

I.G. MACKENZIE & Co.
Montreal

Montreal

So. kept on board the "Cleopatra" screw steam
ship during the voyage between Liverpool & Quebec.

Dear Friends.

Now commence to give you in writing
a few sketches taken during our Voyage to British North
America and I have no doubt they will be interesting to
some of you who have not crossed the Mighty Ocean, but to
those who have, they would, perhaps, be thought little about,
being daily occurrences at sea.

From Your affectionate Friend
and well-wisher

Geo. Pattle

Friday. 25th August 1854.

We went on board our beautiful vessel "Cleopatra" (in
steam tender from George Pier, the vessel being some distance
up the River St. Lawrence) at 4 o'clock in the afternoon. It was
a beautiful day and very warm. There was great confusion
on board for some hours, passengers depositing their luggage
(marked on the top of each package) I wanted on the voyage. Some
luggage were more like sign boards than box lids, & being covered
with printed addresses.

Passengers claiming their sleeping departments, the
size of which were 6 ft. 6 inches in length by 24 in. breadth, and
breaking up their beds for the night, which was something new
for some of the young swells on board, and a rarity often.

were as nimble about it as a nest of Young bears would have been, it was amusing to see them.

It being a fine clear night some of the women swear they will not go to bed at all during the voyage for they are quite disgusted with their beautiful bed room (6ft x 2ft) - but as you will find they all sang a different song before they landed

We began to weigh Anchor at 7th past six and was off by 7th past 7. It is very amusing to hear the sailors drawing the anchor, they sing during the whole time. And when the anchor was weighed Three Cheers was given for old England and heartily responded to from the shore by thousand of people. We took our Pilot as far as Holyhead when he was put into a small boat which was signals for from the shore we fired Cannon and burnt Blue light nearly the whole night being amongst some very dangerous rocks.

We passed several vessels and spoke them during the night one was from Liverpool 40 days out. At 7th past 9 we took our tea and biscuit which was the first meal on board but it was not very well relished by a many

at 12 o'clock the passenger began to disappear to their beds for the night. all night during the night 26th August. The morning very fine we had breakfast at 8 o'clock which was Ham, Borrage & Moltasses, and after breakfast a Committee was formed to superintend the giving out of provisions & water every day and to see that the cabin was kept clean &c for the benefit and health of

the passengers. There was 12 passengers chosen from the Company. Myself and a Gentleman named of Foster having the management and giving orders the penalty of disobedience was the party had his Gamb Mate stopped from him that day. The Mr Foster named above is an independent Gentleman from Ireland and Father to Sir Fredk Foster M.P. and this man has travell'd to all parts of the World where new Colonies are raised. to aport to Government the treatment to passenger on board Emigrator ships. and gives advice (free) to parties intending to emigrate he fares the same as the poorest emigrant, and he would take his turn at sweeping or washing decks the same as other sailor

This day the passenger begin to scrape acquaintance with each other all telling their own history some of which were very amusing. We have 32 Germans on board and not one of them can speak a word of English and very dirty people they are. They make their dinner as often as possible upon preserved plums, prunes, cold potatoes all mixed up with bread &c at 3 o'clock in the afternoon we came in sight of County Antrim North of Ireland and so near the Giant Causeway that we could see people on the shore the land here looks very green on our right was the Isle of Staffa in Scotland. passed the Island of Rathlin the shaft between this Island and Giant Causeway is very narrow (wid now dead North all sail in) The sea now becomes very heavy. And thousand of sea gulls are round the ship we have now a good view of County Donegal & Cork to a part

that he is on his way to America gets into a rage and swear
he will go back, he became raving mad and stabbed one of the
sailors with a big knife, they tie him all four to the fore mast to
face the wind, where he spends the night calling for a Policeman
29th August. Head gale comes on this day but we got at 9½
knots per hour, at 8 o'clock we see a ship some distance off, we
bear her in sight for three hours. The wind is come very heavy and
all our Boxes have to be trailed fast down to the ship, and there is
some pretty Misery with the Kids who get thrown away from their
Mothers under the tables and in all directions, we spend a most
miserable night the sea is very heavy and washing over in torrents
barrels and Boxes are lying in all directions and cans made a
most miserable noise, a keg of molasses and 2003 barrels of biscuits
burst and rolling about the floor, I make a new discovery during
night, by finding another man (fisherman) rolled up and very snugly
asleep in one of our berths. His lordship gets haul'd out by the steward
and shov's into the fire hole amongst the coals by way of a change
for the night. Very rough night.

30th August. Passengers sorting their cans and Boxes. Remained to
see quarters by last nights wind and sea, the two stowaways
(men) are hauled up to trial, and sentenced to hard labour during
the voyage, which does not agree with the last one, the fisherman, but he
is made to work so much coal and sweep the deck before each
meal, the other one we christen Joe he becomes a very good fellow
and works well, the passengers become fond of him, and for sailors
he will make his fortune before he returns, if he is bare foot, the
sailors make him a suit of new clothes out of some old sail of
which Joe is very proud of, and he says he would wash his own

shirt same as the other chaps if he had one, up to this time we
have lost in time 12 hours, so that when you are ½ past 2 o'clock
one o'clock. now, we lose 5 minutes every degree. (6 miles)

31st August. Wind N.W. Rough and stormy day. Saw a
number of porpoises at noon, Mr Brown fell down on deck and
badly hurt, Night comes on very rough again, and continues so
several people get thrown clear out of bed by the rolling of the ship
and the women scream and cry nearly all night never expecting
to see morning. All our sails got split to shivers by the wind
and there is another quarrel between empty Bottles & Barrels
rolling about. Wind ahead and we make little progress. I begin
to feel quite ^{at home} having become acquainted with some of the officers
and stewards. It goes on pretty well, but my mate keeps very bad

1st Septo. Wind a little stiffer this morning, there is a general hunt
amongst the passengers claiming their own luggage and this thrown
about during the night by the rolling of the ship, and the conversation of
to day is all about the last nights storm, the women crawl on deck in
small groups to see the state of ship which has a very curious appearance.

it is something like a man who has been on the open for some time
and his clothes torn all to pieces, they then go down and discuss the
matter and make (what they call) improvements on navigation a ship
in sight to day but 3 miles distant she looks well being in full
sail and a fair wind for her, the night is much stiffer than last night
2nd September. Morning fine and the sun shining strong upon us, but
the wind dead ahead and blowing strong from N.W. point, we begin
to get new sails up by degrees. We meet with a great many porpoises
which amuses us for a long time, it is like a steeple chase they leap
one over another for hours after the ship, an accident occurs by a young

German boy falling from the main Hatch and breaking his
Arm (Arm), the poor fellow had to be lashed down in his bed to keep
him from rolling about. he is in great pain all night. This being
Saturday night the sailors all get together and we have dancing and
singing until midnight (8 Bells) 11 o'clock. There is a variety
of songs and fiddle which enlivens the scene a little more.
The wind rises and is very strong, and a rough sea during the
night.

3rd September Sunday morning. Very fine Morning and calm.
A notice is posted that prayer will be said in the Saloon at
past 10. everyone changes their clothes this morning and prepare for
church. at 10 o'clock the Bell begins to toll, and the sailors and
friends make their appearance on deck dressed up in their clean
blue jackets and white trousers; and at the boatswain's whistle
they all go down to prayers. We have a very good congregation in our
small church (about 300 or 350). Jack bows his head and listens very
attentively to the parson. We have three Canadian Ministers on
board (which the sailors say account for such rough weather). after
service Pog is served out to the sailors as they come out of church
the wind becomes very calm and fair during the afternoon and
in our favor. at 10 o'clock at night the moon shone full and
very beautiful sight it is to see the moon shining on the
waters so clear. You may see for miles distant.

4th and 5th September. Wind very high but no rain, and
the sea much lighter. we meet with a great many large
porpoises and seals which are as big as horses. Great
entertainment on board. all wash on deck. some one cries out Land
ahead. which turns out to be a cloud very like land. but we expect

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to see land very shortly. His wife and the moon shine
very bright. ~~Wind fair~~

6th September, a day of sight and movement on board
On getting up in the morning we find we have Icebergs very
near us and before 10 o'clock (am) we are in the midst of
some hundred, the most beautiful sight ever seen. whole mountain
of ice which resemble old castles at a distance of half white marble
some of them are several miles round. at 12 o'clock at noon
we hear a cry from the mast head of Land. and we soon see
Belle Isle right ahead. every one seems in good health and the
women in good spirits. At 5 o'clock between Belle Isle and Labrador
Belle Isle is a barren Island and Labrador is inhabited by the
Esquimaux Indians. we meet with a great number of fishing
smacks on the coast of Labrador, and we come in contact with
3 whale very near us. one is a very large one, and they spout the
water a very great height same as a water engine. We are lost
in the ice. and it is very cold but very fine and a clear sky
all is merry on board. and poor people enjoy a good night sleep
however. We have amongst our passengers an old man and his wife and two
snuggy old customers they are. this night the old man has the night more
very bad and dreams that somebody is robbing him, he strikes out
his arms right and left and beats the old woman's eyes and would
soon have shot her if she had not cried out. She cried out louder
in full cry, they were chaffed about it until they left the ship.

7th September. This morning we find ourselves in the Gulf
of St Lawrence in a dense fog and on the Banks of
Newfoundland we could not see the length of the ship. the
twisted light at the mast head and bow fire it again now

and then and 2 or 3 men on watch at once. we found it as rough here as in the Atlantic and very wet. we did not go more than 2 or 3 miles an hour and sometimes had to stop. we could not see land. and we felt a very dismal day after the one or two fine ones we had.

8th September 1854. Passed the Island of Anticosti which is 150 miles long. Covered with trees and not inhabited by Human beings. we saw two more very fine whales they were spouting very near to us so that we had a good view of them. We passed Newfoundland and along the banks are very high mountains.

9th September. This Morning we find ourselves in the River St Lawrence which is very thickly wooded on both sides. we saw several Indian Settlements and spoke a many ships. our pilot now took charge of the ship. He was taken by accident to Liverpool on the last voyage home and his wife and family did not know where he was nor had they heard of him for six weeks. his son and some men came out to meet the steamer and take his Father's

duties as pilot and to tell the Captain his father was lost. When his father was the first man he saw on board and filling his old post as pilot it was a glad meeting. we fired at gun when opposite Bick Island and the natives can telegraph ships to Quebec 90 miles. the pilot also fired another gun when opposite to his own house which stands by the river bank. and his wife and children came out with joy to see their long lost parent once more. we went to bed early to night in good spirits to wait the result of tomorrow.

10th September 1854. Sunday Morning

The passengers who were dressing up in their best to go on shore at Quebec every one was up early. at 8 o'clock we came to the small Island of Orleans below Quebec, we then came to the great Amouid water falls Montmorency a few miles from Quebec the fall of Water is greater in depth than Niagara it looks very beautiful. we found it very hot. we passed虞帝 and all being right we fired the gun in Quebec at 10 past 10 o'clock but could not go into the Harbour on account of the Customs office being in Church. until 12 o'clock opposite to Quebec on the other side of the St Lawrence stands New L'Isle a very pretty place. It was great interest everyone took in looking at the Houses and churches which are built of wood and covered with tin but the heat was very oppressive our passengers now began to talk of meeting again and wishing on another steamer. we landed at 12 o'clock below the falls of Abraham which are very steep. on these plains stand two monuments one of Montmorency and one of General Wolfe who fought at the taking of Quebec 1759. Wolfe is very handsome.

Quebec is a very curious place on the North side of the St Lawrence and stands on a rock very steep which is called Cape Diamond 350 feet High. it is divided into two towns called Upper town & Lower town. The streets are very irregular and paved with stone and we have to go up more than 200 steps from lower town to upper town the people are mostly French (or French Canadians). the outskirts of Quebec is very well cultivated for miles round but it is very hilly. the climate very severe in both summer & winter being very galesy tempests. I will say no more about Quebec as my stay was only two days there.

This morning all was in hurry and bustle amongst

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We sailed from Quebec for Montreal in a Steamer called the new Eva and thought all our dangers were surely over, we left at 5 o'clock in the afternoon and all went on pretty well, but our old passengers did not seem to like them new Yankee Friends who were not over civil in their answers, but between 3 & 4 the next morning we were roused up from sleep by the alarm of fire aboard which was not very pleasant. I went down to the fire department and behold she was in full blaze, and the passengers making a most awful noise the pumps were got to work and fortunately it was put out. (But she has since been burnt on the same spot the Yankees think very little of a spot of this kind for fires are as common here as fine days in Manchester, but we at last arrived at my journeys end, for the present after a trip of Four thousand five hundred miles from the shores of Old England. in Montreal

Dec^r 29 I will now finish my Journal by giving you a description of Montreal then land word which are so very different scenes for then it was burning Summer now it is Cold Winter (being from 24° to 29° degrees below zero in the City and 32° outside of the Mountains)

Continued

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39th December 1834.
My dear Friend. In giving you the state of the seasons in Canada I will not say further than my own experience has already shown me, and then you can judge for yourselves but winter is decidedly the worst Pleasant season tho so very cold, and you are under considerably more expense than in summer in many cases. but the people here enjoy themselves to a very great extent. and in a very different way in which you do in England.

Montreal in summer

When I arrived in Canada it was still very hot although a little cooler than it had been just before, but I say it was still very hot. the tree was simply ^(our light) Coal. Pines, con rods, and lime trees and every house bind straw or felt Mat. When I got here I went to the American Hotel, where I boarded for a short time, and was very comfortable. they are all Yankees who visit this Hotel so that I can give you a little description on them. In Yankee Hotels they provide you with a Table to dress your hair and shoe to. but every Yankee traveller carries his own Hacking bushes and Stocking in his hands and so does not wear Boots or otherwise you pay ^{the} English to have some else to do them for you. He going to meals which are at certain fixed hours and very exact in general, they lady waiters if any in the house are quickly seated in the dinner and then the Bell is rung in they all rush and down to the table as if they were going to swallow it, and after a few strokes at sharpening their knife upon the fork they lay to in earnest the meat is devoured and they

are few before you can consider what you will have. But our table was always filled with first rate dishes in their style which is not very bad, they boil the Indian Corn in the ear, and great quantities are used. Like it pretty well after dinner you will find them sat in Chairs with their legs on the middle of the table picking their teeth and ~~guessing~~ & fixing everything and every body.

Houses in the City are mostly built of White limestone and covered with tiles. (The Corporation do not allow them now to build good stone houses within the City, which is very right) Every house has green Venetian Blinds to the windows, and every ventilation given, and as little fire as possible. in bed you need nothing more than a single Blanket between you, and a fan to keep the Mosquitoes from you whilst you get to sleep.

The River St Lawrence is a most beautiful river two miles across, and filled with shipping in the shape and hundreds of steamers in all directions to and from Canada. Large rafts of timber are floated down the river for many miles from the Bush. Houses are built upon the rafts and they live upon them for weeks sometimes it is called the lumber trade. The fine wood is sold by the cord which is (I believe) 8 feet long by 4 ft broad, closely piled and the best hard wood (Maple, Birch, Beech &c.) is worth 8 dollars per cord. Great quantities of Pot & Pearl Ashes are made here from the ashes of burnt wood. The Victoria Bridge spans the St Lawrence river building

will be the greatest Bridge in the world it will be very near two English miles across and supported by 23 fine stone arches in the centre of the Rapids which run from 20 to 30 miles per hour, it belongs to the Grand Trunk Railway Company. Two piers are already built and they guess it will take five years to finish it.

Conveyances here now are of various kinds, such as open carriage. Wagons. Cabs. Calashes &c. Cost of various kinds

The animals of Canada are small but beautiful Ponys and very powerful. There is Beautiful Mountain here which the young people take a drive round on Sundays (9 miles) every young swell in the retail stores takes his gal round the Mountain in a Dray or a Sunday and ~~guesses~~ its rather ~~thrusty~~ ^{thrusty}

The Public Buildings of Montreal are very good, there is the French Church here capable of holding ten thousand

people it has two high towers 13 Bells the great Bell weight. ^{for cut 90} 11. 1. 1. and generally 12 men ring it, it is rung

in the night when a large fire breaks out and it almost wakes people out of their bed who are near to it. The Court House and Houses of Parliament are very fine buildings. The Principal streets are St. Paul, St. James

The Inhabitants are mostly French (or French Canadians) but there is a great quantity of Irish & Scotch and English the Canadian language is very little different from the French. There is a tribe of Indians but they are a distance out of the city (the Iroquois Indians) and none of them live in the city. The Men are very powerful strong men and very yellow colour, they have animal

for their skins. they kill Bears. Minks. Martins,
Muskrats &c &c. There are very expensive here and soon
in great quantities during the winter (my cap that I
know wear, cost me 8 dollars and they went as high as 21 \$)
a fur Coat of the Asticau Blk Dog skin is worth 40 dollars
(or 10 pounds) many of them pilot steamers down the
Rapids on the St Lawrence. they will steer a steamer
down a waterfall running at 50 miles per hour, where
you would think they would be smashed to pieces. but
they are very safe Pilots the name of their village
is "Cochhaugwanga" The Squaws (Women) get
their living by making Baskets. Moccasins. snow shoes. Beads
Bags &c. I send you enclosed a Bag and a small pair of
Moccasins (Indian shoes) made by them. the Squaws come
into the City at night to sell these things. It is
very easy to make friends with them but if you offend
any of them. you had better not show yourself amongst
them again.

Extract from the Commencement 1852 p.
the River - In October, ^{the end} all the ships, Boats & Steamers
clear out of the St Lawrence all sheds and Paiting
are pulled down from the Sharps. the Snow begins to
fall in November, very thick so that our Roads
are now, 2 feet higher than they were, and the roads
are repaired with ice for the winter, the River we
crossed over a fortnight ago with Boats, or Canoes, and
in less than a week after we can travel across it
with Horses & Sleighs. The shoveling of the ice

is one of the most curious sights ever seen. The River first
freezes over (which only took 2 nights and it running 10 to 12 miles
per hour) from one to 2 feet thick and then some part of the
ice below, will give way and then miles of ice will break up in
an instant and pile up along the Sharp. Clearing everything
before it, all this happens in a minute and it is like the
heat of a Cannon. one night the river was as smooth as you
could see a pond frozen and next morning it was like
Mountains, after the ice is set the drivers make roads
upon it and plant trees on each side of the path the
farmers bring down their provisions which are all frozen
to Market to have a very curious appearance now
every thing that comes rivers frozen and you can buy as
much meat or poultry as will last you for the winter the beef is
frozen hard and will keep fresh all the winter, cartridges are much
finer than in England. The Horses are white and fresh milk
is sold in lumps by the pound. Bear are bought in dressed the
same as beef and they sell the steaks 15 per pound (1/- English)
it is the only well fed meat I have seen in the Market, the
sheep pigs are almost as fine bid as Greyhounds. Turkeys
are very plump fat. You can buy a couple of the finest for
2 dollars weighing 9 or 10 lbs each, we have very fine Markets.
The houses are very different now than in summer as I
said before we have great extremes. Every house has 2 doors the
and double windows and every room stop'd up in five places but
stoves and pipes run across every room. Coal is 10 dollars 2.10.0
for a box about the size of a Donkey lot at home all coal
comes from England there is no coal got in Canada

so that we know nothing but good. (I forgot to mention
that when in Quebec I saw the greatest Curiosity in
Canada and the only one here ~~that we~~ which is nothing
more or less than a Donkey. His Highness was brought from
England and runs in a Carriage. Few of the Canadians
ever see one) our dress is now much different to
summer, it now consists of. Fur Hat, Fur muffler, Faded
Coat, over coat, under coat, Neck & Hand muffs, fur gloves
2 or 3 pr very thick socks and pr. of Mocassins (Indian shoes) You
have not the least idea of the cold days and nights. I have been
bitten by the frost slightly once by the nose and once by the
fingers, you cannot tell anything is the matter until you are
told. You don't feel it until it thaws. Your flesh when
frozen goes as white as snow, a person will stop you in the
street and say you are frostbitten, You at once take up a
handful of snow and commence rubbing as hard as you
can which will set you all right. I saw man here a few days
ago with both hands frozen when he had gloves on, they went
pure white and knock'd them against the wall, they sounded
like a plate or a dry bone and he could not feel the least
pain they were put into ice water and rub until the blood
began to circulate, but had he gone to the fire or put them
in warm water his hand would have rotted away. You
may often see persons here without noses or fingers, but
still it is very pleasant, we have no such thing as
Cart or carriage to be seen now, but thousands of
Sleighs, even the fire Engine are on Sleighs, plenty of
Sleighs are drawn by large Newfoundland Dogs. There

had several drives and like them very well. You cover yourself
well up with Buffalo skins, and every horse carries a
string of bells around him so it sounds very merry
I must now begin to conclude for my time is very
short but I may perhaps give you little more another time
last Saturday Morning it was 27° below zero in the City
and 36° below one mile out.

Trade is very bad here and likely to be little
better in the Spring. Money is very scarce and very high in
price, but we hope for a good harvest. There is a great rush
for the news on the arrival of every steamer but we only get
it once a fortnight now. There is yet no tidings of the
Sarat Lands. She is 240 days out at sea,

I must now conclude for the present my short history
wishing you all My dear Friends. A happy new year

I remain truly (the following day)
Your affectionate friend
and well-wisher

Jno Batty

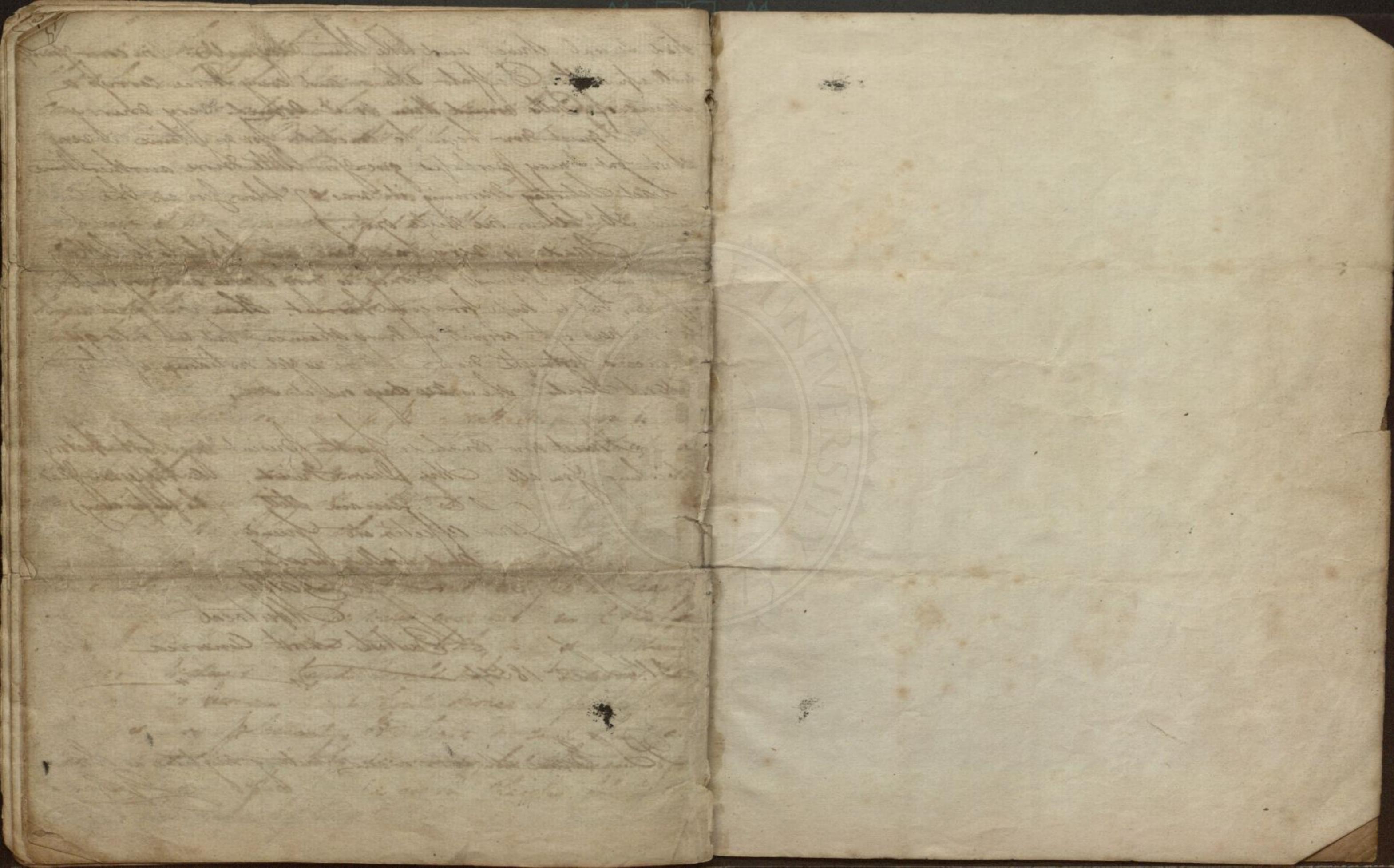
Montreal

British North America

31st Dec^r 1854

P.S. Excuse all errors and writing my time is short

J.B.





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