

eastern district, are Alexandria, Cornwall, Lancaster, Martintown, Moullette, St. Andrews, Williamston ; in the Ottawa district, Caledonia, L'Original, Vankleck Hill; in the Bathurst district, Carleton Place, Perth ; in the Johnstown district, Brockville, Gananoque, Kemptville, Maitland, Merrickville, Prescott ; in the Midland and Victoria, (now two districts,) Bath, Belleville, Fredericksburgh, Napanee, Kingston, and Shannonville ; in the Prince Edward district, Bloomfield, Adolphustown, Consecon, Demorestville, Hillier, Picton, Wellington ; in the Colborne district, Peterborough, Grafton, Brighton ; in the Newcastle district, Cobourg, Darlington, Fenelon Falls, Murray, Port Hope, Trentport ; in the Home district, Barnè, Beavertown, Bond Head, Churchville, Coldwater, Cooksville, Credit, Keswick, Lloydtown, Newmarket, Penetanguishine, Richmond Hill, Streetsville, Thornhill, Toronto, York Mills ; in the Gore and Wellington districts, (now two districts,) Ancaster, Brantford, Dundas, Norval, Fergus, Galt, Hamilton, Guelph, Nelson, Oakville, Paris, Preston, Berlin, St. George, Trafalgar, Waterloo, Wellington Square ; in the Niagara district, Beamsville, Chippaway, Drummondville, Dunville, Fort Erie, Grimsby, Marshville, Niagara, Port Colborne, Port Dalhousie, Port Robinson, Queenstown, St. Catherine's, St. John's, Smithville, Stoney Creek, Seneca, Thorold, York ; in the London and Talbot districts, (now two districts) Adelaide, Aldborough, Aylmer, Bayham, Beachville, Burford, Delaware, Ekfrid, Embro, London, Oterville, Ingersolt, Port Burwell, Port Dover, Port Stanley, Port Talbot, Princeton, St. Thomas, Simcoe, Tyrconnell, Vienna, Vittoria, Woodstock ; in the Huron district, Goderich, Stratford-upon-Avon, M'Gillivray, M'Killop ; and in the Western district, Clearville, Erius, Howard, Maid&one, Port Sarnia, Amherstburg, and Sandwich. Many of these towns contain a large population, fine houses, flourishing establishments, literary institutions, noble churches, excellent schools, and splendid edifices. During a period of thirteen years from 1823 to 1836, the increase of population alone was 200,000, viz. from 150,000 to 350,000 !! and during that same period, landed property increased in value from 150 to 500 per cent. !! The population of Toronto in 1801 was 336 ; in 1817, 866 ; in 1827, 1817 ; in 1838, 12,571!! Brockville, Kingston, Cobourg, Oakville, Hamilton, Bradford, Guelph, Woodstock, and London, presented a similar increase of the same flattering appearances. The means of communication are wonderfully improved ; newspapers and letters, which but two years since took five or six days to convey from New York and Montreal to the **country** at the western end of Lake Ontario, now arrive in two days and a half. From Quebec to Montreal

first class steam-boats are constantly running ; from Montreal to Kingston, in connection with a line of stages, the same frequency of intercourse exists ; the Rideau offers the same facility of communication ; from Kingston to the American frontier, as well as to the western end of Lake Ontario, there is a regular chain of boats ; there are two steam-boats for the Bay of Quinte, two for the Rice Lake and the Otonaba river, two on Lake Simcoe, constant intercourse between Toronto and Hamilton, Toronto and Niagara, and between Hamilton and Queenston. On Lake Erie there is not at present the same accommodation, but that is likely to improve. Steam-boats run up the river Thames as far as Chatham, a flourishing village ; and the Canada Company employ a steam-boat on Lake Huron, which runs to their new harbour, at Goderich, on the river Maitland. Within the last few years great improvements have been effected on the public roads ; it was formerly the custom to construct and repair the roads, by statute labour, which was frequently expended at the period when the frost quitted the ground ; the roads, from wet and wear, became almost impassable, and the means to improve them were then generally expended ; a system of commutation has been since adopted, and they are far better than heretofore. There have been also many miles of macadamized road finished in different parts of the province, in a very superior manner ; about Kingston, Brockville, and Perth, many miles have been completed : in the neighbourhood of Toronto there are also several roads finished in an admirable manner ; whilst to the flourishing town of Hamilton, on Burlington Bay ; to the village of Dundas, on the Desjardine Canal ; and to the town of Brantford, on the Grand River, macadamized roads have been made, connecting these enterprising and rising places with a rich interior agricultural country. Many safe and easily accessible harbours have been constructed on the different lakes, and more resolved on : numerous light-houses now dot their shores : and in addition to these vast improvements, many surveys have been ordered, and some progressing, under able engineers, for the purpose of still further drawing forth the unequalled advantages and resources of this extensive region. The chief justice of Tipper Canada, a Canadian by birth, and an honour and an ornament to the empire to which he belongs, in a recent pamphlet, called “ Canada and the Canada Bill,” speaks thus of the province of which we are treating :-

“ With a foreign nation, already numbering fourteen millions of people, interposing between her and the Atlantic coast, with but one outlet to the ocean, closed for more than five months of the year, Canada could never become a naval power, and could never protect her commerce against the weakest maritime nation

in Europe. Her inhabitants must see, and indeed all British Canadians do now see, and well understand, that nothing can coincide more happily than their feelings, their interest, and their duty, under the present arrangement. They require precisely that protection which the naval superiority of Britain enables her to give, and, in return for it, they, and the other North American colonies, can contribute incalculably to maintain that naval superiority by their timber, their harbours, their fisheries, and their trade, which even now supplies employment to nearly two thousand British ships. If, besides her possessions upon the skirts of America, valuable for their harbours, their fisheries, and their coal, it is desirable for Great Britain to have a territory on that continent of such extent and fertility, that she may reckon upon drawing from it, for ages to come, the timber, the hemp, the grain, that she may have to seek from abroad ; a country in which millions of her subjects, flourishing happily under her laws, may furnish employment for her manufacturers, her shipowners, and her seamen ; in which the superabundant population of these kingdoms may find a desirable home, and in which British capital may be usefully and profitably employed ; then no man, who will examine and consider, can hesitate for a moment to declare that Canada is precisely that country. ”

The eastern district of Upper Canada is greatly settled by Highlanders, who came with the late estimable and venerated Bishop M'Donnell from Scotland, in the year 1803, and who procured for them 360,000 acres of land. They are in comfortable and independent circumstances. Many of the commuted pensioners, who were lured to commute their pensions and settle in Canada, bringing with them broken constitutions, and improvident habits, were located in the Bathurst and Johnstown districts ; and although they had to struggle with incredible difficulties, their progeny are now rising up around them comfortable, prosperous, happy, and independent. Perth, the district town of Bathurst, first settled in 1815, now containing more than one thousand inhabitants, exhibits the same enterprise, advance in value as other places, and has certainly some of the best houses in Upper Canada. The Newcastle district, the scene of the Hon. Mr. Robinson's successful exertions, was settled mainly by the Irishmen whom he brought with him in 1825 ; at that time, the picturesque town of Peterborough, built on the river Otonabee, contained but one hut, now a handsome district-town with five churches, many superior habitations, more than 400 dwelling-houses, and containing a population of between 1 and 2,000 inhabitants ; and an increase in the value of property as great as any other part of the province, save Toronto and Hamilton. The township of Wilmot, settled a few years since by German settlers, is now a flourishing, valuable township ; and the townships round Lake Simcoe, and those of Adelaide, Plympton, and Warwick, settled in 1832, by Sir John Colborne, now Lord Seaton,

exhibit such an increase in the value of property as would justify the raising of a large loan for the purpose of carrying on a systematic colonization. Many of the labourers who worked on the Rideau and Welland canals, became freeholders from their earnings ; and the townships of Mono, Albion, Brock, Adjala, and Amaranth, are principally peopled by labourers who have saved a sufficiency from their wages to become purchasers and settlers of land.

Independently of the great agricultural and mineral resources of this vast region, and the commercial advantages to be derived from its chain of waters, and the facility with which its produce, timber, flour, ashes, furs, peltries, &c., can be conveyed to market ; another inexhaustible source of wealth is opened to public enterprise, in the fisheries of its lakes and rivers. At the outlet of Lake Huron there are several extensive fisheries, where trout, white-fish, pike, and many other kinds of fish, are taken in prodigious quantities ; the magnitude of the fisheries, and their inestimable value both in the inner waters and on the coast, have never been sufficiently considered in connexion with the wealth and strength of the country. In this view alone many great national and maritime questions are involved. Let one take up a map, and compare the situation of Europe and Asia on the one part, and America on the other, and the observer will be forcibly struck with a minute resemblance in the position of land and water at the foot of the Black Sea, and at the outlet of Lake Huron. Let Upper Canada be compared with Asia Minor ; Lake Huron, with the Black Sea ; the St. Clair River, with the ancient Bosphorus ; and Lake St. Clair, with the Sea of Marmora-and the resemblance is most striking and complete. The trade of Lake Ontario will soon be as important as that of the Mediterranean, and Lake Huron as that of the Black Sea. It is pleasing also to notice the increased attention of late years to literary pursuits, and general knowledge in Canada. Quebec and Montreal can boast of admirable institutions, with libraries, maps, museums, &c., devoted to science, natural history, &c. : nor has Upper Canada been deficient, -mechanics' institutions, reading rooms, and public lectures, have been established at Kingston, Toronto, Niagara, Hamilton, and Woodstock ; besides the various district schools, the legislature has provided for grammar schools throughout the country, nor have there been wanting private individuals of munificence, patriotism, and spirit, to promote good British education, by generous donations and untiring zeal. In the beautiful village of Ancaster, on an elevated spot of ground, between three and four hundred feet above Lake Ontario, a large brick school has been erected, on a site

given by H. P. Simmons, Esq. of Barbadoes, who made an investment of property in that vicinity, and whose laudable designs, in establishing an admirable school, were brought to maturity, by the indefatigable exertions of Dr. Craigie, a Scotch gentleman settled in that place. It is now in full operation, to the great advantage of the population of the surrounding neighbourhood. Upper Canada College has been of incredible advantage to the province ; even in its infancy, it has furnished some brilliant specimens of combined learning and genius. Upper Canada has produced some great, nay, illustrious men, amongst ~~them~~ may surely be mentioned that gentleman, who is alike an ornament to the bench, society, and his country, the Hon. John Beverley Robinson, Chief Justice of Upper Canada, and his brethren on the bench, L. P. Sherwood, J. B. Macauley, A. M'Lean, and J. Jones, are honoured by the whole community for their talent, impartiality, and urbanity.

Few individuals have done more to promote the welfare of their country, than the Hon. Sir A. N. M'Nab, Kt., Speaker of the House of Assembly : his magnificent mansion proudly overlooking the Burlington Bay, and the noble town of Hamilton, will be lasting records of his perseverance and patriotism.

No country is better supplied with newspapers than Upper Canada. In the Eastern District, the " Cornwall Observer," published at Cornwall. In the Ottawa District, the " Bytown Gazette," published at Bytown. In the Bathurst District, the " Perth and Bathurst Courier," published at Perth. In the Johnstown District, the " Brockville Statesman, and Brockville Recorder," published at Brockville ; and the " Prescott Sentinel," at Prescott. In the Midland District, the " Kingston Chronicle and Gazette," the " British Whig," and the " Upper Canada Herald," at Kingston ; and the " Belleville Intellicencer," at Belleville. In the Newcastle District, the " Cobourg Star," at Cobourg ; the " Port Hope Gazette," at Port Hope ; the " Backwoodsman," at Peterborough. In the Home District, the " Patriot," the " Palladium," the " British Colonist," the " Commercial Herald," the " Christian Guardian," and the " Examiner," at Toronto. In the Niagara District, the " Niagara Chronicle," and " **Niagara** Reporter," at Niagara ; and the " St. Catherine's Journal," at St. Catherine's. In the Gore District, the " Hamilton Gazette," and " Hamilton Journal," at Hamilton ; the " Oakville Observer," at Oakville ; the " Brandford Sentinel," at Brantford ; and one at Guelph. In the London District, the " London Gazette," at London. And in the Western District, the " Sandwich Herald," at Sandwich. Besides

these, the members of the church of England have a weekly religious paper, called "The Church," published at Cobourg, and edited by the Rev. Mr. Bethune ; and the Presbyterians have a monthly magazine, published at Niagara, and edited by the Rev. Mr. M'Gill.

These are some of the results which have followed the partial settlement of Upper Canada ; and from a retrospective glance at them, it will be seen that, notwithstanding the rage for speculation, westward, with all the new villages and cities that have been laid out through "the far west," during the last twenty years-where, in what place, through all that broad region, can there be shown an extent of country which has surpassed Upper Canada in the permanent increase of population, business, and settlement ? Traverse the province in all directions, and, notwithstanding the political difficulties, internal and external, it has had to contend with from its American settlers, where is there to be met with a population more enlightened, stable, and persevering than the Canadian and British population ; business more sound, better conducted, or more prosperous ; civil, religious, and social institutions more firmly established ; wealth more certainly rewarding well - directed enterprise ; wealth, consisting not merely in vacant lots of immense imaginary value, but in that species of property which must always be valuable from its constant applicability to the pursuits and comforts of an enterprising community, engaged chiefly in productive labour !

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#### MALTA-A FREE PORT AND DIPLOMATIC COLLEGE.

It is one of the remarkable circumstances connected with the transmarine dominions of England, that an island, which was successively a colony of the Phœnicians, the Greeks, Carthaginians, Romans, and Normans, should now be a portion of the British empire.

The Phæacians, who are fabled as a race of giants, are said to have been the original occupants of Malta, which by some are said to derive its name from "Melita," honey, or "Meleta," the daughter of Nereus and Doria, or "Melit," the Phœnician term for an asylum or place of shelter, or from "Mylith," the name of Juno among the Syrians.

The Phœnicians, it is said, expelled the Phæacian giants, and retained possession of the island for seven centuries, but were driven out by the Greeks, about the year '736 B.C. Melita remained in the occupation of the Greeks for two centuries, when the Carthaginians, in their com-

mercial progress, conquered the Greeks, and established their maritime ascendancy in that much-coveted island. During the Punic wars, the Romans struggled for the possession of Malta, and finally the Roman eagle became triumphant.

On the division of the “Mistress of the World” into two empires, Malta was attached to the eastern portion, under the dominion of Constantine. Soon the Vandals and Goths in succession made themselves sovereigns of Malta, and desolation and obscurity became the lot of an island which was sanctified by the shipwreck of St. Paul, when on his progress to the Imperial city.

The Saracenic Arabs for several centuries occupied the island, and from them the Maltese inherit their name, their dark complexion, and a portion of the existing language. In the year 1090, A.D. the Normans, under Count Roger, conquered the island from the Arabs. It was transferred to the Germans, in whose possession it remained for seventy-two years ; when it passed into the hands of the French ; then into the hands of the King of Arragon ; and finally, it was given by Charles the Fifth to the Order of St. John of Jerusalem, on their expulsion from the island of Rhodes, in 1530, A.D.

The French Revolution swept over Malta ; Napoleon Buonaparte, by treachery and force, occupied Malta in 1798, when *en* route to Egypt, and extinguished the noble Order of St. John of Jerusalem. The Maltese soon rose on their oppressors, blockaded the French in Valetta, were ably assisted by English troops and ships, and on the 4th of September, 1800, the French garrison capitulated to the united English and Maltese forces, and Malta became, and has ever since remained, an integral portion of the British empire.

Malta is situate between Sicily and the African coast, in  $35^{\circ} 54'$  N. lat. and  $14^{\circ} 34'$  E. long., and the most southernly island in Europe. (It was once deemeh to be in Africa.) It is about twenty miles long, on a curve, and from ten to twelve miles broad, divided from the adjacent island of Gozo by a narrow strait. The elevation is moderate ; the highest land not being more than 1,200 feet, but the hill and dale scenery is very lovely. The fortifications, which would require and employ 25,000 troops, are impregnable, if properly defended ; the chief harbour is one of the finest in the Mediterranean.

The population numbers upward of 120,000 ; the males and females being in nearly equal proportion. The Maltese are generally of slight make, but well-formed and robust ; they are attached to commercial pursuits, and make excellent seamen. The maritime trade of the island is about £1,000,000 sterling ; the greater part, of the imports being from England.

Under a proper system of free trade, Malta might become the emporium for British commerce in the Mediterranean. Its situation admirably adapts it for an *entrepôt*, and it would be invaluable as one of our floating distant warehouses for the disposal of our merchandise.

Most strenuously would we urge this point. Our trade with the African as well as the European shores of the Mediterranean might centre in Malta ; from thence our wares would be conveyed by the Arabs, the Sicilians, the Neapolitans, and other traders to their own shores ; thus rendering our trade independent of miscalled reciprocity treaties.

There is another point well deserving of attention with regard to Malta. It is universally admitted that our diplomatic and consular system is the most imperfect of any of the large European states, although it is infinitely more costly. We have no regular education for our consular service, as France, Russia., Austria, &c. have. Were there a diplomatic college established at Malta, for the study of the different languages of Europe—and promotion in our Foreign Department made the reward of knowledge of various kinds suited to the important station of envoy or consul—we should not suffer from the true allegation, that England always loses by diplomacy what she gains in war; A Maltese college would afford facile access for professors and students from various parts of Europe; the youth of many nations would resort thither, for the acquirement of information and the study of English as well as other languages, and the University of Malta might become as famous for the spread of education and the dissemination of wisdom as were the Knights Hospitallers of old for the extension and defence of the faith of the Cross. Free trade would bring various nations to Malta, and thus afford subjects for study and examination to diplomatic students ; while the presence of our fleets in the Mediterranean, and of our troops in the garrison of Valetta, would give a stimulus to, and maintain the patriotism of, our youth. It would be the duty of a government that looked to coming events, to adopt these suggestions. No expense beyond the first establishment of the college would be required (about £ 10,000) ; the fees of the students, who would resort thither from various countries, would amply defray the professors' salaries. A diploma from the Diplomatic College at Malta should be required from all candidates for employment in the foreign department ; and the ambassadorial, as well as the consular office, should only be obtained by passing through several gradations, after quitting with honours the course of study prescribed at Malta.

## THE FRENCH COLONIES.--ART. 'III.

## MARTINIQUE. -DIVISIONS, METEOROLOGY, POPULATION, AND GOVERNMENT.

Martinique is divided into two military *arrondissements*, (Fort Royal and St. Pierre) and into twenty-six communes or quarters. Its judicial circumscription comprehends—1. A royal court, the seat of which is at Fort Royal; 2. Two courts of Assizes; 3. Two tribunals of the first process, situated at Fort Royal and St. Pierre; 4. Four justices of the peace, whose seats are at Fort Royal, at St. Pierre, at Marin, and at Trinity. The twenty-six communes, or quarters, are distributed in the following **manner amongst** the different jurisdictions.

Arrondissement of Fort Royal.		Arrondissement of St. Pierre.	
Canton of Fort Royal.	Canton of Marin.	Canton of Trinity.	Canton of St. Pierre.
1. Le Fort Royal 2. Le Lamentin 3. Le Trou-au- Chat 4. Le Saint Esprit 5. La Rivière Salée 6. Les Trois Islets 7. Les Anses d'Arlet	1. Le Marin 2. Le Vauclin 3. Sainte- Anne 4. La Rivière Pilote 5. Sainte Lucé 6. Le Diamant	1. La Trinité 2. Le Gros-Morne 3. Le Robert 4. Le François 5. Sainte Marie 6. Le Marigot	1. St. Pierre 2. La Basse Pointe 3. La Grande Anse 4. Le Macouba 5. Le Precheur 6. Le Carbet 7. La Case Pilote

**The island** has two towns, (Fort Royal and St. Pierre,) four large country towns, (**La Trinité**, **Le Marin**, **Le Lamentin**, and **La Rivière Salée**,) and twenty little country towns or villages, bearing the names of **communes** comprised in the above table. The towns, and the greater part of the country ones, are situated on the sea-shore. Fort Royal is the chief place in the colony, and the seat of the colonial government. St. Pierre is the centre of the commerce of the island, and is situated in a bay forming an excellent and commodious harbour; it is seven leagues from Fort Royal; it contains 2000 houses and about 30,000 inhabitants. The country around the town is truly beautiful, the upland dotted with white houses, intersected with winding roads, and green with the exquisite verdure of the sugar-cane. A deep ravine on one side, and precipitous mountains on the other, bound St. Pierre, or, as Coleridge describes it, “enclose the picture as in a frame.” The houses are high—the streets generally at right angles, with water running at either side of them. St. Pierre has a

more European appearance than any other town in the West Indies. The shops are large, many well laid out, and confined to the sale of a single article. There is a theatre, a botanical garden, and, what is rare in the West Indies, or in our colonies generally, four large booksellers' shops. Bonnets, silks, ribbons, and trinkets, glitter as in Paris. **Two** Roman Catholic churches adorn St. Pierre. The country town of Trinity has a good port ; it is, next to St. Pierre and Fort Royal, the most commercial town of the colony. The towns Le Lamentin and La Rivière Sal&e are only important from the markets which are held there on a Sunday.

The little towns or villages generally contain a church, and a minister for the parish, a landing-place, for the purpose of facilitating commercial transactions, some magazines, as a *dépôt* for the productions of the neighbouring dwellings, and a few shops, for the sale of different objects of consumption. The habitations, or plantations, are rural establishments surrounded by grounds, where the proprietors, and the slaves who cultivate them, reside.

Martinique is crossed by twenty-four high roads, of six metres breadth, all passable for carriages.

The Bay du Marin affords an excellent harbour to ships, when the winds do not blow from the west ; but in the latter case there is less danger in the port of Fort Royal, which, being surrounded by mountains, presents a safe anchorage to ships of the largest tonnage. The port of Fort Royal, situated at the foot of Fort St. Louis, offers secure anchorage to vessels of the largest tonnage, but the entrance is much encumbered by pieces of wreck, that have been hitherto neglected : the bottom of the harbour is principally mud. The road of St. Pierre is situated between the parish of Carbet and that of Precheur, and is secure **from** the prevailing winds, but it is entirely exposed to the west winds, which blow during the winter season. Trinity Bay, on the west side of the island, has safe anchorage in the hurricane months for vessels of a moderate size, but the entrance to it is difficult. Robert's Bay, on the east, is a good port formed by two islands ; off the north-west point is a large rock called the Pearl, and off the south-west, three-quarters of a mile, another called the Diamond, (Devil's Island, or Isle de Barque of the French,) which has the shape of a sugar-loaf with the top broken **off**, and has only a boat's passage between it and the main. This rock is 100 feet high, and one mile in circumference. The south, south-west, and east sides are inaccessible, rising perpendicularly from the sea, and the west side, where is the only landing, is lined with breakers,