sources, are four trading houses, Malboro, Carlton, Albany, and Grants, that are within a few miles of each other; and at a considerable distance lower down are Brandon and Pine Houses. Upon the Red river are also several trading posts of importance, the theatres of many of the tragic events previously alluded to, as having given a painful interest to the history of the Indian territories.

The Lake of the Woods is nearly equidistant from the west end of Lake Superior and the south extremity of Lake Winnepeg. From the eastward, it receives the waters of river La Pluie, whose source is in the height of land between Lakes Superior and Winnepeg, and whose stream descends through several minor lakes: to the north-westward, its outlet is Winnepeg river, which falls into the lake of that name, to the west of the Red river.

The extensive tract of country sold by the Hudson's Bay Company to the Earl of Selkirk comprehends the whole course of the Red river, and is bounded as follows*: Commencing on the western shore of Lake Winnepeg, at a point in 52° 30′ north latitude, the line runs due west to the Lake Winnipegoos, or Little Winnepeg; then in a southerly direction through the lake, so as to strike its western shore in latitude 52°; then due west to the place where the parallel of 52° strikes the Assiniboine river; thence due south to the highlands dividing the waters of the Missouri and Mississippi, from those flowing into Lake Winnepeg; thence easterly, by those highlands to the source of river La Pluie, down that river, through the Lake of the Woods and river Winnepeg, to the place of beginning. This territory, to which the name of Ossiniboia was given, is understood to comprise a superficies of about 116,000 square miles, one half of which has since fallen within the limits of the United States, according to the boundaries determined upon by the convention of 1818, between the American government and Great Britain. Its surface is generally level, presenting frequent expansive grassy plains, that yield subsistence to innumerable herds of buffalo. The aggregate of the soil is light, and inadequate to the growth of trees, either large or

* Proclamation of Mr. Miles M'Donnell, published at Fort Dan (Pembina), as governor, 8th January, 1814.

abundant; but the banks of the rivers often exhibit more promising alluvions, and have, when cultivated, produced very competent returns to the agriculturist.

SECTION III.

The next section of country coming under consideration, is situated between 56° and 65° north latitude, and is bounded, north by the range of hills dividing the heads of Coppermine, from those of Yellow Knife river*; south, by highlands passing between Elk and Beaver rivers; east, by the west bounds of Hudson's Bay; and west, by the Rocky Mountains. This extensive tract may be considered a valley, having its lowest region occupied by Slave Lake, in which are united the waters of numerous large rivers, and their abundant tributaries, that descend to it from the verges of all parts of the valley, from whence they have but one outlet, by Mackenzie's river, which carries their waters to the Arctic seas.

The lakes most worthy of note as yet known within these limits are Slave, Athabasca, or the Lake of the Hills, Wollaston, Chisadawd, Methye, Martin, and Winter; but there are an infinite number of minor lakes at the sources of rivers, or formed by the broad and frequent expansion of their beds, which the scope of a general description will not permit us to particularise. Slave Lake, by far the largest and most important of them all, has considerably the superiority of either of the Lakes Erie and Ontario in point of magnitude; and its soundings, taken by Sir Alexander Mackenzie in the course of his traverse, have given 75, 42, and 60 fathoms. It lies almost east and west, in latitude 61° 25′, and longitude 114°: it is about 250 miles long, by an average breadth of fifty. Its north shore is skirted by well wooded hills that slope to the margin of the lake, their summits rising sometimes in naked rock above the forest. It abruptly recedes northward, and forms a very deep bay.

* Between the sources of these rivers Captain Franklin describes a barren tract about forty or fifty feet wide, in the middle of which is situated Fort Enterprise. On his chart of the discoveries he thus designates it: "Primitive country, rock chiefly felspar with some quartz and mica." "Destitute of wood, except a few clumps of stunted pines, and dwarf birch bushes, but abounding with various species of berries and mosses."

on the western side of which is situated Fort Providence, in latitude 62° 17′ 19″ north, and longitude 114° 9′ 28″ west, by observation*; the variation of the compass being 33° 35′ 55″ east. Fort Resolution is built on the lake's southern shore, near the mouth of Slave river. A multitude of small gneiss and granitic islands, along its western sides, rise above the lake's surface, to an elevation of one and two hundred feet, the most conspicuous of which are the Red Deer Islands, and also Isle Caché and Big Island.

Of the numerous rivers that fall into Slave Lake, none have been properly explored, except those upon which trading posts have been established, or through which the various discovery-expeditions have passed, in their progress towards the pole. Of this class are Slave and Yellow Knife rivers, flowing from opposite courses into the lake; and Mackenzie's river, flowing out of it. The Unjigah or Peace river, the Elk or Athabasca, the Red Willow, Clear Water, and Stone rivers, are also tolerably well known; they do not, however, directly discharge themselves into Slave Lake, but are confluent with Slave river, though which they descend to swell the bosom of the great aquatic reservoir of the tract of territory under description.

Lake Athabasca, or the Lake of the Hills, is next to Slave Lake in superficies, and is situated about 180 miles south-west of it. It is an elongated body of water, nearly 200 miles in length, and fourteen to fifteen miles general width. Stone river issuing out of Lake Wollaston,—a circular lake, forty-five miles in diameter, bearing W. S. W. of Athabasca,—winds through several small lakes, between which it is sometimes called Porcupine river, and ultimately falls into the Lake of the Hills. The shores of Athabasca, to the northward, are high syenitic rock, just sufficiently covered with soil to sustain shrubs and mosses, and several species of the fir and poplar. Those to the southward opposite the forts are alluvial; but advancing eastwardly, they rise into barren sandy hills, perfectly divested of vegetable growth. As they approach the mouth of Stone river they become again rocky, and seem to belong to an extensive tract of primitive formation, extending many

* Captain Franklin, R. N.

miles to the north and east of the lake. Peace river rises far in the Rocky Mountains, at the stated distance of 317 yards from the waters of Fraser's river, exhibiting one of those singular, though familiar, features of nature by which the sources of large rivers, flowing hundreds of miles in contrary courses, are found in such near proximity, on heights of considerable elevation. The relative position, but not elevation, of the sources of the St. Lawrence and the Mississippi, is a still more striking instance of this peculiar feature in terrestrial hydrography.

The Athabasca has also its sources in the Rocky Mountains, but they appear not to have been completely explored. Its general course is northerly, though sometimes due east; and, as it winds through an extensive country, receives the waters of Lesser Slave Lake, by its outlet, Lesser Slave river, Pembina, Red Deer, Clear Water, and Red Willow rivers. It falls into Lake of the Hills, some miles west of the old, and nearly opposite the actual, N. W. Fort Chipewyan, and H. B. Fort Wedderburne, situated on a point on the north shore of the lake, in latitude 58° 42′ 38″ north, longitude 111° 18′ 20″ west *. Above the confluence of Clear river, the Athabasca is also well known, under the name of Riviere à la Biche. Its banks, below this point, are bold and elevated, and but indifferently adorned with trees; at the establishment of Pierre au Calumet, rather more than one-third the distance between Clear Water river and the Lake of the Hills, they are precipitous and nearly two hundred feet in height. A well defined range of hills stretches parallel with the river, at some distance east of its eastern bank, bounding the horizon in that quarter, whilst the view of that broad and beautiful river, seen from the commanding position of the Calumet post, presents, in the opposite direction, very picturesque and pleasing scenery, well worthy of being patronized by the pencil of the artist. Stony river, the principal outlet of Athabasca Lake, flows between marshy banks, and, at the distance of twelve or fourteen miles, mingles its waters with Peace river. The combined streams of both form Slave river, which varies in width from three quarters of a mile, to one mile and three quarters. About sixty miles below its head, its navigation is interrupted

* Captain Franklin's Observations.

by a series of rapids, occasioning a succession of portages between Dog river and the rapid of the Drownd; after which the river becomes uninterruptedly navigable to the lake. The banks of the river, below the rapids, are almost unexceptionably low and alluvial, and the country on either side, and especially to the westward, appears to abound with pine, poplar, and larch, interspersed with the cypress and willow; the soil on that bank exhibiting a rich black mould, and on the other a yellow clay intermixed with gravel *.

Yellow Knife river †, which Sir John Franklin ascended on his route to the source of the Coppermine, rises in latitude 61° 4′ 30″, longitude 113° 36′, and descends through numerous lakes, in a southerly course, to its influx into Great Slave Lake, one hundred and fifty-six statute miles from its sources ‡. Its navigable reaches, or interstices, are little calculated for any description of conveyance larger than canoes, and the frequency of its rapids and cascades would render it of minor importance, as a means of facilitating commercial intercourse. Its banks exhibit no extraordinary appearances, are moderately high in general, and thinly clad with the poplar tree, the larch, and the willow. From the rocky nature of its bed, it appears to traverse a stony tract of country, which frequently indicates the characters of primitive formation. Numerous herds of rein-deer frequent the region it waters, during nine months in the year, between August and May.

SECTION IV.

Another section of the Indian countries, agreeably to the division adopted, includes the whole of that portion of the continent, eastward from Mackenzie's river inclusive, lying between the 65° of north latitude and the utmost limits to which the discoveries have extended towards the pole, or the 78° of latitude, the extreme point attained in this hemisphere by arctic explorers, in penetrating northward to the depth of Baffin's Bay. Of these inhospitable regions, the Siberia of the

* Sir Alexander Mackenzie's Journal.

† Called by the natives Beg-ue-lo-dessy, or River of the Toothless Fish.—Franklin.

‡ Captain Franklin.

new world, nothing is known beyond what may be collected from the voyages by sea, and the journeys over-land, of the several explorers, whose zeal in extending the field of human observation, and the bounds of geographical knowledge, first led them to penetrate far within the vortex of the frozen zone. Limited, however, as are the means of information, relative to the precise geography of those parts, sufficient light has nevertheless been thrown upon it by the voyages of Davis, Baffin, James, and others, and, subsequently, by Mackenzie, Hearne, Parry, Ross, and Franklin, to enable us to form a very competent idea of the character of the polar regions, and to establish the certainty of the existence of a north-west passage.

The impression, hitherto so universally prevalent, that the *continent* of America extended much farther north than those of Europe or Asia, must now be completely removed; and the consequences inferred therefrom, as affecting the temperature and other meteorological phenomena of the American climate, stand likewise unsupported; whilst to other causes must be ascribed the frigidity of its atmosphere, compared with similar latitudes on the old continent. Indeed the discoveries of Franklin have gone far to prove, not only that continental America did not approach the arctic pole nearer than the European or Asiatic continents, but, on the contrary, that the latter extended by several degrees further north. The points, on the shores of the arctic sea, attained by Mackenzie and Hearne *, and afterwards by Franklin, are in the same general latitude,

* The stated geographical position of the mouths of Mackenzie and Coppermine Rivers appears to have been heretofore erroneous, the former being in longitude 128° west, as corrected by Mr Wentzel of the North West Company, instead of 134° 30′, as given by Mackenzie, without any material difference, however, in the latitude. The latter was found by Franklin to be in latitude 67° 47′ 50″, longitude 115° 36′ 49″; whilst the point at which the sea was discovered by Hearne in 1771, is placed in the outline of the connected discoveries of Captains Parry, Ross, and Franklin, accompanying the Journal of the Expedition to Coppermine River, in latitude 71° 50′, longitude 120°; although upon Arrowsmith's Map of North America, published long anteriorly to Sir John Franklin's journey, it is represented as being no higher than latitude 69°, and in longitude 112°, and therefore not quite so grossly erroneous as appears on the face of the connected map. The present superiority of astronomical instruments, and the perfection of chronometers, added to the ability of the observer, leave no doubt as to the precision of, and preference to be given to, the more recent observations.

and in no instance beyond the sixty-ninth degree; and we have abundant reason to presume, from the verification of these facts, and from the bearing and general course of that portion of the coast explored by the latter discoverer, that the main shores of America, washed by the Frozen Ocean, do not stretch far to the north of the 70° of latitude. Northward from this parallel, the polar regions seem to consist of numerous large islands, or extensive peninsulas, dividing the polar seas into a profusion of channels, straits, inlets, and sounds, forming almost a labyrinth, the mazes of which have been as yet too partially explored to enable us to form any thing like a correct estimate of what proportion of these hyperborean realms is land, and what, water, and whether many of the supposed islands are really insular, or connected with the continent, or (to venture upon one speculative assertion) form part of a polar continent, of which Greenland may be a projection to the south.

Davis Strait, at the bottom of which is Baffin's Bay, has its entrance between Cape Godthaab, or Good Hope, in longitude 51° 40′ west, and Cape of God's Mercy, in longitude 63° 20′ west, and divides Greenland from a vast tract of insulated country, the outlines of which are not properly known. This tract, taken as a whole (for it may hereafter be found to be made up of several distinct islands), lies between latitude 65° and 73° 45′ north, its coast trending north-westward. To the north it forms the southern shore of Barrow's Strait; and to the west, as far as it is known, the eastern shore of Prince Regent's Inlet. Barrow's Strait is about fifty miles wide, and opens, to the eastward, into Baffin's Bay. Upon its north coasts are Sir James Lancaster's Sound, Croker's Bay, Capes Rosamond and Hurd. Opposite Cape Hurd are Capes Clarence and York, forming the mouth of Prince Regent's Inlet, which is about forty miles broad, and opens to the southward. Further west are the Georgian Islands, to which the several names of Melville, Bathurst, Cornwallis, and Sabine have been given. They are in latitude 75°, nearly on the same parallel with the north coast of Barrow's Strait, and extend westward to the 114° of longitude. The Strait of the Fury and Hecla is about thirty miles wide and one hundred and twenty long, and is situated in latitude 69° 30′, between Cockburn Island on the north, and Melville's Peninsula on the south. The peninsula, about two hundred

and twenty miles in length, by an extreme breadth of one hundred and fifty, is connected with the main by a narrow isthmus, formed by an arm of the Frozen Ocean on the north, and the mouth of Wager river and Repulse Bay on the south and south-east. The northern coast of this isthmus is supposed to continue westward to the Icy Cape, and thus form the main shore of the polar sea.

That part of the coast explored by the enterprising Franklin extends from Cape Hearne to Point Turnagain, a direct distance of about one hundred and forty miles, but considerably more in following its sinuosities and deep indentations *. Between Point Turnagain and Cape Barrow the coast abruptly recedes southward, forming George the IV. Coronation Gulf and Bathurst's Inlet, which, taken together, exceed one hundred miles in length, terminating in a point where they receive the waters of Back's river. The whole extent of the coasts is fringed with islands, to which the appellation of the Duke of York's Archipelago has been given; and another series, called Wilmot's Islands, is a continuation of these, verging south-eastward, and occupying the middle of the gulf. Melville's Sound is a broad arm of the gulf, stretching north-eastward in latitude 68° 20′, forming, between it and Point Turnagain, a peninsulated tract of level country, parts of which are low and alluvial, and exhibit a clay soil. The shores of the gulf and Bathurst's Inlet, as also of the sea, are generally elevated, and sometimes rocky and precipitous. From the sea they rise in successive ranges of trap hills, moderately elevated, and nearly parallel with the coast †. Broad strands of sand and gravel are frequently to be seen at the bottom of bays and at the base of cliffs, essentially facilitating the access to the shores. Expanding laterally from the beach, extensive plains are, in some places, to be seen, whose short-lived verdure forms an inspiriting contrast with the bleak and perennial icebergs of the frigid zone.

Of the interior of the country, retiring from the coasts, two degrees south of the arctic circle, a tolerably correct conception may be formed

* The distance navigated on the polar sea by the arctic expedition under Sir John Franklin, in their frail birch-bark vessels, exceeded 650 geographical miles.

† Franklin's Journey to Coppermine river.

from the familiar or scientific descriptions we possess of various sections of it that have been traversed by European explorers. The country through which flows Mackenzie's majestic river, the borders of the Coppermine, and the region obliquely traversed by Franklin, from Hood's river to Fort Enterprise*, are described in a manner to afford very satisfactory data from whence to judge of the general characteristics of the country. It appears to be profusely watered by lakes and rivers with their numerous tributaries, judging from the frequency of the streams intersected by the arctic party in their diagonal journey across it; and it is a remarkable proof of this fact, that in no one instance, on so long a march, has (if recollection serve) a deficiency of water been once stated to have occurred. Besides the rivers Coppermine and Mackenzie, the only two explored from their sources to their mouths, the largest rivers known are the Ana-tessy, or Cree, supposed to fall into Bathurst's Inlet, Cracroft, and Wright's; Hood's, Back's, and Burnside, which have their estuaries in Bathurst's Inlet; and Wentzel's, Tree, and Richardson's, which fall into the open sea.

Mackenzie's river issues out of Slave Lake in latitude 61° 45′ north, and winds, on a general course, rather north of due north-west, to the polar sea. It is gradually formed, at its head, by the funnel-shaped contraction of the lake's shores, and flows between banks of moderate elevation in general, but in some sections high, rocky, and precipitous; in others, chiefly towards the sea, comparatively low, and thinly clad with dwarf willow, pine, and birch. The stream is nearly half a mile wide in the aggregate, but much broader at its source and its estuary. Its soundings have been taken at three, nine, and fifty fathoms†, and its current,

* In referring to this part of Sir John Franklin's Journey, it is equally impossible to forbear recalling to mind the unparalleled hardships, and truly affecting circumstances by which it was marked, or to deny myself this opportunity of expressing my sincerest admiration of the fortitude, perseverance, and heroism that so eminently distinguished as well the magnanimous leader of so bold and hazardous an expedition, as his able assistants, Dr. Richardson, and Messrs. Back and Hood. On the untoward and melancholy fate of the latter we must drop the tear of unfeigned sorrow, from the general esteem in which he appears to have been held by those best able to appreciate his merits; and to the tried fidelity and courage of the faithful Hepburn we can but pay the tribute of our admiration and applause.

† Mackenzie's Voyages.

though sometimes strong, and perfectly rapid at two points, cannot be considered as offering insuperable obstacles to navigation; but the shallows and sand-bars at both its extremities would, in all probability, present more serious impediments. The chief rivers falling into it are the Great Bear and the Rivière aux Liards, apparently Mackenzie's river of the Mountains.

The highest waters of the Coppermine that have been traced are those of Lake Providence, communicating, through a section of the river, with Point Lake, which is of an elongated shape, about sixty miles long, varying in width from half a mile to three miles, and bounded to the north and south by hills, ridges, and frequent cliffs of seven or eight hundred feet elevation. The waters of Point Lake, passing to the westward through Red Rock Lake, are discharged by the Coppermine, which flows in a course almost parallel with Mackenzie's river. Its breadth varies from one to three hundred yards: its waters are deep, and its current extremely rapid. The banks are, at intervals, composed of alluvial sands and rugged steeps, seldom relieved by the reviving verdure of the forest; yet in many places the scenery it presents is by no means uninteresting, and may sometimes, perhaps, aspire to the beautiful or the sublime. Under the sixty-sixth parallel of latitude, ranges of barren hills, with rounded summits, are seen on both sides of the river, running parallel with them, at four or five miles' distance, and rising to the height of six or seven hundred feet. Lower down, the stream opens its channel through a still bolder region, traversed by mountain ranges, bending to the south-west, apparently consisting of clay-slate with peaks of syenite rising to an elevation of from twelve to fifteen hundred feet *. Between this point and the mouth of the river, the frequency and violence of the rapids increase, the banks become often precipitous, and walled by perpendicular cliffs of rock, betwixt which the shackled waters rush with infuriated impetuosity.

The Copper Mountains, which take their name from the mine found within them, are situated on the north-west bank of a great bend of the river, in latitude 67° 10′ 30″ north, longitude 116° 25′ 45″ west. Of the

* Franklin.

difficulties opposed to the eventual advantages to which the metallic mine might be rendered subservient, Sir John Franklin speaks in the following terms: "The impracticability of navigating the river upwards from the sea, and the want of wood for forming an establishment, would prove insuperable objections to rendering the collection of copper at this part worthy of mercantile speculation *." Describing the view of the country, surveyed from several elevated positions, attained in the progress of their collateral excursion to the mountains, he remarks, "that two or three small lakes only were visible, still partly frozen; and much snow remained on the mountains †. The trees were reduced to a scanty fringe on the borders of the river, and every side was beset by naked mountains." Beyond latitude 67° 30′ no trees whatever were to be seen ‡.

As far as general terms may be applied to so large an extent of territory, it may be said, that its surface exhibits far more of the plain than of the mountain, that its hills never rise to very considerable heights, and that sterility is the predominant characteristic of its soil. The rivers that flow through it are, for the most part, rapid, and the lakes frequent and fantastic in their shapes. Of the limited variety of the trees, the pine, the poplar, the willow, and the larch are the most common. Lichens and mosses abundantly clothe the faces of some hills, or cover the surface of deep swamps: and the plains, consisting in some parts of clay flats or bottoms, and marshy meadows, and so frequently stony and utterly barren, are sometimes thinly covered with an arid grass, which yields a slender sustenance to the musk ox and the rein-deer; the hills, crags, and cliffs being the haunts of the black and white bear, and of the preying wolf.

Such is the home of the barbarian Esquimau, whose country ranges from the base of the Rocky Mountains, and perhaps from the very shores of the Pacific, to the coasts of the Atlantic Ocean, inhabiting, in his de-

* Franklin, vol. ii. p 161. † July 11th, 1821.

‡ From these generalized descriptions of Mackenzie's and Coppermine rivers, a sufficiently correct idea of their chief features may be formed; but the reader desirous of a more minute account of both will of course consult the interesting journals of the discoverers, which contain much valuable information.

sultory and wandering mode of savage existence, the bleakest hyperborean regions of the globe. The copper Indians frequent the country to the southward of the Esquimaux lands east and west of Yellow Knife river.

SECTION V.

The fifth and last section of country remaining to be described is the whole tract of British territory lying on the western side of the Rocky Mountains. It occupies an extent of coast on the Pacific Ocean exceeding twelve hundred miles, situated between Cape Blanco or Oxford on the south-east, and Mount St. Elias on the north-west. The different sections of the coast, commencing from Mount St. Elias, are called New Norfolk, New Cornwall, New Hanover, New Caledonia, and New Georgia, which comprise the greatest part of the north-west shores of America discovered, explored, or surveyed by Cook, Vancouver, and Mackenzie.

The coasts are remarkably broken and indented by deep arms of the ocean, leaving extensive insulated tracts, which form numerous gulfs, straits, inlets, and sounds. The islands most worthy of note, from their magnitude, are Quadra and Vancouver's, forming with the main the Gulf of Georgia, and the Strait of Juan de Fuca, Princess Royal Islands, Queen Charlotte, the Prince of Wales's Archipelago and George III. Archipelago, Admiralty and Revellagegida Islands. The Oregan, or Columbia, and Fraser's river, with their various branches, some of which form considerable streams of themselves, are the two rivers to which explorations have hitherto been chiefly confined. The Columbia takes its source in the Rocky Mountains in latitude 53° 30′ north, and, flowing out of a lake that bears the name of the fruit (the cranberry) found abundantly in its vicinity, descends to the Pacific Ocean, first directing its general course to the southward, and afterwards to the westward, to its mouth, in latitude 46° 19′ north, longitude 124° 10′ west. The tides regularly rise and fall at its estuary nine perpendicular feet; and their influence is sensibly felt at the distance of nearly one hundred miles from the sea. Between the ocean and that which should properly be considered the entrance of the river, a surface of sea intervenes, from three to seven miles wide, the navigation of which is rendered intricate by shoals of sand extending nearly from

side to side. This space ought rather to be deemed a sound receiving the waters of the river than a part of the river itself, the mouth of which is half a mile wide, well defined, and formed by the contraction of the shores of the sound. Cape Disappointment on the north and Cape Adams on the south form the opening of the sound, across which a bank or bar extends, with about four fathoms' water above it, rendering the ingress difficult to ships of considerable burthen. Between the two marshy points at the entrance of the river seven fathoms of water have been found; and for a distance of eighty miles higher up the soundings have varied from 10, to 12, 8, 5, and 6, but in no instance less than three fathoms, in the channels*. Two leagues above its mouth the banks of the river, at first low and oozy, become rocky and bold: the high banks afterwards recede from the margin, and are seen on the north shore to rise in gradual acclivities. Above Point Sheriff they are rocky to the south, and flat, low, and sandy to the north. From thence to Point Vancouver, where Lieutenant Broughton's survey terminated, they alternate from high to low, and sometimes are lined by pebbly beaches. The banks of the river, from its estuary upwards, are generally well wooded; the higher grounds exhibiting a growth of lofty pine, and the lower the ash, poplar, elder, maple, the willow, and a variety of other trees. Its scenery, diversified by Green Island and hills, is described as affording many pleasing and romantic views, in which figure an occasional native village, perched on some proud eminence, or placed at the base of a bold ridge, its ephemeral and savage structure and grotesque inhabitants imparting much of the picturesque to the landscape.

Forts† George or Clatsop, Vancouver, Nezpercesa, and Okanagan. are situate at considerable intervals upon the river, commencing from Point Adams. The climate at the mouth of the Columbia is mild and congenial, the mercury having been seldom known during three successive years‡ to have sunk below 0, whilst the highest summer tem-

* Vancouver's Voyages, vol. ii. p. 57, *et seq.*

† This is the name given to any European establishment, house, or trading-post in the Indian countries.

‡ Franchere's Voyages. To the intelligent and judicious remarks of this gentleman, a Canadian, are we indebted for much useful information relative to that section of British territory.

perature did not exceed 76°. Westerly winds, that are the most prevalent in spring and summer, generally rise with the tide, and temper the heat of the atmosphere. In the latter part of summer and the beginning of autumn north-west winds almost constantly prevail; and throughout the months of October, November, and December, which embrace the rainy season, the winds blow chiefly from the south-west.

" The surface of the soil in the valleys is a coat of black vegetable earth, not more than five or six inches thick. Beneath this is a kind of gray earth, extremely cold. Under this subsoil is coarse sand or gravel, and beneath this stones. On the high lands the soil is very thin and stony. On the seashore, to the south of Point Adams, is found a kind of white earth resembling pipe-clay; and specimens of red, green, and yellow earth, with a shining mineral substance resembling lead ore, were found further south by the natives; but no limestone is to be found in that part of the coast or country."

The cedar, spruce, white pine, and hemlock are the most abundant species of trees at the mouth of the river. The cedars not unfrequently measure four and five fathoms in circumference, and the hemlocks from twelve to twenty inches in diameter *.

The principal branches of the Columbia are the rivers Multnomah, Sapin or Lewis, Okanagan, Spokan, Flathead or Clark, and M'Gillivray. Lewis and Clark's rivers spread into numerous ramifications, that descend chiefly from the Rocky Mountains, through beds sometimes broken by falls, or rendered intricate by rocks and rapids. Fraser's river has three principal sources; Fraser and Stuart Lakes, and a branch shooting eastward to the Rocky Mountains †. It flows southerly, and falls into the Gulf of Georgia, receiving in its course the waters of several tributaries, the largest of which is Thompson's river. Trading forts are established upon the lakes at the head of Fraser's river, and one is sta-

* Captain Franchere.

† It must have been down this stream, and not the Columbia, that Mackenzie passed on his route to the Pacific; and the statements of the Indians, that white people were making establishments at its mouth, which led him to believe that he was upon the Columbia, may be explained by the circumstance, that European settlements were then in progress at Nootka, to which it is more than probable the information communicated by the natives alluded.

tioned upon Thompson's river. Flathead House is about two hundred miles from the mouth of Clark's river; and Kotanie Fort is situated in the Rocky Mountains, on a collateral branch of the Columbia.

Salmon river is not remarkable for its magnitude, but a variety of adventitious circumstances concur to render it worthy of particular notice. Its length is not more than forty-five or fifty miles, and its general breadth about fifty yards; it meanders in a deep ravine, and is navigable for canoes of the largest size. It abounds with salmon, which the natives take in the greatest profusion, by means of an ingenious "weir," dam, or snare set in the river; and it is from these fisheries that they almost exclusively derive subsistence throughout the year. The natives are effectually domiciled upon the banks of the river, and congregate in small villages, of which a lively description is given by Mackenzie. These little communities are three in number, and have been distinguished by names indicative of the cordiality or hostility that marked the reception of the explorer. Friendly Village is the highest on the river; the Village of Rascals is at its mouth, near Mackenzie's Outlet; and the Great Village, containing in 1792 upwards of 200 souls, is situated on the north side, about mid-way between the other two. Their habitations bore evident signs of their intercourse with Europeans when Mackenzie visited that coast; and they not unfrequently answered in good English, "No, no," to such of his proposals as they were disposed to negative.

The courses of the rivers discharging themselves into the sea have, in most cases, a southern direction. Their streams are swift and often rapid; but they appear in general to be deep and navigable for considerable distances; subject, however, to occasional portages, rendered necessary by impracticable cascades. The lakes of which any knowledge is possessed are few in number, and of very inferior dimensions when compared with the expansive sheets of water found to the east of the Rocky Mountains; but several lakes of great magnitude are reported by Indians to exist in the interior, the locality and proportions of which are equally unknown.

The information extant with respect to the surface and soil of the country is quite as superficial and imperfect; yet we are not wholly

without the means of forming some opinion upon the subject, from the observations and surveys of Vancouver, Mackenzie, Clark, Lewis, Franchere, &c. It appears that between the Rocky Mountains and the sea a subordinate but high range of hills, running nearly parallel to the continuation of the chain of the lofty Andes, skirts the coasts from Admiralty Bay to the bottom of the Gulf of Georgia, and, extending along Puget's Sound, stretches S. S. E. across the Columbia, and loses itself among the mountains of Mexico. Its altitude is conspicuous at many points, and in some instances attains nearly the inferior limits of perpetual snow, between the 52nd and 53rd degree of latitude *. It is in this range that the peaks observed by Vancouver are to be found, which he respectively named Mount Rainier, Mount St. Helen's, and Mount Hood.

The valley formed by this ridge and the Rocky Mountains does not appear to correspond altogether with the extensive barren plain at the base of the Rocky Mountains to the eastward. Judging from the accounts of the tracts that have been explored, this valley may be said to enjoy the advantage of a competent degree of fertility; it undulates into bold swells, in the midst, however, of occasional plains, seldom wholly divested of verdure and copses, and, generally speaking, yields an abundant growth of forest trees, the dimensions of which, and especially of the cedar, the fir, and hemlock, increase to a prodigious magnitude in approaching the coast.

The massive range of granitic mountains that constitutes the eastern face of the valley occupies of itself a vast surface, varying in breadth from fifty to nearly one hundred miles. It rises into towering cones, high rounded summits, and sometimes continued, sometimes broken ridges, in the intervals of which or at the base of pinnacles are frequently found broad valleys and flats of argillaceous deposits, possessing a high degree of fertility. A great number of its peaks are exalted far into the regions of perpetual snow, and are beheld at the distance of more than one hundred miles in approaching them at some points from the eastward †. The highest summits that have been ascertained by trigo-

* Mackenzie's Travels.

† James's Account of an Expedition to the Rocky Mountains, vol. iii. p. 238.

nometrical admeasurement are found to be about 8,500 feet above the water-table of the country, extending along the eastern base of the Rocky Mountains*, which is placed about 2700 feet above the "assumed" level of the ocean. The altitude of this immense range seems to diminish towards the north; but how and where it subsides has never yet been ascertained.

Looking at the great geological features of America, the singular geographical position of two prominent ranges of lofty mountains forming almost one continued chain, unparalleled for its extent, and at some points for its elevation, is extremely striking. From Cape Horn to the arctic seas we behold the stupendous Andes, stretching nearly north and south along the western flank of an immense continent, almost parallel with its extensive shores, and affording to the inquisitive geologist a fact of the highest importance in his theories of continental formations, from which conclusions may be drawn well calculated to throw considerable light upon this branch of the natural sciences.

In instituting a comparison between the mountains of North America and those of the other portions of the globe, the general inferiority of the former in altitude will be eminently conspicuous. Indeed to the eastward of the Rocky Mountains very rare instances are met with where hills rise 4000 feet above the level of the sea. But comparing the highest peaks of the Rocky Mountains with the gigantic altitude of the Andes, the Alps, the Geesh Mountains of Africa, or the peerless height of the Hymalayan Mountains of Asia, they sink into comparative insignificance, although, as the summits of a vast continuous range, they are extremely grand and imposing.

Returning to the consideration of the valley west of the Stony Mountains, it may safely be said, that between the southern boundary of this portion of the British possessions, and the 52nd or 53rd degree of latitude, large tracts will be found to possess all the advantages requisite for colonization, both as regards fertility of soil and congeniality of climate: and there can be no doubt that at some period, probably not very remote, the civilizing arts of agriculture and commerce will extend

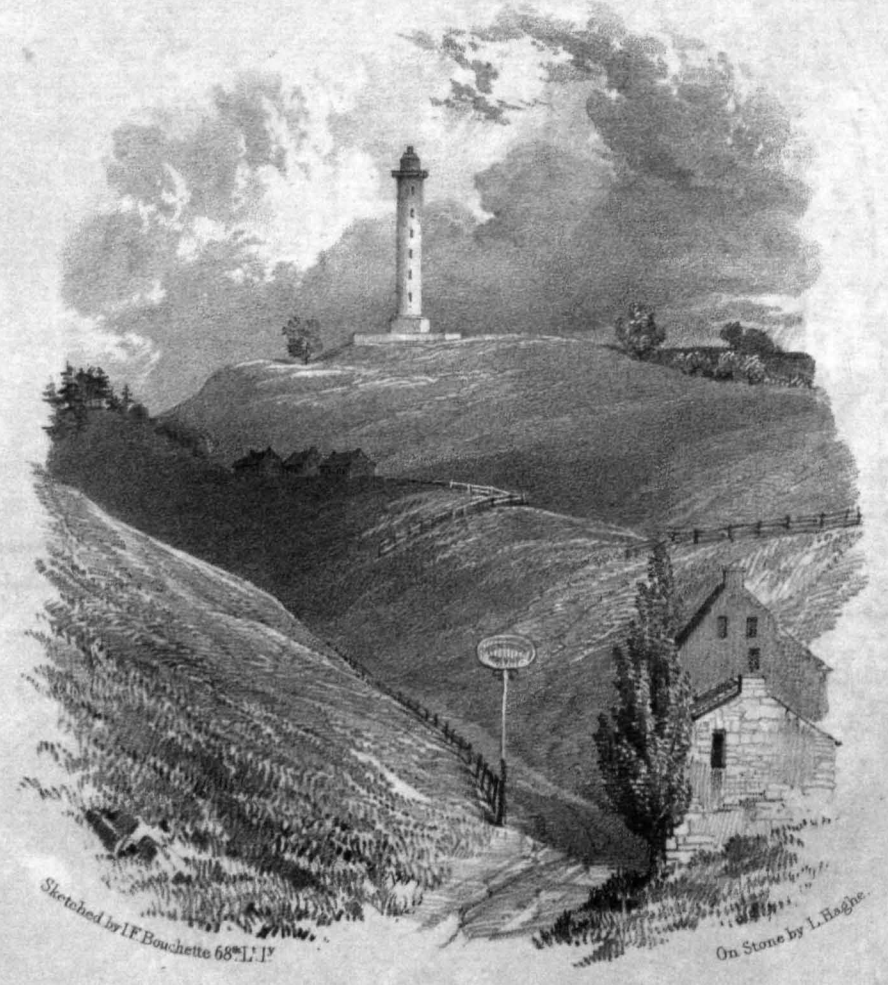
* James's Account of an Expedition to the Rocky Mountains, vol. iii. p. 238.

their social influence to the north-west coast of America, and flourish on the shores of the North Pacific Ocean.

Then would the importance of a north passage become paramount, at least as far as the precarious and ephemeral navigation of icy seas could be rendered subservient to commercial intercourse, as it would materially abridge the length of voyage between the ports on the north-west coast of America and European markets. Whether the Cape of Good Hope or Cape Horn be doubled, as must unavoidably be done at present, the voyage is equally long and circuitous; yet it would for two-thirds of the year at least be the only alternative left. The hazards and perils of arctic navigation, even during the summer months, would in all probability operate as a check on the frequency of passages by the northern seas, and in many instances render preferable the practised and incomparably longer route to the southward.

The gigantic but feasible project for some time contemplated of opening a ship canal across the Isthmus of Panama, connecting the Bay of Mandinga with the Gulf of Panama, and therefore the waters of the Caribbean Sea or the Atlantic with those of the Pacific, would, if consummated, be an effort of human ingenuity and art which would incalculably facilitate the commercial relations of every part of the world. It would in a great measure supersede the expediency of the further discoveries of a northern passage, as regards at least the promotion of commerce; although they might still be prosecuted with invaluable advantages to mankind as a means of extending the boundaries of human knowledge.

UPPER CANADA.



BROCK'S MONUMENT.

QUEENSTON HEIGHTS.

Day & Haghe, Lith.rs to their Majesties

CHAPTER III.

UPPER CANADA.—Its Boundaries—Extent—Divisions and Subdivisions—First Settlements by the French—Lands granted and ungranted.

THE existence of Upper Canada as a distinct province can be dated only from the year 1791, previous to which it formed part of the province of Quebec, under the provisions of the 14th Geo. III. The convenience and interest at once of the original Canadian inhabitants, of the recent English settlers, and of the disbanded troops located after the peace of 1783, and occupying lands in the western section of the province of Quebec, dictated, at the above date, the division of that province into two, which was accordingly effected by the British legislature applying to these countries the denomination of Upper and Lower Canada. Another reason which enforced the expediency of this division was the difference of the tenure by which the lands in the two departments were held; the whole of the earlier French settlements being occupied by seignorial grants under the feudal system, whilst the disbanded troops and more recent settlers held their lands in free and common soccage. The division was therefore so regulated as to include within the lower province all those lands held by the first species of tenure, whilst the upper province was composed entirely of such as had been granted by the last.

That part of Canada which subsequently became the upper province had, on the 24th July, 1788, been divided by proclamation of the governor-in-chief of the province of Quebec, Lord Dorchester, into four districts, viz. Lunenburg, Mecklenburg, Nassau, and Hesse; but, by the first act of the provincial parliament of Upper Canada in 1792, these districts changed their names to those of the Eastern, Midland, Home, and Western, but without altering their limits. When, however, Major

General Simcoe, who was the first lieutenant-governor of the province ever appointed, entered on the administration of the government, he adopted a new division into districts, counties, and townships, which have again been newly modelled and others added by the proclamations of subsequent governors, and various acts of the provincial legislature.

The line of division between the two provinces, carefully adapted to the difference of tenure before explained, was judiciously fixed to commence at the cove west of Point au Baudet on Lake St. Francis; pursuing the western limits of the seignories of New Longueuil, and Vaudreuil or Rigaud, and intersecting the Grand or Ottawa river at Point Fortune. Thus, at least, is the division laid down in all the maps of the two provinces now extant; but it may be as well to refer to the act of the British parliament which prescribes their boundaries.

By the 31st of Geo. III., an act professedly passed for the purpose of repealing certain parts of an act of the 14th of the same reign, entitled "An act for making more effectual provision for the government of the province of Quebec in North America, and to make further provision for the government of the said province," the following line of division, likewise prescribed by his majesty's proclamation of the 18th November, 1791. General Sir Alured Clarke being lieutenant-governor, was definitively adopted.

By this act the line was expressed "to commence at a stone boundary, on the north bank of the Lake of St. Francis, at the cove west of Point au Baudet, in the limit between the township of Lancaster and the seignory of New Longueuil; running along the said limits, northerly, to the 34th degree of north latitude, and then westerly to the westernmost angle of the said seignory of New Longueuil; then along the north-western boundary of the seignory of Vaudreuil, running north 25 degrees east, till it strikes the Ottawa river*; afterwards to ascend the said river into Lake Tomiscaming, and from the head of the said lake,

* The bearings of the westernmost limits of these seignories were incorrectly described, and were taken from an erroneous map of that section of the then province of Quebec. This circumstance has already produced great difficulties and litigation between the frontier inhabitants of the provinces, and is an evil calling loudly for remedy. The subject will be further considered in describing the western limits of Lower Canada.

in a line due north, until it strikes the southern boundary line of Hudson's Bay, including all the territory to the west and south of such line, to the utmost extent of the country commonly called or known by the name of Canada."

The province of Upper Canada, thus divided, lies between the parallels of 41° 47′ and 49° of north latitude, and extends westward from 74° 30′ of west longitude from the meridian of Greenwich. It is bounded on the south by the United States, on the north by the Hudson's Bay territory and the Grand or Ottawa river, on the east by the province of Lower Canada, and on the west its limits are not easy to ascertain. They may, perhaps, fairly be considered to be formed by the head waters of the rivers and streams that fall into Lake Superior, at or about the height of land on the Grand Portage in longitude 117° west. The vast section of country appertaining to the British dominions to the west and north-west of this point is generally known by the denomination of the Western Country or North-West Indian Territories *.

The line of demarcation between this province, *i. e.* Upper Canada, and the United States, from the monument at St. Regis, on the parallel of the 45th degree of north latitude, westward to the Lake of the Woods, was sufficiently settled by the commissioners appointed to decide the same, with reference to the treaty of 1783, under the treaty of Ghent, at least as far as that line runs from St. Regis through the rivers and lakes to the strait of St. Mary's; as will appear on reference to the report of those commissioners (Appendix, No. I.). An enumeration of the islands, from their magnitude and importance most worthy of note, comprehended within the limits of this province, will be found in the note on p. 16.

From the western limit of Lower Canada this province is bounded

* This want of a definite western limit to the province occasioned some doubts as to the jurisdiction of the provincial government over this north-western territory, which is much resorted to by Indian traders, and was particularly so by the North-West Company of Canada, now extinct; to obviate which doubts, an act passed the British legislature in the year 1803, for the prevention and punishment of crimes in the Indian territories. By this act justices of the peace were appointed for that district, with authority to apprehend criminals and send them to Lower Canada for trial; and, accordingly, many persons were sent to Montreal and Quebec, and there tried for acts committed in the Indian territories. Of this, the distressing controversy between Lord Selkirk and the North-West Company of Canada is a remarkable instance.

by the Ottawa as far as Lake Tomiscaming *, thence by a line drawn due north to the southern boundary of the Hudson's Bay territory. This line has been generally understood to indicate a range of highlands dividing the rivers and streams which fall into Hudson's and James's Bays from those which fall into the river St. Lawrence and the lakes of Canada, and forming naturally the northern boundary of the province.

Adopting these as the actual limits of the province, its superficial content may be estimated in round numbers at 141,000 square statute miles. Of this vast extent of territory, about 32,929 square statute miles have been laid out into townships, and tracts set apart for particular purposes, enumerated in the note †. It comprises certain vacant tracts in the vicinity of surveyed lands, generally denominated lands of the crown; besides a tract exceeding one million and a half of acres in the vicinity of Lake Huron, usually termed Indian territory.

The history of the discoveries and early settlements in America, as well as of their transfer by conquest and treaty, is too largely treated of in another part of this work to render it necessary here to enter into a separate and distinct account of the colonization of Upper Canada.

The first inducement to the French to extend their establishments in this direction arose out of the destructive wars with the Iroquois or five nations, in which they found themselves involved as the allies and protectors of the Hurons and Aljonquins.

* This boundary does not express whether the islands in the Ottawa are to be considered as part of Upper or of Lower Canada; or which of these islands are to be referred to one and which to the other province.

		Acres.
† Townships		16,816,800
The Huron tract, granted to the Canada Company	1,000,000	
St. Regis, Indian tract	30,720	
Longueuil or L'Original Seignory	25,000	
Land of the Six Nations on the Grand River	333,000	
Clergy reserves for the Six Nations' Lands	132,000	
Lands belonging to the crown near Lake St. Clair	380,720	
Ditto, north of the Huron tract	450,000	
Indian reserve opposite Fort St. Clair	16,000	
Ditto, Ditto, Commodore Creek	10,240	
Indian territory in the vicinity of Lake Huron	1,883,200	4,257,880
		21,074,680

The ravages made by them, on the French territories, rendered it necessary for Governor Frontenac to erect a fort, which he accordingly did in 1672 at a place called Cataracqui, at the eastern extremity of Lake Ontario, the site of the present flourishing town of Kingston. Shortly afterwards the French built Fort Niagara; and though the vigorous attacks of the Iroquois obliged them, in 1689, to blow up these forts and retire further down the river, they subsequently renewed their advances and re-established the forts. To these they added another on the island in the river near Osweigatchie, called Fort Levi, a military post at Detroit, and a garrison and trading village at Michilimackinac. These comprise all the attempts at European colonization in Upper Canada previous to its conquest by the British; for though the French had passed over to the Ohio, the Illinois, and the Mississippi, and on their route hence to Louisiana had attempted some settlements, they were so feebly supported as shortly to sink into decay. So far were they indeed from displaying either enterprise or energy in settling the country under their dominion, that the sphere of their establishments even in Lower Canada rather contracted than increased.

After the conquest of Quebec, in 1759, one campaign sufficed to render the English masters of all the French settlements in Upper Canada, and of the immense tract of country before described and recognised by that name.

A royal proclamation issued shortly afterwards, which described the limits of the province far short of those since declared, contained a provision for reduced officers and disbanded soldiers, allotting to them certain portions of the waste lands of the crown. These allotments were at the close of the war made the standard for other allowances of a similar nature.

The divisions of the province have been before slightly alluded to; they may now be more correctly stated to be, ELEVEN DISTRICTS,—TWENTY-SIX COUNTIES,—and SIX RIDINGS, comprising together 273 townships, besides the various large tracts of reserved land and Indian territory more particularly specified in p. 64. The following will best illustrate the distribution and subdivisions of the province:—

Division of the Province of Upper Canada into Districts, Counties, Ridings, Townships, Special Tracts, and Allotments, together with Blocks of Crown and Clergy Reservations, and Lands appropriated to the Indians, &c.

Districts.	Counties.	Townships.
EASTERN	GLENGARY	Lancaster
		Charlottenburgh
		Kenyon
		Lochiel
	STORMONT	Cornwall
		Osnabruck
		Finch
		Roxburgh
	DUNDAS	Williamsburgh
		Matilda
		Mountain
		Winchester
OTTAWA	PRESCOTT	Hawkesbury
		Caledonia
		Longueuil
		Alfred
		Plantagenet
		Plantagenetrear
	RUSSELL	Clarence
		Cumberland
		Gloucester
		Osgoode
		Russell
		Cambridge
JOHNSTOWN	GRENVILLE	Edwardsburgh
		Augusta
		Wolford
		Oxford on the Rideau
		Marlborough
		Montague
		Gower, North
		Gower, South
	LEEDS	Elizabeth Town
		Youge
		Lansdown
		Leeds
		Grosby, North
		Grosby, South
		Bastard
		Burgess
		Elmsley
		Kitley

Districts.	Counties.	Townships.
BATHURST	CARLETON	Nepean
		Goulburn
		March
		Torbolton
		Fitzroy
		MacNabb
		Horton
		Huntly
		Pakenham
	LANARK	Beckwith
		Drummond
		Bathurst
		Sherbrooke, South
		Sherbrooke, North
		Dalhousie
		Lanark
		Ramsay
		Darling
		Lavant
MIDLAND	FRONTENAC	Howe Island
		Pittsburgh
		Gd. Isle or Wolfe Id.
		Kingston
		Loughborough
		Portland
		Hinchinbrook
		Bedford
		Kenebec
		Olden
		Oso
		Barrie
		Clarendon
		Palmerston
	LENNOX AND ADDINGTON	Ernest Town
		Adolphus Town
		Fredericksburgh
		Richmond
		Camden, East
		Amherst Island
		Sheffield
		Kalador
		Anglesea

Districts.	Counties.	Townships.
MIDLAND	HASTINGS	Sidney
		Thurlow
		Tyendinaga
		Hungerford
		Huntingdon
		Rawdon
		Marmora
		Madoc
		Elzevir
		Lake
		Tudor
		Grimsthorpe
	PRINCE EDWARD	Ameliasburgh
		Hillier
		Hallowell
		Sophiasburgh
		Marysburgh
NEWCASTLE	NORTHUMBERLAND	Murray
		Cramaghe
		Haldimand
		Hamilton
		Alnwick
		Percy
		Seymour
		Asphodel
		Otanabee
		Managhan
		Smith
		Douro
		Dummer
		Belmont
		Methuen
		Burleigh
		Harvey
		Emily Gore
	DURHAM	Hope
		Clarke
		Darlington
		Cartwright
		Manvers
		Cavan
		Emily
		Ops
		Mariposa
		Eldon
		Fenelon
		Verulam

Districts	Counties.		Townships.
HOME	YORK	East Riding.	Whitby
			Pickering
			Scarborough
			York and Peninsula
			Etobicoke
			Markham
			Vaughan
			King
			Whitchurch
			Uxbridge
			Reach
			Gwillimbury, East
			Gwillimbury, North
			Scott
			Georgina
			Brock
		West Riding.	Toronto
			Toronto Gore
			Chinguacousy
			Caledon
			Albion
	SIMCOE		Gwillimbury, West
			Tecumseth
			Adjala
			Mono
			Amaranth
			Luther
			Proton
			Melancthon
			Mulmur
			Tossorontio
			Essa
			Innisfil
			Thorah
			Mara
			Rama
			Oro
			Vespra
			Sunnidale
			Merlin
			Ospry
			Artemisia
			Euphrasia
			Alta
			Java
			Flos
			Medante
			Orillia
			Matchedash
			Tay
			Tiny
			Zero

Districts.	Counties.		Townships.
GORE	HALTON		Trafalgar
			Nelson
			Flamborough, East
			Flamborough, West
			Beaverly
			Dumfries
			Waterloo
			Wilmot
			Nasagiweya
			Esquesing
			Erin
			Eramosa
			Goderich
			Woolwich
			Nichol
			Garrafraxa
	WENTWORTH		Ancaster
			Barton
			Salt-Fleet
			Binbrook
			Glanford
NIAGARA	LINCOLN	1st Riding.	Grimsby
			Clinton
			Claistor
			Gainsborough
		2d Riding.	Louth
			Grantham
			Niagara
		3d Riding.	Stamford
			Thorold
			Pelham
		4th Riding.	Crowland
			Willoughby
			Bertie
			Humberstone
			Wainfleet
	HALDIMAND		Moultan
			Camboro
LONDON	NORFOLK		Rainham
			Walpole
			Woodhouse
			Charlotteville
			Walsingham

Districts	Counties.	Townships.
LONDON	NORFOLK	Houghton
		Middleton
		Windham
		Townsend
		Turkey Point and Promontory of Long Point
	OXFORD	Burford
		Oakland
		Norwich
		Dereham
		Oxford on Thames
		Blandford
		Blenheim
		Nissouri
		Zorra
	MIDDLESEX	Bayham
		Malahide
		Yarmouth
		Southwold
		Dunwich
		Aldborough
		Mosa
		Ekfrid
		Carradoc
		Lobo
		Delaware
		Westminster
		Dorchester
		London
WESTERN	KENT	Orford
		Howard
		Harwich
		Raleigh
		Tilbury, East
		Romney
		Dover, East
		Dover, West
		Chatham
		Camden
		Zone
		Dawn
		Sombra
		St. Clair
	ESSEX	Mersey
		Gosfield
		Colchester
		Malden
		Hurons
		Sandwich
		Maidstone
		Rochester
		Tilbury, West.

The average territory of each township, including its proportion of the reserved lands, may be estimated at 61,600 acres, making an aggregate quantity of 16,816,800 acres, which may be thus more particularly described.

About 7,000,000 of acres have been granted to different classes of settlers in free and common soccage; 4,805,400 acres are reserved for the crown and clergy (part of which has already been granted by the crown to the Canada Company); and 5,011,400 acres remain to be granted within the townships, exclusive of a mass of reserved lands applicable to sale and special grants. This extent of country, bordering the north shore of the river St. Lawrence from Pointe au Baudet to Lake Ontario, the northern side of that lake and of Lake Erie up to Lake St. Clair, and of the communication between it and Lake Huron, a distance little short of five hundred and seventy miles, and stretching northward from the water to a depth varying from fifty to eighty miles, is composed of a soil which for productive richness, variety, and applicability to the highest purposes of agriculture, may challenge competition with the choicest tracts of the new world.

CHAPTER IV.

Natural Divisions of the Province.—Its Rivers, Roads, Soil, and Settlements described in three Sections.—General statistical Summary.

In attempting to give to the reader a view of so extensive and open a country as Upper Canada, no division or feature so naturally presents itself to the mind of a topographical describer, as the chains or ridges of high lands running through the country, in which the various rivers and streams take their sources, and dividing the head waters of those of such rivers as flow in one direction from those that take the opposite course. In a country generally level, abundantly watered by rivers of every dimension, from the broad, full-flowing, and majestic stream, the impetuous, roaring, and resistless torrent, to the gentle meandering of a purling brook, emptying themselves into spacious lakes, almost claiming the title of seas, as is the case with the province now under notice; this particular feature seems peculiarly to demand our attention: and the rather, as we thence form an idea of the various valleys formed by their windings, through which the rivers take their course from their sources to their estuaries.

The first of these ridges, or ranges of elevated or table-land, that presents itself to our notice is that which divides the waters falling into the Ottawa, from those that are lost in the St. Lawrence. This ridge, pursuing a course chiefly westerly, from the division line between Upper and Lower Canada, traverses the townships of Lochiel and Roxburgh, in the rear of Osnabruck, Williamsburg, and Matilda (in which last township the Riviere des Petites Nations takes its source, at the distance of five miles from the St. Lawrence); thence, winding through Edwardsburg and Elizabeth Town, where it divides the source of one of the great branches of the Rideau, near a small lake, from the

head of Tonnewanta, or Jones's Creek, at the distance of about ten miles from the St. Lawrence, the ridge traverses Bastard and Crosby, in a line extending diagonally towards the north, and divides the waters and lake of the Rideau, from those of the Gannanoqui.

This division shows that the ridge now described is the most elevated table-land between the St. Lawrence and the Ottawa, towards each of which it has a gradual descent of four feet one inch to a mile. That from a given height the line of descent should be in the same ratio, on a base of fifty miles, as on a base of eighty miles, may appear a trigonometrical paradox; but, undoubted as the fact is, it becomes reconciled by finding, that the level of Lake Ontario is about one hundred and thirty feet higher than that of the Ottawa river. This fact was ascertained and established by the engineer employed on the Rideau canal, who fixes the highest point of land at about forty miles from Kingston, on the line of the canal, and gives its elevation or summit-level at two hundred and ninety feet above the surface of the Grand river at By Town. The long and gradual descent north and north-easterly from this table-land to the Ottawa, accounts for the level appearance of the section of country lying on its banks.

Continuing its course westerly, the table-land divides the head-waters of the Rideau from those of the Napaunée; thence winding northerly through Olden, towards Barrie, it separates the head-waters of the Mississippi from those of the Moira; and pursuing its main westerly direction, winding along the heads of numerous streams, emptying themselves into the Trent river, and a chain of small lakes stretching towards Lake Simcoe, the westermost of which is Balsam Lake, passes about eighteen miles north of that lake. Through the Balsam Lake passes a water communication, explored by Mr. Catty of the Royal Engineers, which penetrates through the range of high lands, and expands into two or three narrow lakes, successively up to its source near the head-waters of the Madawasca, through which chain of small lakes and four portages, a ready communication is given from the source of the stream to Lake Balsam. At the point where this stream approaches the head-waters of the Madawasca, it is divided from them by another ridge of elevated or table-land, which observation shows to be higher

than that we have before been tracing, inasmuch as the water communication we have just described descends from it through the other ridge south-west into Balsam Lake. This latter ridge, taking an easterly direction from the point at which we are now arrived, joins the former ridge near the sources of the Rideau, dividing the head-waters of streams falling into the Ottawa from those taking the direction of Lake Huron. From the same point, stretching in a north-western course, it continues to divide the waters falling into Lake Huron from those emptying themselves into Hudson's and James's Bays, and terminates in the grand ridge of high lands, separating the waters of Hudson's Bay from those of the Great Lakes.

From the Bay of Quinte another ridge of high lands runs in a westerly direction along the northern shores of Lake Ontario, at a distance, in some places, of not more than nine miles, which is the case at Hamilton, dividing the numerous streams and head-waters of rivers falling into that lake from those descending northward into the river Trent, Rice Lake, Otanabee river, and the chain of lakes before mentioned. The ridge receding northward and westerly from the lake to the distance of twenty-four miles from York, there separates the waters of Holland river and other streams falling into Lake Simcoe and Lake Huron, from those discharging themselves into Ontario. Thence, bending round the heads of the Toronto and its tributary streams, dividing them from those of the Grand or Ouse river, it pursues a south-easterly direction towards the head of the lake, merges in the Burlington Heights, and runs along the shores of Burlington Bay and the south side of Lake Ontario, at a distance not exceeding from four to eight miles, to Queenstown Heights. Still pursuing an easterly direction on the southern border of the lake, it stretches into the territory of the United States to Lockport, distant twelve miles from the lake, crosses the western canal, and, running parallel with it, subsides at Rochester, on the banks of the Genesee. This ridge, though high in many places, and bounding the head streams of the smaller rivers that fall into Lake Ontario, does not divide the head-waters of many larger streams, taking their sources far to the south; but it constitutes a striking geological feature of that part of the country, which points it out as the shores of the original basin of the lake.

Having thus given a preliminary description of the most prominent features of the province, the surface of which is characterized by its general evenness, notwithstanding the table ridges of moderate elevation we have traced, we will endeavour to convey a more definite and distinct idea of the face of the country, its soil, and its settlements, without, nevertheless, entering into those minute details or descriptive elaborations that are inconsistent with the plan of the present work. To do so the more efficiently it will be convenient to divide the province into three imaginary divisions, within the circumscribed boundaries of which it will be easier to travel in our description, and to dwell upon the particular points that may appear most deserving of paramount notice and consideration, within their respective limits.

Adopting for this purpose the most obvious and natural division of so extensive a territory that suggests itself, the province may be divided into the three following sections:

The first or eastern section, embracing all that tract or tongue of land between the Ottawa river and the St. Lawrence, bounded on the west by the eastern line of Newcastle district, and on the east by the western boundary of the province. It includes five districts; Eastern, Ottawa, Johnstown, Midland, and Bathurst.

The second or central section will comprise the districts of Newcastle and Home, and extend from the bottom of the Bay of Quinté to the north-eastern limits of the district of Gore.

The third or western section, embracing the residue of the surveyed parts of the province westward, will consist of the Western, London, Niagara, and Gore districts.

§ I.—EASTERN SECTION —

EASTERN, OTTAWA, JOHNSTOWN, MIDLAND, AND BATHURST DISTRICTS.

Situated between two broad and navigable rivers, the Ottawa and the St. Lawrence, and centrally traversed in a diagonal course by an extensive and splendid sloop canal, connecting the waters of Lake Erie with those of Ontario,—this section of country evidently enjoys important geographical and local advantages. Its surface presents, almost unex-

ceptionably, a table level of moderate elevation, with a very gentle and scarcely perceptible depression as it approaches the margin of the magnificent streams by which it is bounded to the northward and south-east.

The soil, though sometimes too moist and marshy, is extremely rich and fertile in general, and chiefly consists of a brown clay and yellow loam, admirably adapted to the growth of wheat and every other species of grain. In the immediate vicinity of the Bay of Quinté and the shores of Ontario it is still more clayey, and rests upon a substratum of bluish limestone, which appears to be co-extensive with the section of country we are describing, and sometimes penetrates through the soil above the surface. The forests abound with a variety of large and lofty trees; among which are profusely found white pine, white and red oak, maple, beech, birch, hickory, basswood, ironwood, butternut, and poplar; ash, elm, and cedar are also found in the forests in considerable quantities, but are less frequent than those first enumerated.

It is intersected by numerous rivers, remarkable for the multitude of their branches and minor ramifications, and by frequent lakes and ponds, peculiarly irregular and fantastic in their shapes. Of the rivers, the most conspicuous are the Rideau, Petite Nation, Mississippi, and Madawaska, that take their sources far in the interior, generally to the westward of their mouths, and fall into the Ottawa; and the Gannanoqui, Raisin, Cataraqui, Napanee, Salmon, Moira, and part of Trent, that discharge themselves into the Bay of Quinté and the St. Lawrence. The streams of most of these rivers, besides fertilizing the lands through which they meander, and affording, in general, convenient inland water communications, turn numerous grist, carding, fulling, and saw mills.

Of the lakes may be mentioned Rideau, Gannanoqui, White or Henderson's, Mud, Devil, Indian, Clear, Irish, Loughborough, Mississippi, Olden, Clarendon, Barrie, Stoke, Marmora, Collins, Blunder, Angus, and Opinicon, besides numerous inferior lakes, the non-enumeration of which in this place will be effectually supplied by the map.

The principal public roads by which it is traversed are, the main front road along the St. Lawrence, between Lower Canada and Kingston, passing through Cornwall and Lancaster, and the front road on the Ottawa, between Point Fortune and Plantagenet. The interior traverse

roads, leading from Lancaster and Charlottenburgh, through Lochiel to Hawkesbury; those from Elizabeth and Augusta to Kingston, to the Rideau settlement, to Perth and Lanark, and from these towns to Richmond and By Town, on the Ottawa; and the various roads along the whole extent of the Rideau communication. Above Kingston the several roads to the Bay of Quinté, passing either by the ferry at Long Reach, Adolphus Town, or by the Indian village in Tyendinaga, are tolerably good. From the village of Sidney a road is open along the Trent, and through Rawdon to the Marmora iron-works. Besides these, a number of by-roads afford a ready access to neighbouring or remote settlements; but as they often penetrate a wilderness, and have been opened within a comparatively recent period, they are indifferent at best, and often bad. Indeed, the generality of roads in Upper Canada necessarily suffer from the richness of the soil they traverse, and will always require the greatest attention and constant repair.

The population of this section of the province in 1824 amounted to 69,996 souls, and in 1828 to 85,105; giving an increase in four years of 15,109 souls.

The most populous and improved part of the colony is undoubtedly that from Pointe au Baudet to the head of the Bay of Quinté, a range of one hundred and seventy miles, in which are contained the towns of Kingston, Johnstown, and Cornwall, Fort Wellington, the Mohawk Village, Brockville, and several smaller villages; besides a continuation of houses (many of them spacious and well built) and farms by the side of the main road, as well as the other roads that lead to the interior settlements. Great industry and attention to improvement are displayed upon most of the lands throughout this tract; the roads that were formerly made have been gradually rendered sound and good, and many new ones constructed; bridges have been thrown across the rivers, and various communications both by land and water opened to the interior; indeed, various indications of a flourishing and accelerated progress are apparent in almost every direction.

Of the towns just mentioned, Cornwall, lying about five miles above St. Regis, and Johnstown, three miles east of Fort Wellington, contain each from eighty to one hundred houses, built of wood, with a church,

court-house, &c.; they stand close to the river St. Lawrence; the ground planned out for each is a mile square. Brockville, so called in honour of the lamented hero of Upper Canada, Sir Isaac Brock, is delightfully situated on the St. Lawrence, in front of Elizabeth Town. It is neatly built; has a church, parsonage-house, and court-house, and contains a population of five hundred or six hundred souls. A small steam-boat now plies regularly between Brockville and Prescott.

Fort Wellington, formerly called Prescott, is situated directly opposite to the American town and fort of Ogdensburgh, or Oswegatchie, as it used to be named; between them the river is no more than one thousand six hundred yards broad. During hostilities shot were repeatedly exchanged between them, particularly on the passing of brigades of boats up the river. The village of Fort Wellington consists of forty or fifty houses; and, from its position at the head of Montreal boat-navigation and the foot of the sloop and steam navigation from the lakes, it enjoys important advantages, that must eventually accelerate and enhance its growth and prosperity. A regular line of stage is daily run between this place and Montreal (Sundays excepted), and steamboats afford an easy communication between it and the different places on Lake Ontario *.

The town of Kingston, the largest and most populous of the Upper Province, is very advantageously seated on the north side of the river St. Lawrence, or rather at the eastern extremity of Lake Ontario: it is in latitude 44° 8′ north, and in longitude 76° 40′ west from Greenwich. On the ground upon which it is built formerly stood Fort Frontenac, an old French post. Its foundation took place in 1783, and by gradual increase it now presents a front of nearly three quarters of a mile, and in 1828 contained a population ascertained by census to amount to 3,528 inhabitants, exclusive of the troops in garrison: including the latter, and making due allowance for two years' increase, its population may now be computed at not less than 5,500 souls.

The streets are regularly planned, running at right angles with each

* The fares for cabin passengers now are as follow: To or from Prescott and Niagara, 2*l.* 10*s.* Kingston and Niagara, or Kingston and York, 2*l.* Between Kingston and Prescott, 15*s.*, and between York and Niagara, 10*s.*

other, but not paved. The number of houses may be estimated at about six hundred and seventy. Most of them are well built of stone; many of them spacious and commodious: but very few are remarkable for the taste or elegance of their structure. An extensive wooden bridge of much solidity and beauty has recently been thrown over the narrowest part of the channel between Point Frederick and the town. It exceeds six hundred yards in length, and has materially added to the scenery of the place and the convenience of its inhabitants. The public buildings are a government-house, a court-house, a protestant and a catholic church, a market-house, a gaol and hospital, besides the garrison, block-houses, government magazines and stores.

This town has obtained considerable mercantile importance within the last twenty years: wharfs have been constructed, and many spacious warehouses erected, that are usually filled with merchandise: in fact, it is now become the main entrepôt between Montreal and all the settlements along the lakes to the westward. From the commencement of spring until the latter end of autumn, great activity prevails; vessels of from eighty to nearly two hundred tons, employed in navigating the lake, are continually receiving and discharging their cargoes, as well as the bateaux used in the river; and the magnificent steam-boats that ply between Kingston, York, and Niagara, contribute largely to the lively animation of the scene. Its commercial importance must also be considerably enhanced by the opening of the Rideau canal, which will necessarily render it the emporium of the whole trade of the two provinces, whether carried on by the St. Lawrence or through the Ottawa.

The harbour is well sheltered and convenient, accessible to ships not requiring more than three fathoms water, with good anchorage close to the north-eastern extremity of the town. The entrance to it is defended by a battery on Mississaga Point, and another on Point Frederick; which, with the shoal stretching from the former, with only five feet of water upon it, are quite sufficient for its protection. Opposite to the town, and distant about half a mile, is a long low peninsula, forming the west side of Navy Bay. The extremity of it is called Point Frederick. Point Henry is the extremity of another peninsula, but of higher and more commanding ground, that forms the eastern side of it. This is the principal depôt

of the royal navy on Lake Ontario, and where the ships are laid up during the winter. The anchorage is good, but somewhat exposed to south and south-west winds. It is very well defended by batteries and block-houses on Point Frederick, and by a strong fort on Point Henry.

On the western side of Navy Bay are the dock-yard, large store-houses, slips for building ships-of-war, naval barracks, wharfs, and several dwelling-houses for the master builder and other artificers, for whom, since their occupations have been so unremitting, it has been found necessary to erect habitations on the spot. In this yard the ships composing the present British Ontario armament were built and equipped. The construction of the St. Lawrence, a first-rate, mounting one hundred and two guns, will sufficiently prove that the power of this fleet may hereafter be increased to a vast extent. At Sacket's Harbour, the rival of Kingston as a naval depôt, the maritime forces of the United States are kept. During the war large vessels were there put upon the stocks, one of which was represented as exceeding in dimensions the largest man-of-war in the British service, being two hundred and ten feet in length on her lower gun-deck. It is a fact singular enough, and well worthy of remark, that the largest armed ships in the world should thus be found in the heart of an immense continent on the fresh waters of an interior lake, and at so remote a distance from their more familiar element, the ocean.

As a rival station to the American one of Sacket Harbour, Navy Bay is entitled to every consideration; and as long as it becomes an object to maintain a naval superiority on the lake, the greatest attention must be paid to this establishment; particularly when we observe with what care our rivals complete such of their ships as were begun during the war, and also the measures they are adopting generally to be enabled to contend against us, at a future period, with numerical strength in their favour: and, in fact, the methods they pursue are well calculated to obtain the object they steadily keep in view. The conduct of an enterprising neighbour should always be narrowly observed, and a countervailing power be prepared, commensurate to the means of aggression, in the event of hostilities.

The Americans build their ships much faster than we do on our

side, and for this reason—strength is the chief object with them; and if that be obtained, they care but little about beauty of model or elegance of finishing: in fact, they receive no other polish than what is given them by the axe and the adze. On the other hand, we employ as much time upon ours as we should in the European dock-yards. They are undoubtedly as strong as the Americans; they are handsomer and much better finished; but they are far more expensive, and will not endure a longer period of service. When we reflect that ships built on this lake will not last more than five or at most six years of actual service, it may be a subject not unworthy of consideration, whether we cannot, with some advantage to ourselves, adopt the methods of our opponents; and if we have a fleet as strongly built, equal in number and size to theirs, and capable of keeping up the unrivalled splendour of our national banner, be satisfied with it, although it be not a rival in beauty and splendid decorations to that which has awed every enemy into submission.

The approach to Kingston harbour is made by three different channels: the first, called the Batteaux Channel, is between Wolfe Island and Forest Island, and is generally used by small craft only, having in several places hardly two fathoms and a half water: the next is the South Channel, formed by Forest Island and Snake Island, a small spot with an extensive bank spreading from it;—here also, in the fair way, the water shoals from three to two fathoms and a half: the third and best is the North Channel, between Snake Island and the main land, which, although it increases the distance a little, is by far the safest, having from four to ten fathoms water in it.

A little to the westward of Kingston is the Bay of Quinté, very singularly formed between the irregular peninsula of Prince Edward county on the south, and the main land of the midland district on the north. The length, through the various crooked turns it makes, is little short of fifty miles, and its breadth varies between six and twelve miles. The isthmus formed between it and Lake Ontario, in the township of Murray, is not more than three furlongs broad, over which there is a portage. This inlet affords to vessels safe shelter from the heavy gales frequently experienced on the lake. The peninsula on every side is indented by numerous small bays and coves. Several rivers fall into the

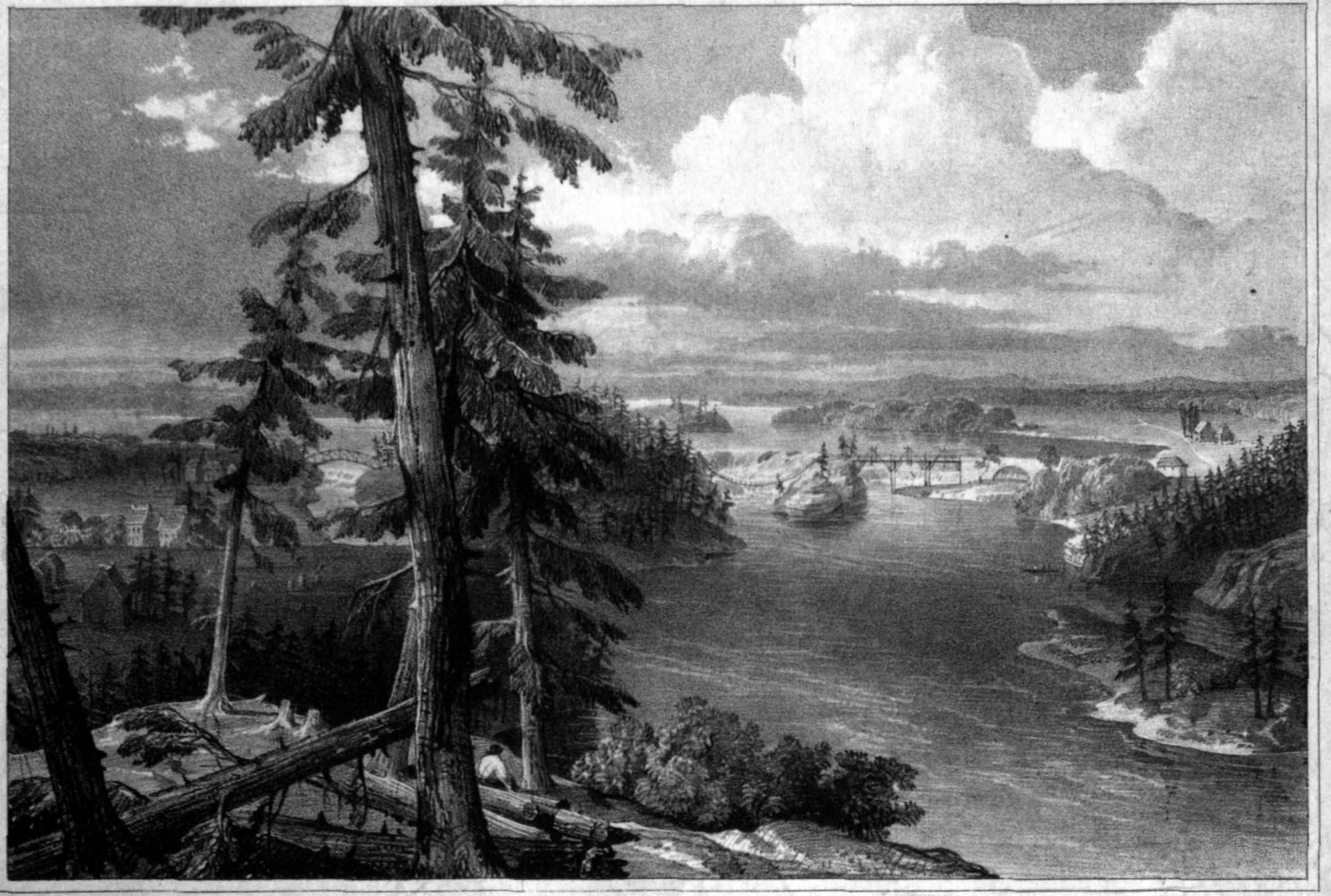
bay, of which the largest are the Napannee, the Shannon, the Moira, and the Trent. The latter, flowing from Rice Lake, is the channel by which the waters of a chain of shallow lakes in the Newcastle district are brought into Lake Ontario. On the south side of the Trent, in the township of Percy, are several springs highly impregnated with salt, and from which that article is made, but does not answer the purpose of curing provisions; being found, by repeated experiments, not to possess the preservative qualities of sea salt. The townships on the borders of the bay and on the peninsula are thickly inhabited, and in a prosperous state of cultivation. Their produce of wheat and other grain is very abundant, the soil being extremely rich and very easily tilled, although in general requiring manure to temper its clayey coldness.

The thriving village of Perth is situated in the township of Drummond, on a branch of the Rideau, and occupies a central position between the Grand River and the St. Lawrence, communicating by tolerably good roads with Kingston to the south, and By Town to the northward, at the opposite extremities of the Rideau canal. The first establishment fostered by government was made in 1815 by British emigrants, chiefly from Scotland, many of whom are now at the head of excellent farms, possess comfortable habitations, and reap the fruits of their perseverance and industry. The population of the village does not probably exceed, as yet, three hundred and fifty or four hundred souls; but its relative situation with the surrounding country and the canal, making it the natural entrepôt of the settlements on the St. Lawrence, and those of the Ottawa river, promises to contribute to its rapid aggrandisement and prosperity, independently of the advantages it derives from being seated in the midst of a fertile and luxuriant tract of country. The military settlements of Lanark and Richmond have also experienced the benefits of government patronage; and occupying, as they do, a propitious locality and excellent soil, are very prosperous, and fast increasing in their agricultural improvements and population.

By Town, in Nepean, is situated on the southern bank of the Ottawa, a little below the beautiful falls of the Chaudiere, and opposite the flourishing village of Hull in Lower Canada. It stands upon a high and bold eminence surrounding Canal Bay, and occupies both banks of

Engraved by J.& C.Walker

Reduced by F.Cattlin.



R.S.M. Bouchette Esq.r del.t

on Stone by L. Haghe.

UNION BRIDGE: By Town.

OTTAWA RIVER.

W.Day lith 17. Gate St.

the canal; that part lying to the east being called the Lower, and that to the west, from a superiority of local elevation, the Upper Town. The streets are laid out with much regularity, and of a liberal width, that will hereafter contribute to the convenience, salubrity, and elegance of the place. The number of houses now built is not far short of one hundred and fifty, most of which are constructed of wood, frequently in a style of neatness and taste that reflects great credit upon the inhabitants. On the elevated banks of the bay, the hospital, an extensive stone building, and three stone barracks, stand conspicuous; and nearly on a level with them, and on the eastern side of the bay, is delightfully situated the residence of Colonel By, the commanding royal engineer on that station. From his veranda the most splendid view is beheld that the magnificent scenery of the Canadas affords. The bold eminence that embosoms Entrance Bay, the broken and wild shores opposite, beyond which are seen a part of the flourishing settlements and the church of Hull, the verdant and picturesque islands between both banks, and occasional canoes, barges, and rafts plying the broad surface of the Grand river, or descending its tumultuous stream, are the immediate objects that command the notice of the beholder. In remoter perspective the eye dwells upon a succession of varied and beautiful bridges, abutting upon precipitous and craggy rocks, and abrupt islands, between which the waters are urged with wonderful agitation and violence. Beyond them, and above their level, the glittering surface of the river is discovered in its descent through the broad and majestic rapid Des Chênes, until the waters are precipitated in immense volumes over the verge of the rock, forming the falls of the Great and Little Chaudiere. From the abyss into which they are involved with terrific force, revolving columns of mist perpetually ascend in refulgent whiteness, and as they descend in spray beneath a glowing sunshine, frequently form a partial but bright iris, that seems triumphantly to overarch a section of the bridge. The landscape of the Union Bridges, although not taken exactly from this enchanting spot, may convey some idea of the scope and splendour of the prospect which we have attempted briefly to describe, and partly secure to it that admiration to which it is so richly entitled.

The talent evinced by Colonel By, and the zeal he has displayed in

the prosecution of the great and momentous works intrusted to his professional skill, are strikingly demonstrated by the vigour with which the operations are carried on upon the Rideau canal, and the emulation and spirit that pervade the settlements that have grown out of this stupendous undertaking.

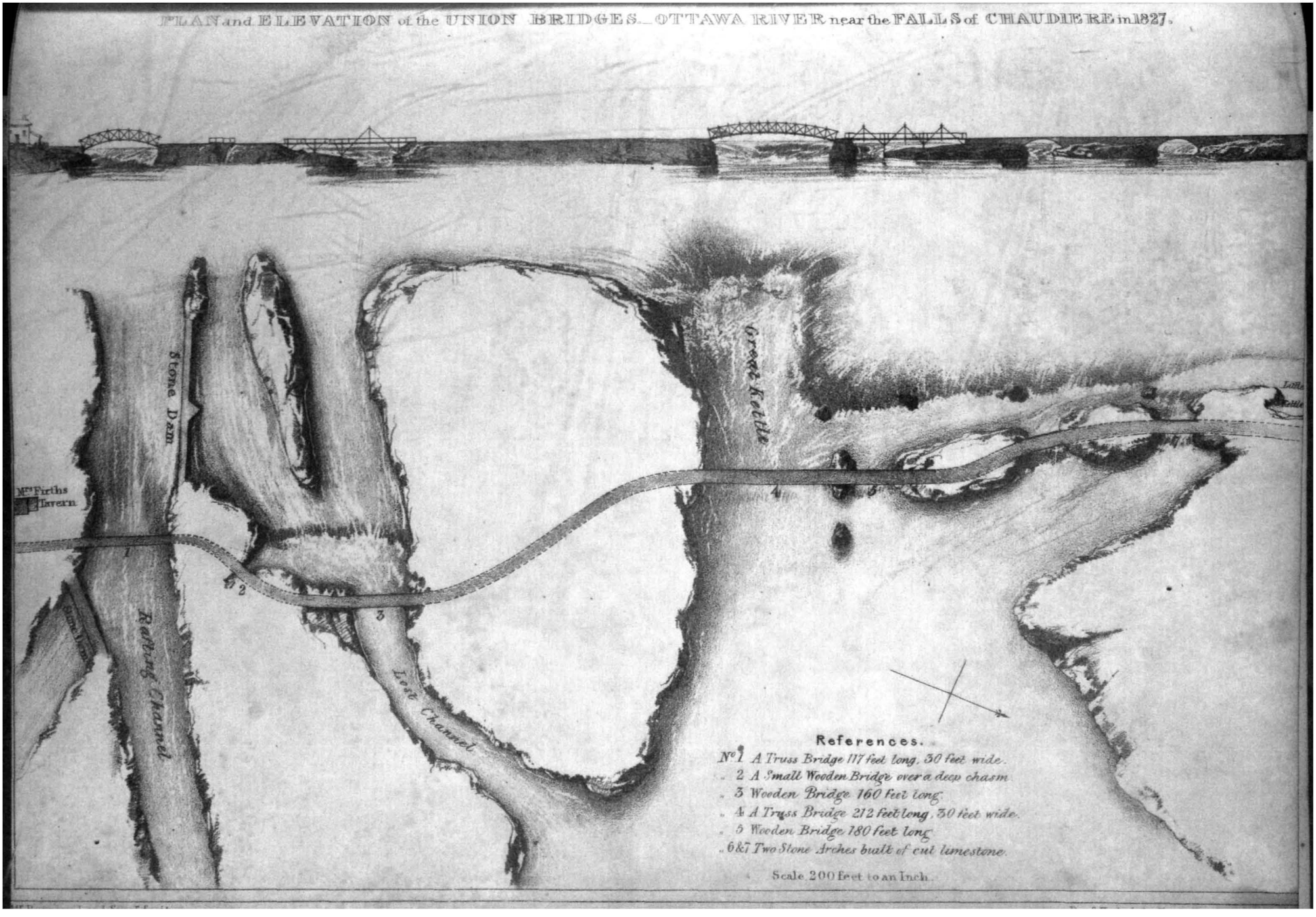
Hawkesbury, about sixty miles east of By Town, and twelve miles above Point Fortune, at the eastern boundary of the province, is an important village upon the southern banks of the Ottawa, at the lower extremity of the steam-boat navigation of the river, from the Falls of Chaudiere. The excellent saw-mills of Messrs. Hamilton and Buchanan, and their extensive timber establishment, are well worthy of particular notice, and must have much contributed to the prosperity of the place.

Some distance above By Town is Britannia, the valuable estate of Captain Le Breton. It is exceedingly well situated, at the lower extremity of Lake Chaudiere, and near the head of the beautiful rapid *Des Chênes*, whose broad surface and agitated waters, gliding swiftly between partially inhabited, luxuriantly verdant, and picturesque banks, add in a high degree to the interest and beauty of the spot. The mills erected there have the advantage of an excellent site, and are of the greatest utility to the surrounding settlements.

Ascending along the shores of Lake Chaudiere, the next objects of note first presenting themselves are the rising colonies in front of the townships of March and Tarbolton; they are chiefly composed of families of high respectability, possessed in general of adequate means to avail themselves of the advantages that are incident to a newly opened country. Higher up, at the foot of the various cascades of the *Chats*, is the establishment of John Sheriff, Esq., pleasantly situated in a very romantic and desirable spot. Above this, an impervious wilderness extends to the north-westward along the rapids of the *Chats*, and part of the lake of the same name, until human habitations reappear in the township of Macnab. High up, on the bold and abrupt shore of the broad and picturesque lake of the *Chats* *, the Highland chief Macnab has selected a

* This correct and original French appellation has now become an Anglicism, and is frequently written as pronounced— *Shaws*.

PLAN and ELEVATION of the UNION BRIDGES OTTAWA RIVER near the FALLS of CHAUDIERE in 1827.



References.

No 1 A Truss Bridge 117 feet long, 30 feet wide.
" 2 A Small Wooden Bridge over a deep chasm
" 3 Wooden Bridge 160 feet long.
" 4 A Truss Bridge 212 feet long, 30 feet wide.
" 5 Wooden Bridge 180 feet long.
" 6&7 Two Stone Arches built of cut limestone.

Scale 200 feet to an Inch.

romantic residence, Kinell Lodge, which he has succeeded, through the most unshaken perseverance, in rendering exceedingly comfortable*. His unexampled exertions in forming and fostering the settlements of the township, of which he may be considered the founder and the leader, have not been attended with all the success that was desirable, or which he anticipated. Most, if not the whole of the inhabitants, were members of his clan, whom he brought from the Highlands at considerable trouble and expense, with a view of improving their condition and ameliorating their circumstances. However, they do not appear to have fully appreciated the benefits intended to be conferred, nor the multiplicity and magnitude of the obstacles that were surmounted in locating them to their new lands, although they in some measure must themselves have participated in the difficulties incident to the formation of an early settlement in the heart of an absolute wilderness. The colony is nevertheless making sensible progress in its improvements, and will doubtless in a few years be a valuable accession of industry, loyalty, and strength to the province.

§ II.—CENTRAL SECTION.—

DISTRICTS OF HOME AND NEWCASTLE.

This section of the province embraces the districts of Home and Newcastle, which occupy a front of about one hundred and twenty miles upon Lake Ontario, extending from the head of the Bay of Quinté westward, to the line between Toronto and Trafalgar. Although less popu-

* The characteristic hospitality that distinguished our reception by the gallant chief, when in 1828 we were returning down the Ottawa, after having explored its rapids and lakes, as far up as Grand Calumet, we cannot pass over in silence. To voyageurs in the remote wilds of Canada, necessarily strangers for the time to the sweets of civilization, the unexpected comforts of a well-furnished board, and the cordiality of a Highland welcome, are blessings that fall upon the soul like dew upon the flower. "The sun was just resigning to the moon the empire of the skies," when we took our leave of the noble chieftain to descend the formidable rapids of the Chats. As we glided from the foot of the bold bank, the gay plaid and cap of the noble Gaël were seen waving on the proud eminence, and the shrill notes of the piper filled the air with their wild cadences. They died away as we approached the head of the rapids. Our caps were flourished, and the flags (for our canoe was gaily decorated with them) waved in adieu, and we entered the vortex of the swift and whirling stream.

lous than the tract of country composing the first part of the division which we have adopted, this portion of the province does not yield to it in point of fertility, and is equally well watered by numerous lakes, broad and beautiful rivers, and innumerable rivulets and brooks.

The Trent, which is the largest river flowing through it, issues out of Rice Lake, and taking a winding and circuitous course of about one hundred miles falls into the Bay of Quinté, near the village of Sidney, after receiving the waters of the Marmora and numerous other tributaries. The Otanabee, discharging itself, from the northward, into Rice Lake, might be considered a continuation of the Trent. It is a full, broad stream, navigable, as well as the Trent, for boats; and a spot, since called Petersborough, in the township of Monaghan, was selected on its western bank, eighteen or twenty miles north of Rice Lake, for the location of 2024 settlers sent out by government in 1825. It communicates from its source, in Trout Lake, with a chain of lakes stretching westwardly towards Lake Simcoe. From Balsam Lake, the last of this chain, a short portage is made to the source of Talbot river falling into Simcoe; thus opening an almost continued interior water communication between the Bay of Quinté and Lake Huron. But the rapids and cascades by which the navigation of the Severn, connecting Lake Simcoe with Huron, is interrupted, operate, in some measure, against the advantages that might be derived from so singular a fact. The route is, nevertheless, practised by *voyageurs*, by means of portages at the most dangerous passes of the river, which render available this abridged distance into Lake Huron.

The Nottawasaga, descending northward to Nottawasaga Bay, Holland, Mukketehsebé, Beaver, Talbot, and Black rivers falling into Lake Simcoe,—Credit, Etobicoke, Humber, and Don rivers, flowing into Lake Ontario, are the most worthy of particular mention. They in general abound with excellent fish, and especially salmon, great quantities of which are annually speared in the river Credit for the supply of the western country. Besides these rivers, a great number of "creeks" of considerable importance discharge their streams into the lake, fertilizing the lands through which they flow, and generally furnishing hydraulic

powers to work various descriptions of mills, chiefly applied at present to the purposes of grinding grain and sawing timber.

Lake Simcoe, situated in Home District, between Lakes Huron and Ontario, covers a surface of about 300 square miles, and is the most extensive interior lake of the Upper Province. Judging from the height of the frequent falls and cascades by which its outlet is broken, the elevation of its surface must be, at least, one hundred feet above the level of Lake Huron, and therefore much higher than that of Lakes Erie and Ontario. The project contemplated of linking Lakes Huron and Ontario, by canals, with Lake Simcoe, though not impracticable in itself, would, nevertheless, be attended with some difficulty, from the frequent lockage that would necessarily be required in a comparatively short distance. Yet there can be little doubt that, eventually, when the shores of Lake Huron are covered by a dense agricultural and commercial population, such a communication by water will be found of the highest utility in facilitating the intercourse between the settled parts of the colony. The lands in the vicinity of Lake Simcoe are remarkably fine, and, like most of the lands of the province, peculiarly easy of cultivation, from the depth of the soil and equality of the surface.

Rice Lake is about twenty-five miles long, and four or five miles wide. It lies nearly south-west and north-east, in the district of Newcastle, and about fifteen miles from the shore of Ontario. The name it bears is derived from the wild rice growing upon its margin; the grain is not, however, restricted to its shores, but is indigenous to that part of the country, and is frequently found in marshes, and upon the borders of lakes. It yields abundant food to quantities of wild fowl, and is gathered by the Indians, who beat it in their canoes, and apply it to their own uses, or dispose of it to the inhabitants. The exposed situation of York has frequently suggested a removal of the seat of government to some more defensible spot, and Rice Lake has not injudiciously been mentioned as offering superior advantages under that aspect. Rice Lake could easily be connected by a ship canal with Lake Ontario, and the capital being thus removed from the immediate frontier, and covered by the rising ground between the two lakes, which might be made a very effectual secondary barrier of defence, would be less open to

invasion, and therefore better calculated to be the depository of the public archives and records of the province. The lakes forming the chain, of which we have before spoken, are Balsam, Sturgeon, Pidgeon, Shemong, Shibauticon, and Trout. Several other small lakes are scattered over the country, which it would be too tedious to particularize.

In the front of Newcastle district, on the borders of Lake Ontario, the soil consists of a rich black earth; but, in the district of Home, the shores of the lake are of an inferior quality. The lands upon Yonge-street, which connects York with Lake Simcoe, are exceedingly fertile, but so destitute of stones as to create some inconvenience to the settlers. A sandy plain, of some extent, exists some distance north of Ontario, towards Rice Lake; but saving this, and probably one or two more comparatively insignificant exceptions, the soil of this tract of country is extremely fertile, highly conducive to agriculture, and yields luxuriant crops of wheat, rye, maize*, pease, barley, oats, buck wheat, &c.

The population of these two districts amounted, in 1824, to 25,901 souls, and had, in 1828, increased to 36,264 souls, being an accession of 10,363 inhabitants in four years, or an increase, in that period, of 40 per cent, which exceeds that of any other part of the province.

The front part of all the townships from Kingston to York are, with few exceptions, well settled; roads lead through them, from which, in many places, others branch off to the interior. At intervals, rather distant indeed from each other, there are a few small villages, the principal of which are Belleville, Coburg, Port Hope, Darlington, and Windsor; but single dwellings and farms are continually presenting themselves along the road, which is that followed by the mail. On the lands that are occupied great progress has been made in agriculture; the houses, generally speaking, are strong and well built; and the inhabitants appear to be possessed of all the necessaries as well as most of the comforts that a life of industry usually bestows.

The town of York, the infant capital of Upper Canada, is in latitude 43° 33′ north, and in longitude 79° 20′ west, exceedingly well situated in the township of the same name, on the north side of an excellent harbour.

* Called in Canada *Indian corn*.

In a military point of view, its position is weak and extremely vulnerable; yet, if judiciously fortified and competent works thrown up on the peninsulated beach in front, it might be capable of considerable resistance against an attack from the lake. It is very regularly laid out, with the streets running at right angles, and promises to become a very handsome town. The plot of ground marked out for it extends about a mile and a half along the harbour, but at present the number of houses does not greatly exceed four hundred and fifty, the greatest part of which are built of wood, but there are however many very excellent ones of brick and stone, and most of the numerous dwelling-houses annually added to the town are of the latter description. The public edifices are a government-house, the house of assembly for the provincial parliament, a church, a court-house, and a gaol, with numerous stores and buildings for the various purposes of government.

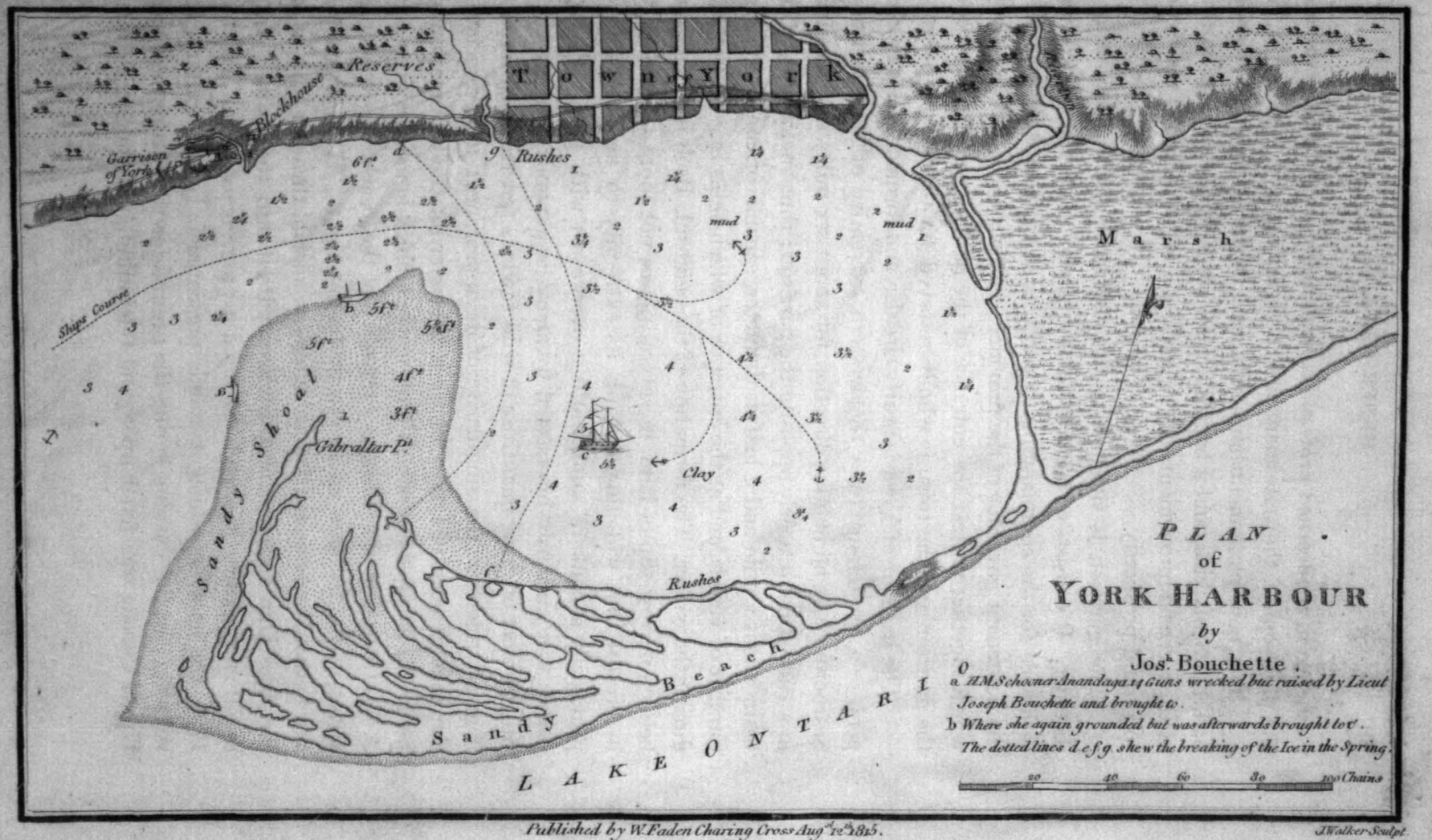
The new college stands immediately opposite the government-house, and comprises five neat brick buildings of two stories high. The centre building, appropriated exclusively to collegiate instruction, is eighty-two feet in length by eighty-five in depth, and surmounted by an elegant ornamental dome. The buildings forming its wings are respectively forty-five feet square, and are dedicated to the use of the principals, professors, and masters of the college. The lieutenant-governor of the province is, by virtue of his office, the visitor; the principal is the Rev. J. H. Harris, D. D., late fellow of Clare Hall, Cambridge; and vice-principal, the Rev. J. Phillips, D. D. of Queen's College, Cambridge. The avowed course of studies pursued comprises the "classics, mathematics, English composition, and history, writing and arithmetic, geography and French;" and it appears that pupils are not allowed to confine their attention to a part of the system laid down, to the exclusion of any of the subjects which it embraces. Such institutions are peculiarly interesting in a new country, and have long been among the *desiderata* of the province; they are, at the same time, a pledge that intellectual cultivation will go hand in hand with local improvements, and that whilst the industrious agriculturist and the enterprising trader are prosecuting their various meritorious pursuits and speculations, the youth of the colony will be receiving the benefits of collegiate education, the stepping-stone to

eminence in the learned professions, and an advantage no less valuable to the philosopher, the statesman, and the gentleman.

The new parliament-house, the emigrant's asylum, the law-society hall, the Scots kirk, and a baptist chapel are also conspicuous in the list of the recent improvements of the town, and are evidence of much public spirit and prosperity.

The garrison is situated to the westward of the town, at a mile distance. It consists of barracks for the troops usually stationed here; a residence for the commanding officer, now most frequently occupied by the lieutenant governor of the province; a battery and two block-houses, which together protect the entrance of the harbour. The space between the garrison and the town is wholly reserved for the use of government.

The harbour of York is nearly circular, and formed by a very narrow peninsula, stretching from the western extremity of the township of Scarborough, in an oblique direction, for about six miles, and terminating in a curved point nearly opposite the garrison; thus enclosing a beautiful basin about a mile and a half in diameter, capable of containing a great number of vessels, and at the entrance of which ships may lie with safety during the winter. The formation of the peninsula itself is extraordinary, being a narrow slip of land, in several places not more than sixty yards in breadth, but widening towards its extremity to nearly a mile; it is principally a bank of sand, slightly overgrown with grass; the widest part is very curiously intersected by many large ponds, that are the continual resort of great quantities of wild fowl; a few trees scattered upon it greatly increase the singularity of its appearance; it lies so low that the wide expanse of Lake Ontario is seen over it: the termination of the peninsula is called Gibraltar Point, where a block-house has been erected. A lighthouse, at the western extremity of the beach, has rendered the access to the harbour safely practicable by night. The eastern part of the harbour is bounded by an extensive marsh, through part of which the river Don runs before it discharges itself into the basin. No place in either province has made so rapid a progress as York. In the year 1793, the spot on which it stands presented only one solitary Indian wigwam; in the ensuing spring the ground for the future metropolis of Upper Canada was fixed upon, and the buildings commenced under the


Reserves
Blockhouse
Garrison of York
Town of York
Rushes
mud
mud
Marsh
Ships Course
Sandy Shoal
Gibraltar Pt
Clay
Rushes
Sandy Beach
LAKE ONTARIO
PLAN
of
YORK HARBOUR
by
Jos.h Bouchette.
a H.M.S. schooner Anandaga 14 Guns wrecked but raised by Lieut Joseph Bouchette and brought to.
b Where she again grounded but was afterwards brought to.
The dotted lines d e f g shew the breaking of the Ice in the Spring.
20 40 60 80 100 Chains
Published by W.Faden Charing Cross Aug.st 12.th 1815.
J.Walker Sculpt.

immediate superintendence of the late General Simcoe, then lieutenant-governor, whose liberal and enlarged plans of improvement have materially advanced the welfare and prosperity of the province *. In the space of five or six years it became a respectable place, and rapidly increased to its present importance: it now contains a population of four thousand souls.

The parliament of the province annually holds its sittings here, as do all the courts of justice. Considerable advances have also been made in the commerce, general opulence, and consequent amelioration of its society. Being the residence of the chief officers of government, both civil and military, many of the conveniences and comforts of polished life are to be met with. Several newspapers are there printed weekly. The lands of the adjacent townships for several miles round are in a high state of cultivation, so that the market of the town is always well supplied. The pressure of the late war has been considerably felt here, as it was captured by the American army on the 27th April, 1813. They held it, however, only a few days; but in that time the government-house and all the public buildings and stores were burnt, after removing so much of their contents as could be conveniently carried off †.

* It fell to my lot to make the first survey of York Harbour in 1793. Lieutenant-Governor the late General Simcoe, who then resided at Navy Hall, Niagara, having formed extensive plans for the improvement of the colony, had resolved upon laying the foundations of a provincial capital. I was at that period in the naval service of the lakes, and the survey of Toronto (York) Harbour was intrusted by his excellency to my performance I still distinctly recollect the untamed aspect which the country exhibited when first I entered the beautiful basin, which thus became the scene of my early hydrographical operations Dense and trackless forests lined the margin of the lake, and reflected their inverted images in its glassy surface. The wandering savage had constructed his ephemeral habitation beneath their luxuriant foliage—the group then consisting of two families of Messassagas,—and the bay and neighbouring marshes were the hitherto uninvaded haunts of immense coveys of wild fowl: indeed they were so abundant as in some measure to annoy us during the night In the spring following the lieutenant-governor removed to the site of the new capital, attended by the regiment of Queen's Rangers, and commenced at once the realization of his favourite project. His Excellency inhabited during the summer and through the winter a canvas house, which he imported expressly for the occasion; but frail as was its substance, it was rendered exceedingly comfortable, and soon became as distinguished for the social and urbane hospitality of its venerated and gracious host, as for the peculiarity of its structure

The defenceless situation of York, the mode of its capture, and the destruction of the

Immediately in the rear of the town is a very good road, called Yonge-street, that leads to Gwillimbury, a small village thirty-two miles to the northward, and thence five miles more to Cook's Bay, from which by Lake Simcoe there is a communication to Lake Huron. This being a route of much importance was greatly improved by the North-west Company, for the double purpose of shortening the distance to the Upper Lakes, and avoiding any contact with the American frontiers. The land on each side of it for a considerable depth is very fertile, and many settlements are already formed, where some of the farms are in a good state of cultivation. The advantage of this communication will be in some degree shown by the following recapitulation of it. From York to Cook's Bay, on Lake Simcoe, the distance is thirty-seven miles; the navigation through that lake and the River Matchedash up to the old trading-post on Matchedash Bay is seventy-seven miles more; making together one hundred and fourteen. A shorter route even than this is now formed by a road which was originally traced at the expense of the late North-west Company, from Kempenfelt Bay, on Lake Simcoe, to Penetengushene Harbour, opening into Gloucester Bay on Lake Huron, where a town plot has been laid out and a naval depôt established. This line of road being only twenty-nine miles reduces the distance from York to Lake Huron to eighty-eight miles, going by water from Cook's Bay into Kempenfelt Bay. Another small reduction might still be made by opening a road from Holland river up to the last-mentioned bay. By pursuing this route, the distance from York to St. Mary's Rapid, between Lake Huron and Lake Superior, is about four hundred miles; whereas by the circuitous one of Lake Erie and the river Ste. Claire it is full seven hundred: the importance of the communication is therefore obvious.

large ship then on the stocks were but too prophetically demonstrated in my report to head-quarters, in Lower Canada, on my return from a responsible mission to the capital of the upper province in the early part of April. Indeed the communication of the result of my reconnoitring operations, and the intelligence of the successful invasion of York, and the firing of the new ship by the enemy, were received almost simultaneously.

§ III.—WESTERN SECTION.—

GORE, NIAGARA, LONDON, AND WESTERN DISTRICTS.

The western division of the organized parts of Upper Canada comprises four districts—Niagara, Gore, London, and Western. In 1824 it contained a population of 55,200 inhabitants, and appears by the census of 1828 to have increased in four years to 64,157, thus giving a ratio of increase of 16¼ per cent. during that period.

Situated between the parallels of 42° and 45° 30′ north latitude, it has the advantage of extending further south than any other portion of the British North American possessions, and hence enjoys in an eminent degree a superior fertility of soil and milder temperature of climate. But a correct idea of its meteorology is not to be formed, however, from the analogy of similar latitudes on the old continent; and it is not exactly to be assumed that the atmosphere of this part of the Upper Province is possessed during winter of as moderate a degree of rigour as that of the places situated under the same circles of latitude in Italy, or any other part of Europe. The climate of America is indeed essentially different from that of any other quarter of the globe; but to what precise physical agency so wide a dissimilarity is ascribable has not yet, it is believed, been very satisfactorily discovered, although various causes have been already assigned for it.

With the aid of a little fancy, the tract of country we are now describing may be shaped into a vast equilateral triangular peninsula, whose base, extending from Fort Erie to Cape Hurd on Lake Huron, measures 216 miles, and whose perpendicular, striking the Detroit river at Amhersburgh, is about 195 miles. It is bounded to the north and west by Lake Huron, River and Lake St. Clair, and Detroit river; south by Lake Erie; and east by Niagara river, Lake Ontario, and the western limits of the district of Home. The surface it exhibits is uniformly level or slightly undulating, if we except a very few solitary eminences, and those parts of the districts of Gore and Niagara traversed by the ridge of elevated land traced in a previous chapter, the general altitude of which does not

exceed one hundred feet, although at some points it may approach very near three hundred and fifty. It is not, therefore, in a country so little variegated by hill and dale, and so utterly a stranger to the towering grandeur of the mountain, that sublimity of scenery is to be sought: yet the immense extent, magnitude, and beauty of its forests, and the prodigious vastness of its waters, are no insignificant sources of the sublime; whilst the exuberant fertility of extensive plains, the luxuriance of orchards recumbent with the weight of their delicious fruits, the graceful meanderings of full flowing streams, or the soft murmurings of more humble rivulets, added to the busy scenes of rural and thriving industry, cannot be denied eminently to possess the most interesting charms of the picturesque.

The variety of soils, and the diversity of their combinations, observable in these four districts, are by no means so great as might be expected in so extended a region. The whole tract is alluvial in its formation, and chiefly consists of a stratum of black and sometimes yellow loam; above which is deposited, when in a state of nature, a rich and deep vegetable mould, the substratum beneath the bed of loam being generally a tenacious gray or blue clay, which in some parts appears at the surface, and, intermixed with sand, constitutes the super-soil. This species and a sandy loam highly fertile in its properties are of more frequent occurrence in proceeding from the western district eastward, and appear to predominate in the districts of Gore and Niagara. The almost total absence of stones or gravel within the greatest arable depth is a peculiar feature of the generality of lands in the Upper Province, which has been felt as a serious inconvenience by the inhabitants in the progress of their rural improvements, whatever may be its probable advantage as facilitating some of the operations of husbandry. There are, however, numerous and extensive quarries of limestone to be found in most of the townships of these districts, that supply the farmers with excellent materials for building; the price of the quarried limestone fluctuating from five to fifteen shillings the toise. Freestone is also found, but in small quantities, and generally along the shores of the lakes.

The forests are remarkable for the sturdy growth, the variety, and the rich foliage of their trees. Out of the long list of their different

species, the following may be selected as being of most frequent occurrence: maple, beech, oak, basswood, ash, elm, pine, hickory, walnut, butternut, chestnut, cherry, birch, cedar, and pine, and their several varieties. The cedar and pine are much prized in consequence of their scarcity, particularly in the Western and London districts, where they are barely found in sufficient quantities to furnish materials for durable buildings and fencing enclosures. In the heart of these dense woods, and on the borders of rivers, extensive plains suddenly present themselves, that lay open to view a beautiful area of natural meadow, often expanding several thousand miles in extent, and delightfully relieved by occasional clumps of lofty pine, white oak, and poplar, agreeably clustered in the various vistas of the plain. In the neighbourhood of Long Point and on the banks of the Grand river are situated the most extensive of these vast and often fertile plains, which are generally in a flourishing state of cultivation. In the townships of Burford, Stamford, Niagara, Toronto, York, Dumfries, and Ancaster, broad and beautiful natural meadows are also to be found; but in general they are considered more prevalent in the London district than in any other section of the province

These four districts are remarkably well watered by several large rivers and their various branches, intersecting the country in every direction, and generally affording exceedingly convenient means of internal conveyance, as they are for the most part navigable for light boats to very remote distances, and for river sloops and craft for several miles above their mouths. The rivers entitled to more particular consideration are the Thames, the Ouse or Grand river, the Welland or Chippewa, the Big Bear, and the Maitland.

The Thames, formerly called the Rivière à la Tranche, rises far in the interior, rather north of the township of Blandford; and after pursuing a serpentine course of about one hundred and fifty miles, in a direction nearly south-west, discharges itself into Lake St. Clair. It is navigable for large vessels as far up as Chatham, fifteen miles above its mouth, and for boats nearly to its source. A bar across its entrance is certainly some drawback; but as there is at all times sufficient water upon it to float small craft perfectly equipped, the resources of art would very easily pass those of a much larger burden. Camels, for instance, might

be used; or even common lighters, dexterously managed, would, as it is believed experience already has shown, prove adequate to the service. The river winds through a fine level country, highly fertile, and rich in every requisite for new settlements. Its banks present many fine plains and excellent natural meadows. The soil is principally a sandy earth, intermixed with large quantities of loam, and sometimes marl, under which is a substratum of clay; and the flats of the river annually acquire much richness from the overflowing of those parts of its banks, by which rich alluvial deposits are made upon the surface. The oak, maple, walnut, beech, and pine growing in its vicinity are of very superior quality. There are roads opened along its course, and on each side of it numerous scattered settlements down to Lake St. Clair; but the roads are rather neglected, from the preference generally given to the use of the river as a highway. The Delaware Indian village, and another of Moravian settlers, are situated on it. The last is about thirty-five miles from the mouth of the river, and is under the superintendence of missionaries from the Society of Moravian United Brethren, who maintain a chapel here. There are many Indian converts residing in it, whose peaceable conduct and general demeanour show some of the benefits derived from civilization. The village is surrounded by thriving corn-fields, and tillage has made considerable progress in its neighbourhood *.

About twenty miles further down the river is a small place called Chatham, very desirably seated at the junction of a large stream with the Thames: it is in a very centrical situation, and at the head of the ship navigation of the river. A dockyard might be advantageously established on the point of land formed by the confluence of the two streams, from whence vessels might be conveniently launched. London is situated in the township of the same name, on the banks of the main branch of the Thames, about ninety miles from the mouth of the river, and in a tole-

* These villages have acquired much celebrity as the theatre of the memorable battle fought on the 5th October, 1813, between the united British and Indian forces, under General Proctor and the Indian chief Tecumseh, and the army of the American general, Harrison. It was in this action that the famous Indian warrior fell, after maintaining, at the head of a few Indians, a most desperate engagement with the left wing of a mounted American corps, under the command of Colonel Johnson.

rably central position between the surrounding lakes. From the obvious analogy intended to be drawn between the local appellations of this part of the province and those of the mother country, it has been inferred that Governor Simcoe contemplated, at the time the surveys took place, the possibility, that London might ultimately become the metropolis of the colony. However improbable or visionary such a change may now appear, there is no anticipating the changes that the progressive and rapid improvement of the province may dictate; especially when it is recollected that the present capital is considered by many as untenable, whilst the interior position of London, and its numerous and improvable advantages, are admitted to give it a superiority under various aspects, although deficient as a shipping port, in which particular it yields altogether to York.

The Grand river is next in magnitude to the Thames, and takes its source in the interior of the country towards Lake Huron. It flows in a general south-easterly course, with very serpentine windings, and traversing a tract of the highest degree of fertility, discharges itself into Lake Erie at Sherbrooke, between Point au Barbet and Grand river Point. At its mouth it is upwards of nine hundred yards wide; but its access to large vessels is rendered difficult by a sand bar stretching across the entrance that fluctuates in its elevation, but upon which is generally found eight feet of water. The river is navigable for schooners about twenty-five miles above its mouth, and considerably farther up for large boats. It offers one of the few harbours that the north shore of Lake Erie affords; and might, if judiciously fortified, be rendered very safe and secure. Its banks abound with gypsum, which may be easily obtained from copious beds, and conveyed to any part of the extensive region the river traverses, by the convenient means its navigation allows. The lands on both sides of this beautiful river were originally appropriated exclusively to the Indians of the Six Nations; but part of them have since been laid out into townships. Villages of the various tribes are dispersed along its picturesque banks; and in ascending the stream, we come first to the Senecas, and then in succession to the Delawares, Mississagas, Onondagas, Tuscaroras, and Cayugas. The Mohawks, although not one of Six United Nations, have also several settlements upon the Grand

river, the largest of which contains about two hundred souls, and is situated about three miles below the ferry.

The Welland or Chippewa is a remarkably fine river, wholly unobstructed by falls, and flowing through the heart of the district of Niagara. Its source is in Binbrook, about fifty miles west of its junction with the Niagara river, nearly three miles above the stupendous falls of the latter river. It is about one hundred yards broad at its mouth, and for upwards of five and twenty miles varies in general depth from nine to fourteen feet. The stream is rather turbid, and appears to hold in solution a quantity of lime, that imparts to it a whitish colour, observable even below its discharge into the Niagara, as it flows apparently unmingled with the crystalline waters of that romantic river. It is connected, by elegant broad sloop canals, with Lake Ontario to the north and Lake Erie to the south, the canals being linked by a section of the river about ten miles in length, which is used as part of the communication, and forms one continued canal, from one lake into the other. This magnificent work of art and important commercial undertaking has but recently been completed, and in the early part of last August was thrown open for the ingress and egress of vessels. The Bull Frog, Lieutenant Jones, R. N., was the first vessel that passed down the canal. The towing was so effectually performed by one horse, that in sixteen hours she descended through that section of the canal lying between the Welland river and Lake Ontario, and met on her way, an American schooner bound upwards. The efficiency and importance of this great work, in a commercial and military point of view, will be more particularly touched upon hereafter: it may be sufficient here merely to remark, that it must also serve essentially to benefit the settlements of the flourishing district it traverses, and give much additional value to landed property in its vicinity.

The Big Bear river, or "Creek," as it is usually styled, rises near the limits of the Huron tract, granted by the crown in 1826 to the Canada company, and falls into the Chanail Ecarté, one of the numerous channels of River St. Clair. Its course, which is not far short of one hundred miles, runs generally parallel to that of the Thames, to which, in the progress of its meanderings, it approaches at one point to within four or five miles distance.

River Maitland has not been completely explored. It appears to have its source towards the eastern limits of the Indian territory, lying on the eastern shores of Lake Huron; traverses part of that vast tract; and winding through the north section of the Canada company's territory, discharges itself into the lake, forming at its mouth Godrich Harbour.

The river Aux Sables winds singularly through the southern part of the Canada company's tract, and bending abruptly about ten miles above its mouth, and within 800 or 900 yards of the margin of Lake Huron, it runs parallel to the shore of the lake, into which its waters are discharged, at the angle of a tract of Indian reservations. A small lake, called Burrell, has an outlet to the river, and lies parallel to, and about three miles from, the coasts of Huron.

Considering the comparative infancy of the settlements of this section of Upper Canada, the numerous roads by which it is intersected, are evidence of the rapid improvement and prosperity of the country. Dundas Street, Talbot Road West, the Middle Road, Talbot Road East, Talbot Road North, and the road east from Port Talbot, along the shores of Lake Erie, along the Niagara, and the southern shore of Lake Ontario, to Dundas village, are the leading public roads, connecting the extremities of the settled parts of this section of the province. There are, besides, upwards of fifty other main, bye, and cross roads, several of which are of considerable length; the principal of these being, the roads leading to Galt and Guelph; the new routes opened by the Canada company to the town of Godrich, on the shores of Lake Huron; those between Burford and Malahide; between Brantford and Charlotteville; between Grimsby and Rainham; and several others.

Dundas Street, styled a military route, traverses Gore and London districts centrally, commencing at the capital, York, passing through the villages of Neilson, Dundas, Oxford, and London, and joining the road north of the Thames, which is opened along the banks of the river, down to its mouth in Lake St. Clair. By this road the mail passes between York and Dundas; and from the latter place a branch or by-post is despatched to the westward, by the Dundas route to Sandwich and Amherstburgh, and another to Galt and Guelph. The village of Dundas,

about forty-five miles from York, is prettily situated at the head of Burlington Bay, near the spot known by the name of Cootes' Paradise *. It is yet inconsiderable, as well as the other villages that have just been noticed; but from the advantages they all enjoy, of being on a post route, added to an excellent fertile locality, they must very soon increase in populousness and importance. Numerous settlements are scattered along this extensive road, which are emerging from the rudeness of primitive cultivation, and exhibit some appearance of agricultural success and rural comfort.

From Dundas the mail route lies through the village of Ancaster, the settlement at Stony Creek, and the villages of Grimsby and St. Catherine's, to Niagara. Ancaster contains a church, and about three hundred and fifty or four hundred inhabitants, and is most eligibly situated in the centre of a picturesque and champaign country, in a high state of cultivation. Indeed, the villages on this road generally are seated in one of the most diversified parts of the province, and are much relieved by some of those grateful varieties of surface that yield so many charms to the romantic scenery of more hilly regions. From Ancaster posts are forwarded to Brantford, Waterford, Simcoe, and Vittoria, and also to St. Thomas and Port Talbot, on the shores of Lake Erie.

Fort George, or Niagara, formerly Newark, but changed by law, in 1798, to its present appellation, occupies the west bank of Niagara river, opposite the old fort of the same name, on the American frontier. Its position, on the shores of Ontario, and at the mouth of the river,—that together form Mississaga Point, upon which a lighthouse has been erected,—is peculiarly advantageous; but its proximity to the frontier boundary lays it open to the depredations of foreign hostility, in the event of war. In December, 1813, at a period when the town seemed most flourishing, the American forces, under General M'Clure, of the

* This spot owes its name to the rhapsodic expression of an enthusiastic sportsman, who being here stationed, between Burlington Bay and a marsh to the westward, found the sport so excellent, as the game passed in heavy flights from the one to the other, that he dignified the spot, otherwise uninteresting, with its present deluding appellation. Major Cootes belonged to the British army

New York militia, barbarously set it on fire in abandoning the fort, and it was totally burnt to the ground *. Niagara has, however, risen from its ashes with astonishing rapidity, and is decidedly become one of the most thriving villages of the province. Its population in 1828 amounted to 1262 souls, and it will not now (1830) be overrated at 1500. It contains many neat houses, numerous shops, two or three respectable taverns, and has a market, held once a week, to which the farmers of the surrounding country bring their various produce. Nor is it divested of the means of suggesting public improvements in print, or of discussing foreign politics; two weekly newspapers, published in so infant a town, are positive evidence of a laudable spirit of literary emulation, as well as general advancement. Its harbour is remarkably good, and exhibits the gay scene of frequent arrivals and departures of sloops, barges, and steamboats from and to every part of the lake and the St. Lawrence, as low down as Prescott.

The fort is garrisoned by a strong military detachment, the appearance of which contributes greatly to the cheerfulness of the place, whilst the officers and the residents derive the mutual advantage of contributing reciprocally to their pleasures, by forming a small circle of society. Niagara was formerly the seat of government of Upper Canada; but Governor Simcoe, who resided there, having laid the foundation of York, transferred his residence to the latter place, which afterwards became the capital.

Queenston, in the southern part of the township of Niagara, and distant seven miles from Fort George, is pleasantly situated at the base of the romantic heights to which the village gives its name, and at the northern extremity of the portage, from the foot to the head of the Falls. The village contains a church, a court-house, and government stores, partly appropriated to the use of the Indian department, and a population of four or five hundred inhabitants. The lands around Queenston are in a very flourishing state of tillage; and the tame but highly beautiful

* It is but just to state, that this unjustifiable measure, greatly aggravated by the severity of the season during which it was adopted, was disapproved by the United States government, and declared unauthorized. Such a deed belonged not to this age, but to the barbarism of ancient warfare.

aspect of the fertile fields the eye surveys, is agreeably contrasted with dense foliage of distant forests, and the bold ridge rising majestically to the southward of the village, and stretching west and east across the deep and toiling stream of the Niagara river. Several steam-boats, most elegantly fitted up and with excellent accommodations, run regularly between this place, and York, and Kingston *.

The Queenston Heights have become famous in the annals of Canadian history, much less for the battle which was fought there on the 8th of October, 1812, than for the disastrous event to which it led. It was here that General Brock fell, whilst gallantly leading two companies up the hill against a superior force, strongly stationed on the heights. Shortly after this awful catastrophe, General Sheaffe arrived, and succeeding to the command, immediately collected all his effective forces, and making a judicious and spirited attack, completely routed the Americans, and took seven hundred and sixty-four prisoners.

The province still cherishes the memory of General Brock; and its patriotic inhabitants have erected on the heights, that were the scene of his gallant but fatal exploit, an elegant monumental column †, to perpetuate the fame of the hero, and to commemorate at once their regrets for his loss, and veneration for his virtues. He was president of the colony, and is now styled the "Hero of Upper Canada."

Immediately opposite Queenston is the rival village of Lewiston, on the American bank of the Niagara river. Both places are similarly circumstanced, from the position they respectively occupy at the corresponding extremities of the portages on either side of the Falls of Niagara. Queenston has hitherto enjoyed the advantage over Lewiston in its growth and consequence, but it is believed that the opening of the

* The FRONTENAC leaves Queenston and Niagara every Saturday, and Kingston every Wednesday. The QUEENSTON leaves the two former places on Thursdays, and the latter place on Mondays. There are also several steam-boats on the American side of the Lake Ontario.

† The vignette opposite page 60 gives a view of the heights and the monument. The column contains a spiral staircase, by which visitors may ascend to the gallery, near its summit. The prospect beheld from the gallery is truly commanding and grand. In October, 1824, the mortal remains of the deceased general and those of his aide-de-camp, Lieutenant-Colonel John M'Donell, were removed in solemn procession from Fort George, and deposited, with all military pomp and honours, in the vault of the monument.

Welland Canal will materially affect its prosperity, by transferring the carrying trade from the portage to the canal. Queenston, however, commands many valuable advantages, independently of the one of which it has been thus deprived: the fertility and beauty of the surrounding country, the excellence of its harbour, if such the Niagara may here be called, and the undiminished attractions of the splendid scenery in its vicinity, will always secure to it an eminent degree of interest, and insure its progressive aggrandisement.

Nearly four miles west of Queenston is the village of St. David, eligibly located on one of the leading roads from York to the head of Lake Erie, and on the borders of a small stream called Four-mile Creek. Six miles to the southward, branching off from the portage, is Lundy's Lane, the scene of a desperate but doubtful conflict on the 25th July, 1814, between the British forces, under Generals Riall and Drummond, and the American troops, commanded by Generals Scott and Brown. The proximity of the field of action to the prodigious Falls of the Niagara, must have awfully blended the muffled thunders of the cataract, with the loud din of battle.

The village of Chippewa is ten miles from Queenston, at the southern extremity of the portage, and occupies both banks of the Welland river, near the mouth of which, it is situated. It contains several neat houses, and about two hundred inhabitants: near it is a small fort, and also barracks for troops. The relative position of Chippewa, with regard to Queenston, renders both villages, in some measure, dependent upon the same causes of commercial prosperity, and both will inevitably be, to a certain degree, influenced, in the rapidity of their improvements and increase, by the changes that must take place in the direction of the trade, by the opening of the Welland Canal. Chippewa will, however, suffer the least of the two from such a circumstance, owing to the advantage it enjoys of being upon the banks of a navigable river, linked with, and, as it were, forming part of the canal itself. The Welland is in fact used as an eastern branch of the canal already, and is the channel through which produce passes to and from Buffalo.

On the opposite bank of the Niagara are situated the villages of Manchester and Fort Schlosher, the latter at the termination of the portage, occasioned by the Falls, on the American side. Between Chip-

pewa and Fort Schlosher, where the river is two miles and a half wide, a ferry is established just above the line where the strength of the current begins to ripple in its descent towards the Falls. The Bridgewater mills are on the banks of the Niagara, a few miles below the mouth of the Welland. A short distance from these mills, the western bank of the river discloses, a little above the water's surface, some very curious burning springs, that emit a highly inflammable gaseous vapour, which readily ignites on the approach of a lighted candle, and burns brilliantly for several minutes. The heat of these springs is stated to be so intense that it will cause water to steam, and, in some instances, even to boil; but the experiment itself has not come under our immediate notice.

The plains near the village of Chippewa, south of the river, have acquired historical celebrity, as the scene of the famous contest, gallantly maintained on the 5th July, 1814, by General Riall's army, against a superior American force, under the command of General Brown, aided by the troops under Generals Scott, Porter, and Ripley.

The distance between Chippewa and Fort Erie is sixteen miles; the road is excellent, and follows the sinuosities of the river, whose banks are low, but picturesque. The intervening country is remarkably fine, and in a very good state of cultivation; the lands along the road are generally held by Dutch farmers.

Fort Erie is the last place on the main post route, from the other extremity of the British dominions, at Halifax, but by-posts are forwarded from Ancaster, westward, to the remotest settlements of the province. The small village of Fort Erie, at the head of the river Niagara, occupies a rising ground of no great elevation, yet commanding a very extensive and interesting prospect. The fort is famed for the spirited resistance it offered, whilst under the American flag in 1813, to an obstinate siege by the British forces, commanded by General Drummond, during which several very gallant and sanguinary assaults took place. Several steam-boats ply upon Lake Erie between the fort and Amherstburgh, and up the Detroit to Sandwich and to Detroit, and as far as Michilimackinac, at the head of Lake Huron.

Bearing nearly north-east from Fort Erie, and on the opposite bank of the river, is the village of Black Rock, near which the great northern or Erie canal passes; and, about two miles to the southward of Black

Rock, on the shores of Lake Erie, is the thriving village of Buffalo, at the mouth of the creek of that name, and on the main stage road from Albany. It was one of those places that suffered from the measures of retaliation, adopted by the British army, after the total destruction of Niagara by the Americans, under Colonel M'Clure. Buffalo, however, from the advantages of its situation, at the junction of the Great Erie Canal with the lake, has since risen with astonishing vigour, to a populousness and importance, far superior to those it possessed before it fell a victim to the desolation of war. Many of its houses are elegant, and it contains two or three excellent inns.

Before passing from the consideration of the district of Niagara to the description of the settlements west of it, the peculiarly favourable geographical position it enjoys should not go unnoticed. Forming nearly an oblong square, bounded on three sides by navigable waters, and traversed centrally by a splendid canal, the access to all parts of it, is rendered extremely easy and inviting. The fertility of its soil and the congeniality of its climate, are not excelled in any district of the province, unless it be, probably, by the Western. The choicest fruits seem to be indigenous to its soil; peaches, nectarines, and apples are richly clustered on the branches of crowded orchards, and acquire a degree of perfection, equalled only on the luxuriant banks of the Detroit river. The sublimity of the views disclosed in the Niagara river, and the picturesque varieties of landscape produced by the Queenston heights, and occasional inequalities of surface, give the scenery of this district a decided superiority, over that of any other in Upper Canada.

The northern shores of Lake Erie, exclusively within the British dominions, are almost uniformly low and level, but irregular and broken by the projection into the lake of several elongated points, that have a considerable influence on its stream, and render its navigation more intricate than that of the other lakes. Of these projections, Point Abino, Long Point or North Foreland, Point aux Pins or Landguard, and Point Pelé or South Foreland, are the most prominent and conspicuous.

Point Abino is about nine miles to the west of Fort Erie, and forms a cove on its eastern side, affording safe anchorage for vessels. Ten miles west of Point Abino, an insulated sand hill rises conically from the shore,

which serves as a conspicuous landmark in the navigation of the lake. Passing beyond the mouth of the Grand river, and in front of the townships of Rainham and Walpole, we come to the small village of Dover, in front of the township of Woodhouse; and ten miles further to the village of Charlotteville, in the township of that name, and near Turkey Point. At the latter place, a spot was surveyed and planned out for a dock-yard, and a small fort has been built. Five miles north of Charlotteville, and in the same township, is Vittoria, a little village on the post road to Ancaster. Iron works are established at Charlotteville, that are adequately supplied with ore from the vicinity.

Long Point, or North Foreland, is a narrow peninsula, little more than one hundred and eighty yards wide at its broadest part, and stretching singularly into the lake from the south-west angle of Walsingham, eastward, to the distance of nearly twenty miles. It forms a deep blind channel or inlet, called Long Point Bay, at the bottom of which, when the waters are high, a passage for boats is open across the neck of land into the lake, through a small brook: when the waters are low, batteaux are easily hauled over the slender isthmus intervening.

Proceeding westward from Long Point, and passing near a group of sand hills upon the lake's borders, the road, which is opened the whole way from Fort Erie, goes through the small hamlet of Stirling, about thirty-six miles from the carrying place over the North Foreland, to Port Talbot, seven miles further west. Port Talbot is almost equidistant from the extremities of Lake Erie, and at the bottom of a sweeping bend of its northern shores, placing it at the broadest point of the lake. This was the spot selected in 1802 by Colonel Talbot, a member of the legislative council of the province, for the formation of a settlement which he had planned on a large scale, and has since, in a great measure, happily realized. Having obtained from his majesty's government a grant of one hundred thousand acres of crown land, under the specific condition of locating an actual settler to every two hundred acres of the tract, he courageously penetrated the dense forests of Canada, and at the above date laid the foundation of the colony which now bears his name. The Talbot settlement is spread over a considerable extent of country from the principle and policy that dictated the plan of its formation. With

a view of opening a communication with the settlements of the Detroit and the Niagara, the settlers were judiciously located to contiguous lands on the borders of two extensive roads, leading to the extremities of the lake, and upon another road leading into the back country, which has since been prolonged to Godrich, on the margin of Lake Huron.

The tract of country the settlement occupies is not excelled in fertility by any of equal extent in the province; and the inhabitants, emulating the example of their persevering leader, have industriously turned to account the advantages of their situation. Most of them have very good houses and barns, horses, horned cattle, hogs and sheep. In fact the settlement is populous, prosperous, and rapidly increasing, and is altogether a conspicuous instance of success in the history of colonization, that cannot fail to reward the generous exertions of its intelligent, but eccentric founder and promoter.

From Port Talbot one road leads to the village of St. Thomas, distant ten miles, and another to the Delaware Indian villages, and the well-known wilds called the Long Woods, on the Thames, distant thirteen or fourteen miles.

About thirty-five miles west of Port Talbot, in front of the township of Harwich, is Point aux Pins, or Landguard, which embays a surface of water fully equal to eight square miles, that communicates with the lake through a small outlet. The anchoring-ground to the westward of the point is good; but it is not properly ascertained whether the bay within it is accessible to the lake vessels, and capable of keeping them afloat. Roads lead from this Point to Chatham, on the Thames, and to the Indian village, on Great Bear Creek.

Point Pelé, or South Foreland, lies fifty-two miles nearly southwest of Landguard, and extends nearly nine miles due south into the lake. The bay formed by it on the west is called Pidgeon Bay; and another on the east side affords good anchorage. The distance from this point to the mouth of Detroit river is thirty miles.

Amherstburgh, in the township of Malden, about three miles up the eastern side of Detroit river, contains nearly two hundred houses, a church, court-house, and gaol, many good shops, and a population exceeding twelve hundred souls. It is decidedly one of the most delightful

towns of the province; and, from the wealth and respectability of its inhabitants, is by no means a stranger to the pleasures of good society and the charms of social refinement. Amherstburgh was a frontier post and naval depôt during the war; but the military works, dock-yard, and stores were destroyed by the English in 1813, when they were forced to evacuate it by an overwhelming American force. There is a very safe and convenient harbour, with good anchorage in three and a half fathoms. The works have been partly restored, and a military detachment is kept in garrison there, a sub-division of which is stationed on Isle au Bois Blanc. Its situation is extremely picturesque; the country around perfectly exuberant with richness and fertility; and the climate most salubrious and invigorating, notwithstanding the intensity of the heat during some parts of the summer. Indeed, the banks of the Detroit river are altogether peculiarly favoured by nature: they stand unrivalled, if equalled, in Upper Canada, for the generous luxuriance of their soil, the crystalline beauty of the streams by which they are watered, the cerulean purity of the skies, and the deliciousness and delicacy of the fruits the orchards produce in the most abundant profusion. Peaches, pears, plums, apples, nectarines, and grapes are produced in the highest degree of perfection, and seem far more the spontaneous offsprings of a congenial earth and atmosphere, than the result of horticultural cultivation, which is, in general, rather neglected. The rivers abound with a variety of excellent fish, and the marshes and woods with a still greater diversity of game; whilst the numerous orchards, loaded with their impending treasures, and skirting the main road a short distance from the banks of the Detroit, re-echo with the shrill, sweet, and merry notes of thousands of wild warblers.

The settlements in this part of the Western District, the most remote of any in the province, originated when Canada was yet under the dominion of France, and are therefore composed chiefly of French Canadians. The distribution of the lands in narrow elongated slips, the consequent contiguity of the farms, the mode of cultivation, and the manners of the people are strongly contrasted with the same features in the other settled parts of Upper Canada; but they bear so striking an analogy to the character of the seigniorial settlements in the sister pro-

vince, that it would be easy to fancy ourselves in one of its many flourishing parishes, were it not for the superiority of the Detroit fruits that would dissipate the illusion.

Fourteen miles beyond Amherstburgh, pursuing the course of the river, stands the town of Sandwich, containing 140 or 150 houses, a church, distinguished by the appellation of the Huron Church, a court-house, and gaol. There are wharfs along the river side, where vessels may be safely moored during the winter. Opposite Sandwich is the American village of Detroit. The surface of the Detroit is almost annually frozen over in winter, and then affords a convenient communication with the American settlements on the other bank, and with those at the upper and lower regions of the river. From Sandwich, the Middle Road takes its departure east; and a branch of it leads down to Belle Point, on Lake Erie, from whence a traverse-road strikes the borders of Lake St. Clair. The lands on this lake are laid out into townships, but not yet settled: however, they are not likely to be long uninhabited, as their establishment promises to be accelerated by the progressive extension of the settlements of the Canada Company on the shores of Lake Huron. Beyond these there is no cultivated land; and the northern shores of Huron and the borders of Lake Superior remain in their pristine state of wilderness, except where occupied by a straggling fur-trading post, established by the late North-West Company. Fort William, at the head of Lake Superior, is by far the most important of any of these posts, and the only one, on this side the height of land forming the boundary of Hudson's Bay territory, deserving particular notice. The village, which was the head-quarters of the late company, is remarkable as the scene upon which Lord Selkirk came in immediate collision with several of the most distinguished members of the north-west, during the height of the trading and territorial feuds between the rival companies.

GENERAL STATISTICAL SUMMARY.

The subject of population is decidedly one of the most important branches of political economy; and its fluctuations are, perhaps, the best pulse of a state, from the knowledge of which its decline or prosperity may be fairly inferred. It is, however, a subject but too generally