material which is considerably used in and about Toronto; it is not yet completed according to the original design, but, when it is, it will be a building worthy of the province. It contains at present about 250 inmates, and is governed by a Board of Commissioners, acting under the government. Admission may be obtained by procuring an order from a Commissioner, or from the Medical Superintendent, Dr. Scott. Hours of admission from 12 to 3, P.M., except Saturdays and Sundays. The cost of the Asylum was about £57,000. Water is furnished from the lake by means of water works, situated on the shore. A little to the east of the Asylum, with the spires peering above the trees, is Trinity College. This institution is in connection with the Episcopal Church, and is indebted for its establishment to the indomitable perseverance of the Lord Bishop of the Diocese, the Hon. and Right Rev. John Strachan.

Proceeding along, we pass the Old Fort, with Old England's Flag, flying in the breeze from the flag-staff, and then the Queen's Wharf, on which is erected a Light-house. Five minutes more brings us up to the wharf, where we leave the reader to examine the Great Commercial Emporium of the West, with the hint, to be sure and not to leave without visiting the College Avenue, the University, Cær Howel, the Normal School, St. Lawrence Hall, &c.

Steamers leave Toronto as follows :—

MONDAY.

- Chief Justice Robinson*, Capt. Miller, for Niagara, Queenston and Lewiston—at half-past 7. A.M.
Magnet, for Darlington, Port Hope, Cobourg and Kingston—at a quarter to 1, P.M.
City of Toronto, Capt. Thos. Dick, for Niagara, Queenston and Lewiston—at 1, P.M.
New Era, for Hamilton—Afternoon.
City of Hamilton, for Port Credit, Oakville, Wellington Square and Hamilton—at 2, P.M.
Mazeppa, Capt. Donaldson, for Port Dalhousie and St. Catharines—at 2, P.M.
America, Capt. McBride, for Rochester—at 8, P.M.

TUESDAY.

- Chief Justice Robinson*, as above.
Northerner, for Lewiston, Cape Vincent, Brockville, Ogdensburg, connecting with boats for Montreal—at half-past 7, A.M.
Passport, for Hamilton—at 8, A.M.
Admiral, Capt. Kerr, for Whitby, Oshawa, Darlington, Port Hope, Cobourg and Rochester—at half-past 10, A.M.
Princess Royal, Darlington Port Hope, Cobourg and Kingston—at a quarter to 1, P.M.
City of Toronto, as above.
City of Hamilton, do.
Mazeppa, do.

WEDNESDAY.

- Chief Justice Robinson*, as above.
Bay State, for Lewiston, Cape Vincent, Brockville, Ogdensburg, connecting with boats for Montreal—at half-past 7, A.M.
Magnet, for Hamilton—at 8, A.M.
Passport, for Darlington, Port Hope, Cobourg and Kingston—at a quarter to 1, P.M.
City of Toronto, as above.
Champion, (Through Line), for Hamilton—Afternoon.
City of Hamilton, as above.
Mazeppa, do.
America, do.

THURSDAY.

- Chief Justice Robinson*, as above.
Northerner, do.
Princess Royal, for Hamilton—at 8, A.M.
Admiral, as above.
Magnet, for Darlington, Port Hope, Cobourg and Kingston.
City of Toronto, as above.

THURSDAY—(Continued.)

Highlander, (Through Line), Hamilton—Afternoon.
City of Hamilton, as above.
Mazeppa, do.

FRIDAY.

Chief Justice Robinson, as above.
Bay State, do.
Princess Royal, for Darlington, Port Hope, Cobourg and Kingston.
City of Toronto, as above.
City of Hamilton, do.
Mazeppa, do.
May Flower, for Hamilton—Afternoon.
America, as above.

SATURDAY.

Chief Justice Robinson, as above.
Northerner, do.
Magnet, for Hamilton—8, A.M.
Admiral, as above.
Passport, for Darlington, Port Hope, Cobourg and Kingston.
City of Toronto, as above.
City of Hamilton, do.
Maple Leaf, for Hamilton—Afternoon.
Mazeppa, as above.

Toronto is distant from Niagara about 33 miles—Hamilton, 45—Kingston, 180. Population, 30,763, not including the military.

Once more embarked on board one of the Royal Mail Steamers, we rapidly steam out of the harbour and round Gibraltar Point, on which is placed a Light-house. Our vessel heads for Port Darlington, where we arrive in a few hours. There is very little to be seen here, as the village, which is called Bowmanville, is situated about one mile and a half from the port, on the main road from Toronto to Kingston. Darlington is about 43 miles from Toronto. About five miles below we pass Newcastle, commonly called Bond Head. The steamer *Admiral* touches at this port on her upward and downward trips.

PORT HOPE.

This is the next place we stop at, and is a place of considerable commercial importance, possessing excellent water privileges. This place was in former times called "Smith's Creek." Population—2,464. Distant from Toronto 63 miles. Is governed by a Mayor and Corporation. There is a considerable quantity of shipping owned at this port; and it has two newspaper publications—*Watchman* and *Echo*; several Hotels, among which are the North American, Queen's Arms, &c.

Midway between Port Hope and Cobourg is Gull Light, built on a shoal which extends out a considerable distance.

COBOURG.

This is our next stopping place, and is the principal town between Toronto and Kingston, is beautifully situated, and contains a number of very fine buildings, conspicuous among which is Victoria College, which has a fine appearance from the harbour. This institution is in connection with and governed by the Wesleyan Methodist body, and is very well attended. The Jail and Court House is also an excellent cut-stone building. There are seven Churches. The Rev. Dr. Bethune, Archdeacon of York, resides here. One of the largest Cloth Manufactories in the Province is here, and is capable of manufacturing 800 yards daily, and keeps from 100 to 150 hands employed. McKechnie's cloth is celebrated all over the Province. There are one or two papers published here, some good hotels, among which are the Globe, North American and Albion. Porters belonging to the above hotels are always in attendance at the boats.

Cobourg is distant from Toronto 70 miles, and from Kingston 110: Cobourg is the last stopping place before we reach Kingston.

Sixty miles from Cobourg, and Fifty miles from Kingston, we pass Long Point, on which is a Light-house. There is a revolving light here, the only one on the lake.

Thirty miles from Kingston we pass an island called the False Ducks, on which is a Light-house. Nine miles from Kingston we pass Nine Mile Point, and half an hour more brings us into port.

KINGSTON.

Kingston is built on the site of old Fort Frontenac, which was erected by the French. The first English settlement established here was in the year 1783. In the year 1817 the population was only 2,250. The present population, including Barriefield and troops in garrison, is between 14 and 15,000. Kingston was incorporated in 1838, and in 1841, during the government of Lord Sydenham, it became the capital of the Province. The seat of government was shortly afterwards removed to Montreal, in consequence of which a great injury was inflicted upon Kingston, which took her years to recover.

Although Kingston is immediately surrounded by an indifferent quality of land, there is always a very good market, and will vie with any other part of the Province for good butter, and her meat is, without exception, the best in the Province: potatoes also, of a superior quality, are grown about Kingston. The market here is generally cheaper than in Toronto. The land immediately about Kingston is very rocky, but up the Bay of Quinté there is some of the best land in the Province. Kingston is the chief military station in Upper Canada, being strongly fortified by batteries at different points, and Fort Henry commanding the town and bay. Next to Quebec and Halifax, it has the strongest fortifications in British North America.

In November, 1812, Com. Chauncy, of the United States Navy, with a small squadron chased the *Royal George* from the Ducks through the Upper Gap into Kingston harbor, where he exchanged a few shots with the batteries, and then sailed for Sackett's Harbor, having captured several schooners in the chase. At the commencement of the war of 1812 Kingston had but a small garrison and no fortifications, but, during the war, received considerable addition to its strength. The 71st Highlanders are at present stationed here.

About one mile and a half to the west, fronting the bay, is the Provincial Penitentiary. It is composed of several immense limestone buildings, and is surrounded by a high stone wall, on which are placed sentries with loaded arms, to prevent the escape of the prisoners. There are extensive Shoemaking and Tailoring establishments on the premises, as well as an extensive Foundry.

There are two Colleges—Queen's College (Presbyterian) and Regiopolis (Roman Catholic); three Episcopal Churches, one Kirk of Scotland, two Free Churches (one Scotch and one Irish), two Methodist, one Congregationalist, one Baptist and two Roman Catholic Churches. There are four newspapers—viz., *Chronicle & News*, *British Whig*, *Herald* and *Argus*, the two first daily, and two last weekly. The principal Hotels are the British American, Kent, City Hotel, Cornelius Stinson's, and National Hotel.

Kingston is distant from Hamilton, 225 miles; Toronto, 180; Darlington, 137; Port Hope, 117; Cobourg, 110.

Downwards.—Kingston is distant from Gananoque, 20 miles; Yonge, 43; Brockville, 52; Maitland, 57; Prescott, 64; Edwardsburg, 73; Matilda, 79; Morrisburg, 87; East Williamsburg, 95; Osnabruck, 102; Dickinson's Landing, 104; Moulinette, 110; Cornwall, 116; Lancaster, 132; Coteau Landing, 152; Coteau du Lac, 155; Cedars, 161; Lachine, 189; Montreal, 198.

The Mail Line from Kingston to Montreal is composed of the steamers *Ottawa* (Capt. Putnam), *Lord Elgin* (Capt. Farlinger), *St. Lawrence* (Capt. Howard). This line leaves daily for Montreal at half-past 5, A.M., touching at Gananoque, Brockville, Maitland, Prescott, Edwardsburg, Matilda, Morrisburg, East Williamsburg, Osnabruck, Dickinson's Landing, Moulinette, Cornwall, Lancaster, Coteau Landing and Coteau du Lac, and arrives in Montreal about seven or eight o'clock the same evening.

The Royal Mail Steamers leave Kingston for Toronto and Hamilton daily (Sundays excepted), at 3, P.M., or on the arrival of the Montreal Mail Boat, calling at Cobourg, Port Hope and Darlington. This line leaves as follows:—*Passport*, Capt. Henry Twohy, Monday and Thursday; *Magnet*, Capt. Jas. Sutherland, Tuesday and Friday; *Princess Royal*, Capt. Jas. Dick, Wednesday and Saturday.

The Lake Boats go alongside the Montreal Boats, and passengers and luggage are passed from one to the other, without any trouble.

The Through Line of Steamers leave Kingston for Cobourg, Port Hope, Darlington, Toronto and Hamilton, every evening, (Monday excepted), at 9, P.M. This line leaves as follows:—*Champion*, Capt. Marshall, Tuesday; *Highlander*, Capt. Stearns, Wednesday; *May Flower*, Capt. Patterson, Thursday; *Maple Leaf*, Capt. Wilkinson, Friday; *Arabian*, Capt. Colcleugh, Saturday; *New Eric*, Capt. Maxwell, Sunday.

The American Mail Line of Steamers also leave here, on their way to Sackett's Harbour, Oswego, Rochester and Lewiston, daily at 8, A.M.; and downwards, to Ogdensburg and Montreal, at 2, P.M.

The following Steamers also leave for Belleville and other ports on the Bay of Quinté—viz., Monday—*Henry Gildersleeve*, Capt. Chrysler, *Novelty*, Capt. Bonter. Tuesday—*Prince of Wales*, Capt. Finkle. Wednesday—*Henry Gildersleeve* and *Novelty*. Thursday—*Prince of Wales*. Friday—*Henry Gildersleeve*. Saturday—*Prince of Wales* and *Novelty*. All the above leave at 3, P.M. The *George Frederick* also leaves on the mornings of Wednesday and Saturday, at 8, A.M.

The *Lady of the Lake* also runs daily to Cape Vincent, at 8, A.M. and 2, P.M., in connection with the Watertown and Rome Railroad

Steamers also leave for Bytown, on the Rideau Canal, as follows:—Monday and Thursday, the *Beaver*, Capt. Farmer; Tuesday and Friday, *Prince Albert*, Capt. McNeil.

A Mail Stage also leaves for Napanee, Belleville, Cobourg and Toronto, every afternoon, at 4 o'clock, on the arrival of the mail steamer from Montreal.

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