

of the Six Nation Indians as might desire to settle thereon. In this treaty it is stated that the land had been purchased from the Mississagas in 1732.

As before mentioned, the source of the Grand River was supposed to be within the bounds of the treaty of 1784, and when some years after Chief Brant endeavored to have the reserve pushed up the Grand River to its source, the Government refused on the ground that they could not in 1871 grant to the Indians land that they did not then own.

On the 15th day of January, 1798, a portion of this reserve, including the present Townships of Pilkington and Nichol, was surrendered to his Honor Peter Russell, President and administering the Government of His Majesty's Province of Upper Canada, etc., and was signed by Brant on behalf of the Six Nation Indians. On the 28th of October, 1818, a provisional agreement was entered into between the Hon. William Claus, Deputy Supt.-General of Indian Affairs, and five chiefs of the Mississagas by which a tract of 648,000 acres was surrendered to the Government. This tract included Eramosa, Erin, Garafraxa, Luther, and probably a part of Arthur. By an indenture made on the 10th of July, 1827, a tract of land, comprising the Townships of Peel, Maryborough, Minto, and part of Arthur was surrendered to James Givins, Esq., in behalf of His Majesty, George IV., by the chiefs of the Chippewa Nation.

Mr. W. F. Mackenzie, in his interesting articles on Wellington County in the *Guelph Mercury*, says:—"A perusal of some of these covenants will enable the reader to comprehend easily the true source of Indian loyalty. The Chief or Chiefs enter into a solemn compact, carefully worded, with the representative of the Sovereign. Here the Chief realizes that his authority is fully recognized, that he is entering into an agreement with another great and powerful Chief, who would faithfully fulfil all the stipulations of the treaty into which they had entered, and his unswerving devotion to the interests of his Sovereign has demonstrated that he fully appreciated his own responsibility to carry out sacredly all the obligations he assumed in the agreement."

THE SETTLING OF THE COUNTY.

We now approach the time of the permanent settlement of Wellington County. Some of the actors have only recently passed from the stage. Of the old pioneers, a Canadian poet—Alexander McLachlan—sings:—

"This generation ne'er can know
The toils we had to undergo,
While laying the great forests low."

"Canada," he says, "is prolific in heroes of its own; men who venture into the wilderness, perhaps, with little save an axe and a determined will, and hew their way to independence."

The great body of the emigrants were from the British Islands, and brought little with them but stout hearts, and an energy that was bound to overcome all difficulties. There were emigration agents, and land speculators, too, who sang their siren songs very much as those of the present day, and the deluded Briton who came out under the impression that existence would be easy in this favored clime, where the same tree yielded sugar, soap and firewood, was speedily undeceived when he finally found himself upon his location in the bush. The hardy emigrants cut down the trees, cleared the land and planted their potatoes, and sowed their wheat between the blackened stumps.

"Energetic souls were they, who fought with wild nature, cleared fields in the forest, and built mills, schools and churches, where but a few years before was heard naught but the howl of the wolf, or the whoop of the Indian." For some years money was very scarce, and barter was the rule. Although the settler might have flocks and herds, and raise a considerable amount of grain, it was difficult to convert them into cash. The life in the backwoods, however, was not entirely one of hardships, unredeemed by intervals of rest or pleasure. To the logging "bee," or the "raising," the neighbors came from far and near, and after the hard day's work, songs and dances followed. The rude rafters echoed the music of the fiddler, and the rough puncheon floor resounded to the tripping of the merry dancers. When Autumn turned the leaves of the woods to gold and purple tints, the virgin soil yielded a generous harvest, and if it was a long and weary trip to the mill with the grist, carried on the back, or perhaps drawn by oxen attached to jumpers, there were rare budgets of news brought back from the outside world. In the winter, by light of the great fires roaring up the chimneys the young people did their courting. The young men hunted the deer and bears, with which the woods abounded; partridges were plentiful, and the streams were full of trout, affording the means to supply a bountiful table, and a bill of fare that we of the present day would not despise.

Improvements rapidly followed and the shanty and the log cabin soon gave way to the substantial frame or stone house, with large barns close by, and the blackened stumps disappeared from the well-tilled fields.

The Crown lands were given free to settlers who were required to perform certain settlement duties before the issue of the patent. These duties were popularly described by the old couplet:—

"Eighteen months to do settlement duties; five acres to clear, and the street;
A house to build eighteen by twenty, and cover with shingles complete."

After their duties were completed an affidavit had to be made before a Justice of the Peace that the law had been complied with, when the Crown deed was issued.

One-seventh of the land was Clergy Reserve. When the Imperial Government, under the authority of the Constitutional Act of 1791, directed the authorities of Upper and Lower Canada to commence reserving one-seventh of the lands for the support of a Protestant clergy, they gave instructions that the lands so to be reserved were to be intermixed with those to be granted to individuals, the intention being to have them chequered over every township in the proportion of one-seventh of the whole. It, however, was found difficult to comply with this requirement, as in some districts nearly all of the lots had been granted. Reserves were therefore, in many instances, made in blocks in the nearest ungranted townships. Long before any grievance was felt on religious ground, there was a general dissatisfaction among the colonists at the obstruction to settlement presented by the reservation. For a long time there was no authority to sell the clergy reserves, and the original idea seems to have been to create a tenantry in each township which was eventually to be a parish.

A clergy corporation was established with powers to make leases, but very few were so foolish as to go on and make improvements on leased lands, while other land could be purchased so cheaply. For a long time the clergy reserve question was one of the leading issues in Canada. At first it was a question as to whether the clergy of all denominations should be included in the benefits. After a while an opinion by the law officers of the Crown was given that the Church of Scotland was entitled to participate, and, finally, after much agitation, the reserves were abolished in 1854.

POLITICAL DIVISIONS.

Lord Dorchester's proclamation of 1788, dividing the Province into districts is the earliest record relating to the territory that includes Wellington County. By this proclamation the western part of the Province now Ontario was divided into four districts: The District of Lunenburg, the District of Trent, the District of Nassau, and the District of Hesse. The line between the District of Nassau and Hesse is described in this proclamation as "The north and south line intersecting the extreme projection of Long Point into the Lake Erie, on the northerly side of the said Lake Erie." An inspection of the map of the Province of Ontario shows that such a line would divide Wellington County in two parts. In 1791 the Province of Quebec was divided into Upper and Lower Canada, and at the first session of the first Provincial Parliament held at Newark (Niagara) in 1792, the names of the districts were changed. Nassau became the Home District and Hesse the

Western District. At the second session of the second Parliament of Upper Canada, which met in 1798 at York (now Toronto) each of the former districts was subdivided into two; the western part of the Home District becoming the Niagara District, and the eastern part of the Western District formed the London District. In 1816 the Gore District was set apart from the Niagara District, and comprised the counties of Wentworth and Halton, extending north indefinitely, with Hamilton as a capital.

The District of Wellington was set apart as a separate district in April, 1838, and contained originally the whole of the present Counties of Wellington, Waterloo and Grey, and a portion of the County of Dufferin.

Guelph, Galt and Fergus were contestants for the county seat, but the decision was in favor of Guelph. A meeting of magistrates of the new district was held at Guelph to make the necessary preliminary arrangements for the erection of the Court House and Jail. The building committee appointed was composed of: Hon. A. J. Ferguson Blair, Messrs. G. T. Grange, Wm. Hewitt, Wm. Thompson, Thos. Saunders and Robt. Alling. The contract for building the Court House was awarded to William Allan, and for the Jail to William Day.

For many years the Magistrate's courts had been held at the British Coffee House, where the Royal Hotel now stands, but it became necessary to secure larger accommodations, until the Court House could be made ready, so a room was leased from William Dyson in a new brick building that he had just erected on Gordon Street, for many years known as the Red Lion tavern, and now in an altered condition as the Fountain House.

The first meeting of the District Council of the District of Wellington, was held in the Court House, Guelph, on the 8th day of February, 1842, pursuant to the "Act to provide for the better internal government of that part of this Province, which formerly constituted the Province of Upper Canada, by the establishment of local and municipal authorities therein."

Alexander Dingwall Fordyce, Esq., Warden, in the chair. The Warden read a commission, issued by the Governor-General, appointing him Warden of the District of Wellington.

Thomas Saunders, Esq., was then appointed Clerk, *ad interim*, under the provisions of the said Act.

Representatives were present from the Townships of Eramosa, Erin, Garafraxa, Guelph, Nichol, Waterloo, Wilmot and Woolwich—nine Councillors.

It was found, however, that certain irregularities had taken place, and that six of the Councillors elected were disqualified and could not legally take their seats. This left the Council without a quorum, and notice was given that application would be made to the Governor-General to call a special meeting of the Council, as soon as Councillors could be elected to fill the seats of those disqualified.

A special meeting of the Council was held on the 14th day of April, 1842, convened by the Governor-General, at which the above-named municipalities were represented by eleven Councillors duly qualified. The Council, at this meeting, in accordance with the provisions of the Municipal Act, elected three persons, to be submitted to the Governor-General, out of whom His Excellency might select one for District Clerk. The three persons elected were R. F. Budd, A. D. Ferrier and James Wilson. Mr. Budd was appointed District Clerk by His Excellency, and entered on his duties at a meeting of Council held on the 11th day of May, 1842.

The said District Council met from time to time in the Court House, Guelph, until the close of the October Session in 1849. In this year twenty-one townships were represented by thirty-three Councillors. This was the last year of the District Council.

The Waterloo County Council met in the Court House, Guelph, on the 28th day of January, 1850. At this meeting twenty-three Townships were represented by twenty-seven Councillors. The Townships of Garafraxa, Amaranth and Melancthon were represented by one councillor, and the Townships of Peel and Maryborough by one, while the Townships of Erin, Guelph, Puslinch, Wellesley, Wilmot and Woolwich sent Deputy Reeves. This Council was in existence for two years only; the last session closed on the 11th day of October, 1851. In this year twenty-four Municipalities were represented by twenty-nine Councillors. The Town of Guelph separated from the Township this year and sent a representative to the County Council.

The Council of the United Counties of Wellington, Waterloo and Grey met in the Court House, Guelph, on the 26th day of January, 1852, when thirty-one Municipalities were represented by thirty-nine Councillors. One Council represented the Townships of Amaranth and Garafraxa, and one the Townships of Collingwood and Euphrasia. This Council existed only one year.

The Council of the United Counties of Wellington and Grey met in the Court House, Guelph, on the 24th day of January, 1853, when twenty-two Municipalities were represented by twenty-eight Councillors. The Townships of Amaranth and Garafraxa were still united, but were represented by a Reeve and Deputy-Reeve. The Townships of Melancthon and Proton were also united and represented by one Councillor. This Council lasted one year only.

The Wellington County Council met, for the first time, in the Court House, Guelph, on the 23rd day of January, 1854.

The Townships comprising Wellington County when first organized were:—Amaranth, Arthur, Eramosa, Erin, Garafraxa, Guelph, Maryborough, Nichol, Peel, Pilkington and Puslinch; Arthur at that time included Minto and Luther. In 1881 Amaranth and East Garafraxa were attached to the new County of Dufferin, and in 1883 were joined by East Luther, leaving the county as it is constituted at present.

The first political contest the county ever witnessed took place in 1834. The constituency then constituted North Wentworth, Waterloo, Halton and Wellington. Roland Wingfield and Capt. Poore were the candidates. There were only 150 voters within the limits of Wellington, and neither aspirant obtained the requisite number of votes. Besides being defeated, they were financially ruined, so heavy were their expenses. The Union Act of 1840 brought another election. Durand, a Dundas merchant, and Robert Christie, of Dundas, were nominated. The county town was the only polling place, and the books were kept open for ten days, but on the third day one hundred sleigh loads of Waterloo freeholders recorded their votes for Durand, and virtually settled the contest. Durand held the seat until 1844, when James Webster, the Conservative nominee, defeated him after an exciting contest.

ROADS AND RAILWAYS.

The condition of the roads in 1834 is well described by Mr. Ferrier in his "Early Days of Fergus," in which he gives an account of a journey over the Brock Road. He says: "Next day I started in the stage (a common lumber wagon) for Guelph, and an awful shaking we got. One of the passengers put a bottle of whiskey in the pocket of his swallow-tail coat, but, alas, it was smashed before we had gone a mile. There was an English gentleman—who afterwards settled near Guelph—in the stage, and when we got a mile or two out of Dundas, he and I resolved to walk. The woods looked so high and dismal that we each hunted up a good big staff in case of meeting a bear. The travelling through the pine woods then was bump against a stump or the big roots, and then thump into a hole, with a pleasing variety of little steep gravel and sandy knolls now and then, especially after getting into Puslinch." Mr. Ferrier observes: "I never travelled that road in a wagon again, except once, and then it was because I had cut my foot, so I could not help it."

The question of good roads early became an important one, and as before the railways were built, everything from what was then called the back townships was teamed to Dundas and other points on the lake where it could be transported by water, there was an agitation for a gravelled road, from Guelph to Dundas, and largely through the efforts of the late James G. Wright, Sr., a by-law was passed by the Council of the District of Wellington on December 16, 1847, to improve the Brock Road; and an amendment was passed on the 7th of October, 1848. Other road improvements soon followed; on the 14th of June, 1851, a by-law was passed authorizing the county to lend money to and take stock in the Elora and Saugeen Road Co.; on the 11th December, 1851, for a loan to the Township of Nichol "to aid in making a Gravelled

Road therein," and on the same date "For granting a loan of £1,500 to the Trafalgar, Esquering and Erin Road Company." On the 31st of January, 1856, a by-law was passed by the Wellington County Council "For lending money to the Fergus and Owen Sound Road Co., and taking stock therein"; and on October 29, 1856, to loan the same company £2,000; on the 18th of December, 1860, "For granting a loan to the Arthur and Mount Forest Road Company"; on June 11, 1861, "To grant Debentures for travelling part of the Elora and Saugeen Road, Township of Peel"; June 10th, 1862, "For improving the Elora and Saugeen Road in the Township of Maryborough." On the 17th September, 1863, the by-law for purchasing the Arthur and Mount Forest Road was passed, and on the 22nd of December, 1863, "For purchasing the Fergus and Owen Sound Road through the Townships of Nichol and Peel." On the 10th of June, 1864, the gravel road in the Township of Minto was taken over, and on the 11th of June in the same year the road from the easterly end of the Eramosa bridge in the Town of Guelph to the Four Corners Inn in the Township of Eramosa. On the 6th of December, 1864, the Elora and Saugeen Gravel Road from Cards Corner in the Township of Guelph to the Village of Elora, and the Guelph and Arthur Road from the same point to the Village of Fergus, became county roads.

About 1851 agitation for a railway to Toronto commenced, and in the following year the preliminaries were arranged and contracts let. Before much progress had been made the line was absorbed by the Grand Trunk, which afterwards extended the line west to Sarnia. On the 30th of January, 1852, the first train over the Toronto and Guelph Railway, conveying a large deputation of visitors, arrived at the York Road bridge. Among the visitors were His Excellency the Governor-General, the Postmaster-General, Chief Justice Richard, Justice Burns, Chancellor Blake, with several members of Parliament, and city officials of Toronto. The formal opening, however, did not take place until June. This was the commencement of an era of great prosperity for Guelph and Wellington County, and there was a great rush of emigrants seeking homes in the northern part of the county. In 1854 the work of construction began on a branch of the Great Western, to Galt, and the road was opened in 1857. In 1867 the Wellington, Grey and Bruce Railway Co. completed their organization, and commenced to appeal for bonuses, and on the 28th of June the first sod was turned at Fergus, and before the end of the year large bonuses were voted by many of the municipalities. The work did not proceed with the expected rapidity and before it could be completed the time stipulated in these grants had expired, and there was danger of losing them. Consequently, a delegation from Hamilton, consisting of the Mayor, the President of the company, and others, with Messrs. C. Davidson, Lieut.-Col. Higinbotham, and others from Guelph, went to Harriston and held a conference with leading representatives of the northern townships, and asked an extension of one year from Maryborough, Minto and Howick. Later by-laws were passed by the municipalities granting the desired extension, and in September, 1870, the railway was opened to Fergus, and in November to Harriston, being completed to Southampton in 1872. The Warton and Owen Sound branch diverges at Harriston; and the Stratford and Lake Huron Railway, with the branches to Kincardine and Durham, have made Palmerston an important railway centre. All of the lines mentioned now belong to the Grand Trunk system. The Toronto, Grey and Bruce Railway was opened in 1871, and by the end of that year running trains to Mount Forest, and afterwards extended through Harriston to Teeswater. This was at first a narrow gauge road, and was the subject of much ridicule from travellers, but after a few years it was leased to the C. P. R. and changed to standard gauge. The Credit Valley Railway through Erin and Garafraxa to Elora was completed in 1880, and the Canadian Pacific Railway through the Gore of Puslinch in the year . . . The Guelph Junction Railway, owned by the City of Guelph, and operated by the C. P. R., was opened . . . and at this writing, in 1905, an extension to Goderich is being built by the Canadian Pacific. The County of Wellington is now well supplied with railways, and the next important move in the advancement of its transportation facilities will undoubtedly be the construction of electric railways.

MILITARY HISTORY.

The Mackenzie Rebellion of 1837-8 led to the organization of a company of volunteers by Capt. Poore, whose officers were: Lieut. Wm. Thompson; Ensign Chas. Grange; and Sergeants John Thorpe, Jas. Armstrong and James Marshall. There were 62 officers and men. This company saw service until the end of the war. In 1837 there was a rifle company at Fergus, that had been drilled for some time by Mr. George Matthews, an old sergeant. This company, numbering about 25 men, was ordered out under the command of Geo. Matthews and A. D. Ferrier. The Guelph and Fergus companies, before the close of hostilities, merged into one. In 1855 the Guelph Rifle company was organized under Capt. Kingsmill. When the Prince of Wales visited Guelph in 1860, a troop of cavalry was formed, and in 1861 the excitement over the Trent affair between England and the United States led to the formation of a Highland company. In 1866, at the public meeting, Dr. Howitt advocated the establishment of rifle clubs, which led to the formation of the Guelph Rifle Association. In 1866 the Wellington Field Battery was organized under Capt. A. H. Macdonald, and in 1878 the Ontario Field Battery under Lieut. D. McCrae. The Brigade of Field Artillery was organized in 1880. At the time of the Fenian Raid of 1866, volunteers were called for. Capt. Higinbotham received orders to muster a company, and in twenty-four hours was ready to proceed to Stratford with 59 officers and men. The officers were Capt. Higinbotham, Commanding Officer; Capt. A. H. Macdonald, Drill Instructor; James Armstrong, Lieut.; and Geo. Bruce, Ensign.

The Elora Volunteer Rifle Co. was organized in 1861. The commissioned officers were: Thos. Donaldson, Captain; Chas. Clarke, Lieut., and Walter P. Newman, Ensign. The Elora Company was called out in 1866, and proceeded to Chatham, under Lieut. C. Clarke, Acting Captain; M. O. Macgregor, Acting Lieut., and W. Leich, Acting Ensign. Soon after the end of this disturbance, the companies were merged into the 30th Battalion, commanded by Lieut.-Col. Higinbotham, with Captains Clarke and McMillan, as Majors. The Fergus Rifle Co., No. 3, served at Sarnia during the Fenian Raid, under the following officers: Capt. John A. McMillan; Lieut. Robert S. Lingwood, and J. B. Perry, Ensign, Provisionally.

The Mount Forest Rifle Co. organized October, 1860. The company served in the Fenian Raid under Capt. Alex. Godfrey, Lieut. Jas. Pearce and Ensign John Rogers.

In 1900 the Boer war occasioned an outburst of Canadian patriotism, and on Jan. 4, 1902, the second contingent, composed principally of men from Guelph and Wellington County, under the command of Lieut. John McCrea, left for South Africa amidst a scene that culminated in an outburst of wild enthusiasm. The men who joined the first Canadian contingent to South Africa at Guelph numbered two; the second contingent, No. 16 Battery, 28 officers and men; No. 11 Battery, 27. In March, 1901, three men left to join Baden Powell's South African Police force. Of the third South African contingent, ten men were enlisted at Guelph, and 62 enlisted to join the fourth contingent.

Of the militia of the present day, the City of Guelph is the headquarters of the following corps:—

1st Brigade Canadian Field Artillery, consisting of two 5-inch howitzer batteries.

Establishment:

Brigade Staff.—Hon. Colonel, Macdonald, Lt.-Col. A. H. (D) X.; Lt.-Col. Commanding, Davidson, John (D), Lt.-Col.; Adjutant, Petrie, A. B. Capt.; Medical Officer, MacKinnon, K., Lieut.; Vet. Officer, Reed, J. H., V.S., Vet.-Major; Chaplain, Eakin, Rev. T., Hon. Capt.

11th Field Battery.—Major, Merriner, H. D.; Capt. Ogg, J.; Capt. Howitt, H.; Lieutenant, Worthington, G. H.; Lieutenant, Coghlan, F. T.

16th Field Battery.—Major, Harrison, F. C.; Captain, Foster, D. M.; Captain, McConkey, T. C., R.M.C.; Lieutenants, Thorp, H. W.; Panton, L. A. C.; Day, F. A.

2nd Infantry Brigade, consisting of the 22nd, 28th, 29th and 30th Regiments: Lieut.-Col. Commanding, Macdonald, A. H., (D) X., Hon. Col., Guelph P.O.; Brigade Major, Davis, W. M., Major, Berlin, Ont.